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Agrahayana 13, 1946 (Saka)

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LOK SABHA SECRETARIAT

NEW DELHI

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C O N T E N T S

**Eighteenth Series, Vol. IV, Third Session, 2024/1946 (Saka)
No. 7, Wednesday, December 04, 2024/ Agrahayana 13, 1946 (Saka)**

<u>S U B J E C T</u>	<u>P A G E S</u>
ORAL ANSWERS TO QUESTIONS	
*Starred Question Nos. 121 to 127	16-61
WRITTEN ANSWERS TO QUESTIONS	62-893
Starred Question Nos. 128 to 140	62-111
Unstarred Question Nos. 1381 to 1610	111-893

* The sign + marked above the name of a Member indicates that the Question was actually asked on the floor of the House by that Member.

OBSERVATION BY THE SPEAKER	894
Obstruction at the Entry Gate of Parliament House	
PAPERS LAID ON THE TABLE	895-908
MESSAGE FROM RAJYA SABHA	
AND	
BILL AS PASSED BY RAJYA SABHA	909
STANDING COMMITTEE ON ENERGY	
Statement	909-910
STANDING COMMITTEE ON COAL, MINES AND STEEL	
1 st to 3 rd Reports	910
STATEMENTS BY MINISTER	910-917
(i)(a) Status of implementation of the recommendations contained in the 16 th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 4 th Report of the Committee on Demands for Grants (2019-2020) pertaining to the Ministry of Planning	910-911
(b) Status of implementation of the recommendations contained in the 21 st Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 10 th Report of the Committee on Demands for Grants (2020-2021) pertaining to the Ministry of Planning	911
(c) Status of implementation of the recommendations contained in the 38 th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 28 th Report of the	

- Committee on Demands for Grants (2021-2022) pertaining to the Ministry of Planning 912
- (d) Status of implementation of the recommendations contained in the 50th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 43rd Report of the Committee on Demands for Grants (2022-2023) pertaining to the Ministry of Planning 912-913
- (e) Status of implementation of the recommendations contained in the 64th Report of the Standing Committee on Finance on action taken by the Government on the Observations/Recommendations contained in the 57th Report of the Committee on Demands for Grants (2023-2024) pertaining to the Ministry of Planning 913
- (f) Status of implementation of the recommendations contained in the 17th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 5th Report of the Committee on Demands for Grants (2019-2020) pertaining to the Ministry of Statistics and Programme Implementation 914
- (g) Status of implementation of the recommendations contained in the 22nd Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 11th Report of the Committee on Demands for Grants (2020-2021) pertaining to the Ministry of Statistics and Programme Implementation 914-915

- (h) Status of implementation of the recommendations contained in the 39th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 29th Report of the Committee on Demands for Grants (2021-2022) pertaining to the Ministry of Statistics and Programme Implementation 915
- (i) Status of implementation of the recommendations contained in the 51st Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 44th Report of the Committee on Demands for Grants (2022-2023) pertaining to the Ministry of Statistics and Programme Implementation 916
- (j) Status of implementation of the recommendations contained in the 65th Report of the Standing Committee on Finance on action taken by the Government on the Observations/ Recommendations contained in the 58th Report of the Committee on Demands for Grants (2023-2024) pertaining to the Ministry of Statistics and Programme Implementation
- Rao Inderjit Singh** 916-917
- MATTERS UNDER RULE 377** 950-970
- (i) Need to construct weirs to ensure continuous flow of water in Koel and Amanat rivers in Palamu Parliamentary Constituency, Jharkhand
- Shri Vishnu Dayal Ram** 950-951

- (ii) Need to restart flight operations from Dhanbad Airport, Jharkhand
Shri Dulu Mahato 951
- (iii) Need to address the problems arising out of coal mining activities in Tandwa Area of Chatra Parliamentary Constituency, Jharkhand
Shri Kali Charan Singh 951-952
- (iv) Need to run Vande Bharat/Amrit Bharat train from Chhapra/Siwan Junction to Delhi, Kolkata and Varanasi
Shri Janardan Singh Sigrimal 952
- (v) Need to set up a Textile Park in Narayanpet District in Mahababunagar Parliamentary Constituency, Telangana.
Shrimati D. K. Aruna 953
- (vi) Regarding upgradation of Dullabcherra Railway Station in Karimganj Parliamentary Constituency, Assam
Shri Kripanath Mallah 953-954
- (vii) Need for financial assistance for construction of a new barrage under Udayanti River Project at Sinpali block of Nuapada district, Odisha
Shrimati Malvika Devi 954-955
- (viii) Need to recognize the aborigines of Santhal Pargana as Scheduled Tribes
Dr. Nishikant Dubey 955-956

- (ix) Need to augment railway services in Jalore Parliamentary Constituency, Rajasthan
Shri Lumba Ram 956-957
- (x) Need to extend the services of Patalkot Express (Train no. 14623/24) upto Balaghat in Madhya Pradesh
Shrimati Bharti Pardhi 957
- (xi) Regarding problems faced by LIC agents
Shri Ramesh Chandappa Jigajinagi 958
- (xii) Need to ensure fair and transparent conduct of Private Health Insurance Companies in disposal of claims
Dr. Bachhav Shobha Dinesh 958-959
- (xiii) Need to introduce train services between Nandurbar and Pune
Adv. Gowaal Kagada Padavi 959-960
- (xiv) Need to expedite construction of bridge connecting Jorhat and Majuli in Assam
Shri Gaurav Gogoi 960
- (xv) Need to resolve the Mahanadi River dispute between Odisha and Chhattisgarh
Shri Saptagiri Sankar Ulaka 961
- (xvi) Need to provide adequate DAP to farmers in Shrawasti Parliamentary Constituency, Uttar Pradesh
Shri Ram Shiromani Verma 962

- (xvii) Need to increase the number of Procurement Centres for paddy farmers in Chandauli district, Uttar Pradesh
Shri Virendra Singh 962-963
- (xviii) Regarding introduction of various graduate/post graduate courses and Professional Skill Development Programmes in Aligarh Muslim University at Murshidabad centre in West Bengal
Shri Khalilur Rahaman 963-964
- (xix) Need to provide enhanced devolution of taxes to Tamil Nadu
Shri D. M. Kathir Anand 964
- (xx) Need to include Lambadis community in Tamil Nadu in the list of Scheduled Tribes
Shri T. M. Selvaganapathi 965
- (xxi) Regarding comprehensive execution of Pradhan Mantri Matsya Sampada Yojna in Konaseema region of Andhra Pradesh
Shri G. M. Harish Balayogi 965-966
- (xxii) Regarding construction of a ring dam on Kosi River in Bihar
Shri Dinesh Chandra Yadav 966-967
- (xxiii) Need to expedite construction of Indrapuri Reservoir Project on Sone River in Shahabad region, Bihar
Shri Sudama Prasad 967

- (xxiv) Need to declare human deaths caused by honey bee stings as unnatural death and make provisions for payment of compensation for such deaths
Dr. Rajesh Mishra 967-968
- (xxv) Need to set up a Super Specialty Department in Shaikh-UI-Hind Maulana Mahmood Hasan Medical College in Saharanpur, Uttar Pradesh
Shri Imran Masood 968
- (xxvi) Regarding compensation to families who migrated from Chhamb Sector during Kargil War and resumption of payment of compensation to people displaced due to Canal Dam in Samba Mirpur in Jammu and Kashmir
Shri Jugal Kishore 968-969
- (xxvii) Need to make legal provisions to ensure vesting of educational and employment rights to orphaned and abandoned children
Shri Mansukhbhai Dhanjibhai Vasava 969
- (xxviii) Regarding pollution in Indira Gandhi Canal caused by industrial waste
Shri Hanuman Beniwal 970
- RAILWAYS (AMENDMENT) BILL, 2024** 971-1123
- Motion to consider 971-972
- Shri Ashwini Vaishnaw 971-972

Shri Manoj Kumar	972-977
Shri Ravindra Shukla Alias Ravi Kishan	977-982
Shri Neeraj Maurya	983-986
Shri Bapi Haldar	986-989
Shri Tamilselvan Thanga	989-992
Shri G. M. Harish Balayogi	993-997
Shri Kaushalendra Kumar	997-999
Shri Arvind Ganpat Sawant	999-1002
Shri Shrirang Appa Chandu Barne	1002-1004
Shri Nilesh Dnyandev Lanke	1004-1005
Shrimati Aparajita Sarangi	1005-1009
Shri M. K. Raghavan	1009-1012
Shri Rajesh Verma	1012-1014
Dr. Gumma Thanuja Rani	1014-1018
Dr. M. P. Abdussamad Samadani	1018-1021
Shri Dharambir Singh	1021-1023
Shrimati Sanjna Jatav	1023-1025
Shri Ramashankar Rajbhar	1025-1029
Shri Sudhakar Singh	1027-1030
Shrimati Bag Mitali	1030-1032
Shri G. Selvam	1032-1034

Shri Mukeshkumar Chandrakaant Dalal	1034-1037
Shri Kali Charan Singh	1037-1039
Shri Amra Ram	1039-1041
Shri Sudama Prasad	1041-1043
Shri Chandan Chauhan	1043-1044
Shri Selvaraj V.	1045-1047
Sushri Kangna Ranaut	1047-1048
Shri Shyamkumar Daulat Barve	1048-1050
Shrimati Lovely Anand	1050-1052
Adv. Chandra Shekhar	1052-1054
Shri Rajesh Ranjan	1054-1056
Shri Kalyan Banerjee	1057-1059
Shri N. K. Premachandran	1059-1062
Shri Lavu Srikrishna Devarayalu	1062-1064
Shri Kamakhya Prasad Tasa	1064-1066
Shri Gurjeet Singh Aujla	1066-1068
Shri Gurmeet Singh Meet Hayer	1068-1069
Shri Anurag Sharma	1069-1071
Shri Asaduddin Owaisi	1071-1074
Shri Virendra Singh	1074-1075
Shri Radha Mohan Singh	1075-1077

Shri C. N. Annadurai	1078-1080
Shri Dilip Saikia	1080-1082
Dr. Mallu Ravi	1082-1085
Shri Aga Syed Ruhullah Mehdi	1085-1086
Shri Ravindra Dattaram Waikar	1086-1088
Shri Dhaval Laxmanbhai Patel	1088-1089
Shri Omprakash Bhupalsinh <i>Alias</i> Pavan Rajenimbalkar	1089-1090
Shri Khagen Murmu	1090-1091
Shri Rajkumar Roat	1091-1093
Shri Darshan Singh Choudhary	1093-1094
Shri B. Manickam Tagore	1094-1095
Shri Ashish Dubey	1095-1098
Adv. Francis George	1098-1101
Shri Lalji Verma	1101-1103
Shri Bharat Singh Kushwah	1103
Shrimati Supriya Sule	1103-1106
Shri Buntty Vivek Sahu	1106-1107
Shrimati Bharti Pardhi	1107-1108
Shri Kuldeep Indora	1109
Shrimati Manju Sharma	1109-1110
Dr. Rajeev Bharadwaj	1110-1111

Shri Vijayakumar <i>Alias</i> Vijay Vasanth	1112-1114
Shri Balabhadra Majhi	1114-1115
Dr. Manna Lal Rawat	1115-1117
Shri Rajmohan Unnithan	1117-1118
Dr. Rajesh Mishra	1118-1119
Shri Jai Prakash	1120
Shrimati Kanimozhi Karunanidhi	1120-1121
Dr. Faggan Singh Kulaste	1121-1122
Shri Amrinder Singh Raja Warring	1122-1123

<u>STATEMENT – I</u>	1124-1132
Member-wise Index to Starred Questions	1124
Member-wise Index to Unstarred Questions	1125-1132
<u>STATEMENT – II</u>	1133-1137
Ministry-wise Index to Starred Questions	1133-1134
Ministry-wise Index to Unstarred Questions	1135-1137

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LOK SABHA DEBATES

LOK SABHA

Wednesday, December 04, 2024/ Agrahayana 13, 1946 (Saka)

The Lok Sabha met at Eleven of the Clock.

[**HON. SPEAKER** *in the Chair*]

ORAL ANSWERS TO QUESTIONS

HON. SPEAKER: Question No.121

NEW TRAIN SERVICES AND STATION DEVELOPMENT

***121. SHRI SRIBHARAT MATHUKUMILLI:**

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the details of proposals submitted for introduction of new train services connecting various routes via Visakhapatnam including specifics such as origin and destination stations, scheduled timings, and the current status of each proposal;
- (b) the details of proposals submitted specifically for new train services originating from Visakhapatnam to other destinations along with the status of each proposal and any anticipated timelines for approval or implementation;
- (c) whether any proposals have been submitted to increase the number of train stoppages at stations within Visakhapatnam district, including requests for Vande Bharat train halts;
- (d) if so, the status of each proposal, train-wise and reasons for any delays in approval; and
- (e) the current status of development projects at Duvvada and Vishakhapatnam railway station including details on approved projects, funds allocated and released, as well as the progress achieved under each project?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e) A Statement is laid on the Table of the House.

STATEMENT

(a) to (e) Receipt of Proposals from Zonal Railways, inter alia, pertaining to introduction of new trains and provision of stoppages of train services, including Vande Bharat services, their examination and decision(s) of the Competent Authority thereon is an ongoing process. Accordingly, during 2023-2024, to cater to the need of passengers of Visakhapatnam area, the following 04 pairs of Vande Bharat services, namely 20833/20834 Visakhapatnam-Secunderabad Vande Bharat Express (w.e.f. 26.11.2023), 20841/20842 Bhubaneswar-Visakhapatnam Vande Bharat Express (w.e.f. 17.03.2024), 20707/20708 Secunderabad-Visakhapatnam Vande Bharat Express (w.e.f. 25.08.2024), and 20829/20830 Durg-Visakhapatnam Vande Bharat Express (w.e.f. 20.09.2024), have been introduced. Further, Amrit Bharat Express, namely 13433/13434 Malda Town-SMVT Bengaluru Amrit Bharat Express also operates, w.e.f. 30.12.2023 via Visakhapatnam. In addition to these introductions, extension of 18311/18312 Banaras-Sambalpur Express upto Visakhapatnam w.e.f. 22.11.2023, 22701/22702 Visakhapatnam-Vijayawada Udaya Express upto Guntur, w.e.f. 13.01.2024, 08531/08532 Visakhapatnam-Palasa Passenger upto Brahmapur, w.e.f. 03.03.2024 and 08503/08504 Visakhapatnam-Rayagada Passenger upto

Bhawanipatna, w.e.f. 27.12.2023, have also been done to serve the passenger of Visakhapatnam. At present, all train services passing through Visakhapatnam Station has scheduled stoppage at Visakhapatnam. Besides, introduction of trains and provision of stoppage of train services on Indian Railways is an ongoing process, subject to competing demand, operational feasibility, commercial viability, etc.

Further, Ministry of Railways has launched Amrit Bharat Station scheme for development of Stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long term approach. It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each such station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballast less tracks, etc. as per necessity, phasing and feasibility and creation of city centres at the station in the long term. So far, 1337 Railway stations including 73 stations in the state of Andhra Pradesh have been identified for development under this scheme. The

stations identified for development under this scheme in the State of Andhra Pradesh are Adoni, Anakapalle, Anantapur, Anaparthi, Araku, Bapatla, Bhimavaram Town, Bobbili Jn, Chipurupalli, Chirala, Chittoor, Cuddapah, Cumbum, Dharmavaram, Dhone, Donakonda, Duvvada, Elamanchili , Eluru, Giddalur, Gooty, Gudivada, Gudur, Gunadala, Guntur, Hindupur, Ichchapuram, Kadiri, Kakinada Town, Kottavalasa, Kuppam, Kurnool city, Macherla, Machilipatnam, Madanapalli Road, Mangalagiri, Markapuram Road, Mantralayam Road, Nadikude Jn, Nandyal, Narasaraopet, Narsapur, Naupada Jn, Nellore, Nidadavolu, Ongole, Pakala, Palasa, Parvatipuram, Piduguralla, Piler, Rajampet, Rajamundry, Rayanapadu , Renigunta, Repalle, Samalkot, Sattenapalle, Satya Sai Prashati Nilayam, Simhachalam, Singaraykonda, Sri Kalahasti, Srikakulam Road, Sullurpeta, Tadepalligudem, Tadipatri, Tenali, Tirupati, Tuni, Vijayawada, Vinukonda, Vishakhapatnam, and Vizianagaram Jn.

Visakhapatnam and Duvvada Railway Stations falling in the state of Andhra Pradesh have also been identified under this scheme. Engineering, Procurement and Construction (EPC) contract awarded earlier was terminated and retendering has been taken up for the redevelopment of Visakhapatnam Railway Station. The construction of new station building with waiting halls, foundation work of 12m Foot Over Bridge (FOB), platform surfacing work, improvement to circulating area, waiting hall, toilets, etc. have started at Duvvada station.

The details of allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise and not Work-wise or Station-wise. Passenger amenities are generally funded under Plan Head-53 'Customer Amenities'. Visakhapatnam and Duvvada Railway Stations falling in the state of Andhra Pradesh come under East Coast Railway Zone and the fund allocation to East Coast Railway for development and maintenance of stations under Plan Head-53 'Customer Amenities', for the year (BE 2024-25) is ₹ 671.40 Cr.

SHRI SRIBHARAT MATHUKUMILLI: Thank you, hon. Speaker, Sir. I received the responses from the Ministry of Railways for the questions that I had raised. So, I will start away with my detailed question. The creation of the South Coast Railway Zone, with Vishakhapatnam as its headquarters in Andhra Pradesh was announced in February 2019 by the then hon. Railway Minister.

However, due to the land allocation delays and other issues by the previous State Government, including some questions raised on the viability of the land, five valuable years have been lost. After the recent NDA Government has assumed power earlier this year, the State Government has issued necessary clarifications and joint surveys have been conducted. I thank the hon. Prime Minister Narendra, Modi ji and the Railway Minister Shri Ashwini Vaishnaw ji for initiating tenders for the South Coast Railway Zone.

What I would like to highlight and ask here is that similar railway zones like South Western Railway Zone, Hubli, South East Central Railway Zone, Bilaspur,

East Coast Railway Zone, Bhubaneswar were announced on July 4, 2002, but were started off in temporary accommodations by April 1, 2003. Given this precedence, since the process of tendering has already begun, can the South Coast Railway Zone be operationalized from temporary campuses before the full building is completed?

SHRI ASHWINI VAISHNAW: Hon. Speaker, Sir, the hon. Member has raised a very valid point regarding the South Coast Railway Zone. It is a new zone, and as the hon. Member has already noted himself, we have already placed the tender for the construction of the zone building. Whatever land issues were there earlier, they have been sorted out.

The hon. Chief Minister of Andhra Pradesh has been continuously following up this. Even hon. Shri Ram Mohan Naidu ji is also regularly following up this matter. On the whole, this zone is now on track to get operationalized. We have also appointed one Officer on Special Duty (OSD) so that all the operational matters which need to be considered while making this zone operational can be checked in full detail. As and when the operational matters are checked in full detail, we will have a common discussion among all the stakeholders and then take it forward.

SHRI SRIBHARAT MATHUKUMILLI : Thank you, hon. Speaker, Sir. I would like to take a different direction in the question. Safety and speed are the twin pillars of the modern rail travel in India. I was fortunate to meet the Minister recently and

discuss about this. So, what I would like to ask is this. What steps are being taken to enhance the average speed of Vande Bharat and other Express trains?

Additionally, with the focus on reducing manual intervention and leveraging technology and advanced safety measures, what measures has the Government put in place so that there is fast but safe and secure travel for passengers across the nation and across these routes? Thank you.

माननीय अध्यक्ष : माननीय सदस्य, जैसे माननीय मंत्री जी संक्षिप्त जवाब दे रहे हैं, उसी प्रकार आप भी संक्षिप्त प्रश्न पूछें।

SHRI ASHWINI VAISHNAW: Hon. Speaker, Sir, the question is not related to the main Question. However, I will give a very short answer to this.

The condition of the tracks is continuously being upgraded. The tracks were designed for 70-80 kmph 10 to 15 years ago. Over the last 10 years, most of the tracks have been upgraded significantly and today more than 80 per cent of the tracks in the Indian railway network are basically operational at 100 kmph or 110 kmph. We are continuously upgrading to 130 kmph also, and some of the sections have been designated for 160 kmph.

Multiple actions are being taken. The first one is for improving the quality of the rails, having a better specification of the manufacturing process of the rail. Second, wherever there are curves, we are trying to reduce the curves. Third, we are trying to get better quality of sleepers and better quality of fasteners. Fourth, the development of Kavach has been now completed. On 16 July 2024, Kavach

version 4.0 was completed and now a large-scale implementation of Kavach is being done. Practically every locomotive is today getting fitted with a fog safety device. Multiple number of actions are being taken to improve the speed of the trains.

SHRI HIBI EDEN: Sir, there are around 110 acres of land in the heart of the Ernakulam constituency, which is known as the Ernakulam Marshalling Yard, and this particular area belongs to the Indian Railways.

The cost of a cent of land is around Rs. 50 lakh. This particular stretch of land connects the Kochi Water Metro, the one and only water metro in the country, and also the Vyttila transportation mobility hub. Sir, the Indian Railways can develop this particular land which is more than Rs. 50,000 crore of worth.

The major constraint Kerala faces is the availability of land. When we have a prime land with the Indian Railways, why can we not start a new terminal inside the heart of the city? The Government policy is for a multi-modal system where with a single ticket you can travel in the Indian railways, the metro rail, the water metro and also the normal buses. So, this would be one of the finest projects in the country.

Sir, also the Vande Bharat train has been in huge demand in Kerala, especially the Kochi-Bengaluru route which was allotted in-between a special train, as you mentioned. Why can we not retain this? There is a huge private bus lobby which is benefiting from this particular route. We are under criticism that we are

helping the private bus lobby. Would there be any specific arrangement to make sure that there is a route from Kochi? Night trains can be allotted for Vande Bharat because we are travelling in the night also.

SHRI ASHWINI VAISHNAW: Hon. Speaker, Sir, the question is totally disconnected from the main Question. However, I would like to point out that hon. Prime Minister Shri Narendra Modi ji is totally committed towards developing the railway network of Kerala. The allocation of funds he has given is huge. It is more than Rs. 3,000 crore which is almost eight times what it used to be 10 years ago. However, the support from the State Government is not forthcoming.

Hon. Speaker, Sir, the land acquisition in the State of Kerala, despite the funds having been deposited, is a meagre 16 per cent of the land that is required. I will request all the hon. MPs to please help the Railways by following up with their State Government so that the land can be acquired. From our side, we are very focused on developing the railway network throughout the country, including Kerala.

Regarding whatever land issue the hon. MP has raised, he may please come and discuss in detail, with the map of the area. His ideas will be very welcome for developing that parcel of land.

SHRI T. R. BAALU: Thank you very much, Sir.

In fact, this question pertains to my birthplace. Fourteen years ago, the Manavadi-Pattukottai line, the broad-gauge line, had been started and it has

become an orphan now. Even a bridge across the Bamini River is also constructed. But it is left as it is and it has been pending for the past 14 years.

The next one is Thanjavur-Pattukottai line for which the land acquisition is over. Everything has been done, but things are not taken up, maybe, because it has all become a DMK constituency. I do not know whether the Minister will take it in a proper perspective. He should not say the land acquisition is pending. If there is a land acquisition pending, why do you not go and meet the State officials or State Ministers concerned or send your officials to find out the ways and means to purchase the land immediately? You cannot just charge the State Government by saying that land acquisition is pending.

SHRI ASHWINI VAISHNAW: Baalu ji is a very senior person and we all respect him a lot. He has held multiple portfolios. He understands the difficulties. He also understands how important it is to coordinate with the State Government. The projects which the hon. MP mentioned are the projects where both the State Government and the Central Government have to work together to make sure that the projects are progressed.

I would like to put on record, hon. Speaker, Sir, that for Tamil Nadu, the funds, which were allocated during the UPA Government, were only Rs. 879 crore per year, and today hon. Prime Minister, Shri Narendra Modi ji is allocating Rs. 6,362 crore for railways in Tamil Nadu. It is a huge jump. Unfortunately, out of the 3,389 hectares of land required for development of the projects in Tamil Nadu, the land

acquired is only 26 per cent, that is, 866 hectares. In regard to the land which has to be acquired, we are continuously following up with the State Government. Our officials are constantly pursuing with the State Government. I request the hon. MP also to pursue with the State Government to support this because Railways and Defence are the two Departments which have to be out of politics. They are required for the country. They are very essential for the development of a country, and going above the politics, we have to work towards this. We have to make sure that the Railways and Defence Departments keep serving the nation. The development of railways is very important for our economic development.

So, I request the hon. MP to have a meeting with hon. Chief Minister of Tamil Nadu. I will send my officers and I will send our MoS also, if you say. We can have a follow-up of all the land acquisition issues.

माननीय अध्यक्ष : माननीय सदस्यगण, आज रेल बिल पर चर्चा है। मैं आपसे एक और आग्रह करना चाहता हूँ। कई सालों से प्रश्न काल के अंदर 20 प्रश्न लाटरी में आते हैं। इसमें नंबर बड़ी मुश्किल से आता है। कई माननीय सदस्यों का तो पूरे एक वर्ष में भी लाटरी में नंबर नहीं आता, तो कई का एक ही सदन में दो या तीन बार नंबर आ जाता है। जो लॉटरी की व्यवस्था है, वह पूरी पारदर्शिता के साथ माननीय संसद सदस्यों की मौजूदगी में निकलती है।

मेरा आप सबसे आग्रह है, माननीय सदस्य और माननीय मंत्रीगण भी मेरा इसमें सहयोग करेंगे कि वे संक्षिप्त प्रश्न पूछेंगे, संक्षिप्त जवाब देंगे, ताकि हम 20 प्रश्नों की लिस्ट को पूरा कर सकें। जो 20 प्रश्नों की लिस्ट आई है, जिसमें सदस्य का पूरा हक बनता है कि मेरा प्रश्न आया है तो कम से कम मुझे एक

बार प्रश्न पूछने का मौका दिया जाए। सदन इस विषय को लेकर सहमत होगा। हमें इस तरह का नया प्रयास करना चाहिए।

क्वैश्चन नंबर 122, श्री मनीष जायसवाल जी।

REDEVELOPMENT OF STATIONS UNDER AMRIT BHARAT STATION SCHEME

***122 SHRI MANISH JAISWAL:**

SHRI DARSHAN SINGH CHOUDHARY:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the features of Amrit Bharat Station Scheme;
- (b) whether the Government has started Amrit Bharat Station Scheme for redevelopment of stations in the country especially in Jharkhand, Hoshangabad Lok Sabha Constituency, Madhya Pradesh and Maharashtra and if so, the details thereof;
- (c) the number of stations covered/redeveloped under the said scheme;
- (d) the manner in which these stations will facilitate better passenger experience in Indian Railways;
- (e) whether there are any plans to increase the number of passenger coaches in local trains of the West Central Railway Zone to improve passenger convenience, if so, the details thereof; and

(f) the details of budgetary allocation made for the redevelopment of Stations in Madhya Pradesh (Hoshangabad Station), Maharashtra (Palgarh station) and Jharkhand?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (f) A Statement is laid on the Table of the House.

STATEMENT

(a) to (f) Ministry of Railways has launched 'Amrit Bharat Station Scheme' for development of Railway stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long-term approach.

It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, Executive Lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, etc. as per necessity, phasing and feasibility and creation of city centres at the station

in the long term. So far, 1337 station have been identified under this scheme out of which 57 stations are located in the state of Jharkhand, 132 stations are located in the state of Maharashtra and 80 stations are located in the state of Madhya Pradesh (including 7 stations in Hoshangabad Lok Sabha Constituency). The names of stations identified for development under Amrit Bharat Station Scheme in the states of Jharkhand, Maharashtra and Madhya Pradesh are as following:

State	No. of Stations	Name of Stations
Jharkhand	57	Balsiring, Bano, Barajamda Jn, Barkakana, Basukinath, Bhaga, Bokaro Steel City, Chaibasa, Chakradharpur, Chandil, Chandrapura, Daltonganj, Dangoaposi, Deoghar, Dhanbad, Dumka, Gamharia, Gangaghat, Garhwa Road, Garhwa Town, Ghatsila, Giridih, Godda, Govindpur Road, Haidarnagar, Hatia, Hazaribagh Road, Jamtara, Japla, Jasidih, Katrasgarh, Koderma, Kumardhubi, Latehar, Lohardaga, Madhupur, Manoharpur, Muhammadganj, Muri, N.S.C.B. Gomoh, Nagaruntari, Namkom, Orga, Pakur, Parasnath, Piska, Rajkharswan, Rajmahal, Ramgarh Cantt, Ranchi, Sahibganj, Sankarpur, Silli, Sini, Tatanagar, Tatisilwai, Vidyasagar
Maharashtra	132	Ahmednagar, Ajni (Nagpur), Akalkot Road, Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Aurangabad, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar , Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad,

		Dadar (DDR), Dadar (DR), Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharmabad, Dhule, Diva, Dudhani, Gangakher, Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar, Hinganghat, Hingoli Deccan, Igatpuri, Itwari, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat, Kolhapur, Kopargaon, Kurduwadi, Kurla, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand, Lonavla, Lower Parel, Malad, Malkapur, Manmad, Manwath Road , Marine Lines, Matunga, Miraj, Mudkhed , Mumbai Central, Mumbra, Murtajapur, Nagarsol, Nagpur, Nandgaon, Nandura, Narkher, Nasik Road, Osmanabad, Pachora, Palghar, Pandharpur, Panvel, Parbhani, Parel, Parli Vajinath, Partur, Prabhadevi, Pulgaon, Pune Jn., Purna, Raver, Rotegaon, Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu, Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim , Wathar, Nandurbar, Phaltan
Madhya Pradesh	80	Akodia, Amla, Anuppur, Ashoknagar, Balaghat, Banapura, Bargawan, Beohari, Berchha, Betul, Bhind, Bhopal, Bijuri, Bina, BiyavraRajgarh, Chhindwara, Dabra, Damoh, Datia, Dewas, Gadarwara, Ganjbasoda, Ghoradongri, Guna, Gwalior, Harda, Harpalpur, Hoshangabad, Indore, Itarsi Jn., Jabalpur, Junnor Deo, Kareli, Katni Jn, Katni Murwara, Katni South, Khachrod, Khajuraho, Khandwa, Khirkiya, LaxmiBai Nagar, Maihar, Maksi,

		Mandlafort, Mandsaur, MCS Chhatarpur, Meghnagar, Morena, Multai, Nagda, Nainpur, Narsinghpur, Neemuch, Neapanagar, Orchha, Pandhurna, Pipariya, Ratlam, Rewa, Ruthiyai, Sanchi, Sant Hirdaram Nagar, Satna, Saugor, Sehore, Seoni, Shahdol, Shajapur, Shamgarh, Sheopur Kalan, Shivpuri, Shridham, Shujalpur, Sihora Road, Singrauli, Tikamgarh, Ujjain, Umaria, Vidisha, Vikramgarh Alot
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The details of allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise under Plan Head-53 'Customer Amenities' and not work-wise or Station-wise or State wise. The state of Jharkhand is covered by three zones viz. Eastern Railway, East Central Railway and South Eastern Railway. The allocation for the financial year 2024-25 for these zones is Rs 1626 Crores.

The state of Maharashtra is covered by four zones viz. Central Railway, South Central Railway, South East Central Railway and Western Railway. The allocation for the financial year 2024-25 for these zones is Rs 4406 Crores.

The state of Madhya Pradesh is covered by seven zones viz. Central Railway, East Central Railway, North Central Railway, South Central Railway, South East Central Railway, Western Railway and West Central Railway. The allocation for the financial year 2024-25 for these zones is Rs 6339 Crores.

With a view to provide greater accommodation for the passengers using General and non-AC Sleeper Coaches, the extant policy regarding composition of

Mail/Express trains provides for 12 (Twelve) General class and Sleeper class non-AC coaches and 08 (Eight) AC-Coaches, in a train of 22 coaches, thereby providing greater accommodation for the passengers using General and non-AC Sleeper Coaches. Moreover, to provide greater accommodation for passengers travelling in unreserved coaches, more than 600 General Class coaches have been attached, in the Mail/Express trains operating with LHB (Linke Hofmann Busch) coaches, during the current financial year. This includes 25 General Class coaches attached in trains owned by West Central Railway. Besides, attachment of coaches in trains is an ongoing process on Indian Railways, subject to traffic justification, operational feasibility, resource availability, etc.

श्री मनीष जायसवाल : अध्यक्ष जी, मैं अमृत भारत स्टेशनस को लेकर यह प्रश्न सदन में लाया हूँ और मुझे इसका जवाब मिला है। रेल नेटवर्क बहुत बड़ा है और इसमें जो विकसित है, उसे और विकसित किया जा रहा है, इसमें हम लोगों को कोई आपत्ति नहीं है। मैं मंत्री जी से केवल एक आग्रह करना चाहूंगा कि जो क्षेत्र रेल के मैप में अविकसित हैं और जिनको डेवलपमेंट का अच्छा अवसर नहीं मिला है, उनको आगे बढ़ाने का काम भी किया जाना चाहिए। मैं हजारीबाग लोक सभा क्षेत्र का प्रतिनिधित्व करता हूँ।

माननीय अध्यक्ष : माननीय सदस्य आपको इतनी भूमिका पर जाने की आवश्यकता नहीं थी। आप सीधे कहते कि मेरे संसदीय क्षेत्र में यह-यह मांग है। अगर आप सब इतनी भूमिका बांधेंगे, मंत्रीगण भी इतनी भूमिका बांधेंगे तो इतनी भूमिका बांधने की आवश्यकता नहीं है। केवल प्रश्न और उसका जवाब। आप ऐसी व्यवस्था बनाइए।

श्री मनीष जायसवाल : अध्यक्ष महोदय, मेरा माननीय मंत्री जी से आग्रह है कि मेरे लोक सभा क्षेत्र के बरही, हजारीबाग टाउन, कुजु, बरकाकाना, पतरातु, रामगढ़ और गोला स्टेशनों को भी विकसित किया

जाए। इसके साथ-साथ मैं मंत्री जी को धन्यवाद दूंगा कि उन्होंने गया से मुंबई के लिए एक ट्रेन दी है। हजारीबाग लाइन अभी बेसिकली माल ढुलाई के काम में आती है, कोयला ढुलाई के काम में आता है, इसको पैसेंजर्स के लिए एलिजिबल करने के लिए डबल लाइन किया जाए। हजारीबाग के विभिन्न स्टेशनों को डेली कोलकाता और वेल्लोर से जोड़ा जाए।

श्री अश्विनी वैष्णव : माननीय अध्यक्ष जी, सांसद महोदय ने बहुत महत्वपूर्ण विषय उठाया है। झारखंड में रेलवे के ट्रांसफॉर्मेशन के लिए माननीय मोदी जी प्रयासरत हैं, बहुत अच्छा फंड एलोकेशन झारखंड के लिए किया है। प्रोजेक्ट्स का रेगुलरली फॉलो-अप होता है। इसके अलावा माननीय सांसद महोदय के जो प्रश्न हैं, इन्होंने जो मांग की है, इसको मैंने नोट में लिया है। माननीय सांसद महोदय के साथ डिटेल में चर्चा करके उसको आगे बढ़ाने का काम करूंगा।

श्री मनीष जायसवाल : अध्यक्ष महोदय, मैं माननीय मंत्री जी का ध्यान इस ओर आकृष्ट कराना चाहूंगा कि हमारे यहां रांची से बरकाकाना होते हुए दिल्ली तक राजधानी ट्रेन चलती थी, उसे डिसकन्टीन्यू कर दिया गया है। अगर आपकी नजरे इनायत हो और इसको पुनः चालू किया जा सके। हजारीबाग लोक सभा क्षेत्र के जो अन्य स्टेशन हैं, उनको भी 'अमृत भारत' में जोड़ कर विकास किया जा सके, यही मैं आग्रह करूंगा।

श्री अश्विनी वैष्णव : माननीय अध्यक्ष जी, आज विश्व में सबसे बड़ा स्टेशन रि-डेवलपमेंट प्रोग्राम हिन्दुस्तान में चल रहा है। तेरह सौ स्टेशनों का रि-डेवलपमेंट एक साथ माननीय प्रधानमंत्री जी ने अप्रूव किया है, इसका काम बहुत विस्तृत तरीके से चल रहा है, कई स्टेशन्स इतने बड़े हैं कि उस पर 700-800 करोड़ रुपये का भी खर्च हो रहा है। बहुत सारे स्टेशन हैं जिन पर 100-200 करोड़ तक इन्वेस्टमेंट हो रहा है।

माननीय अध्यक्ष जी, यह इतना बड़ा कार्यक्रम एक बार बड़े लेवल पर चला जाए, उसके बाद में फिर माननीय सांसद महोदय के साथ विचार करके और स्टेशन का भी बाद में विचार किया जाएगा।

अभी हमारा फोकस होना चाहिए कि जो 1300 स्टेशन्स हैं, इनका विकास कम्पलीट करें और रेलवे से देश भर को जो अपेक्षा है, उसके अनुरूप स्टेशन का डेवलपेंट करें।

श्री दर्शन सिंह चौधरी : अध्यक्ष महोदय जी, मेरे लोक सभा क्षेत्र में सात अमृत स्टेशन आए हैं, उसके लिए मैं माननीय रेल मंत्री जी को धन्यवाद देना चाहता हूँ। इन सात स्टेशनों के अलावा 11 अन्य स्टेशन छोटे-छोटे अन्य स्टेशनों पर भी विकास के कार्य किए जाएं। चूंकि उसके पहले भी पिछली सत्र में मांग की थी, उसकी पूर्ति माननीय केन्द्रीय मंत्री जी और माननीय मोदी जी ने की थी, इसके लिए मैं आभारी हूँ और धन्यवाद देता हूँ।

मैंने नई रेल लाइन की भी मांग की थी उसकी भी आपने पूर्ति की थी, अन्य मांग भी की थी। जो छोटे-छोटे स्टेशन्स हैं, वह स्टेशन छोटा जरूर होता है, लेकिन 150-200 गांव उससे जुड़े रहते हैं। हमारा निवेदन है कि इन छोटे स्टेशनों का भी विकास जाए। कोरोना काल के दौरान जो ट्रेन बंद की गई थी, उसके स्थान पर मेट्रो सिटीज में ट्रेनें चलती हैं, ऐसे ही गांव के लेवल पर ऐसी ट्रेनें चलाकर लोगों को सुविधा देने का काम माननीय मंत्री जी करेंगे, ऐसी मेरी अपेक्षा है और यही हमारी मांग है। लोकल ट्रेन बीस से पच्चीस किलोमीटर की दूरी तय करते हैं, चाहे छात्रों की मांग हो या लोगों की मांग है, उसको पूरा करने का काम मंत्री जी करेंगे, ऐसी मेरी अपेक्षा है।

श्री अश्विनी वैष्णव: माननीय अध्यक्ष जी, माननीय सांसद महोदय ने दो विषय उठाए हैं। पहला विषय छोटे स्टेशनों का है। मैं आज आपके माध्यम से इस महान सदन को बताना चाहता हूँ कि माननीय प्रधानमंत्री जी ने पहली बार एक ऐसी पहल की जिसमें केवल बड़े स्टेशन ही नहीं बल्कि बहुत सारे मंझौले और छोटे स्टेशन भी, 1300 स्टेशन अमृत भारत स्कीम में शामिल हुए हैं। जिस तरह से श्रद्धेय अटल जी ने ग्राम सड़क योजना के माध्यम से देश के कोने-कोने को जोड़ा था, वैसे ही आज प्रधानमंत्री श्री नरेन्द्र मोदी जी प्रधानमंत्री ग्राम सड़क योजना की तरह अमृत भारत स्टेशन योजना के माध्यम से छोटे और मंझौले स्टेशन का भी विकास कर रहे हैं।

हम सब जानते हैं कि दस साल पहले स्टेशन्स पर जाना मुश्किल होता था। आज साफ-सफाई है, ट्रेनों में सफाई है, ट्रेनों में सब जगह टाएलेट्स बन गए हैं और स्टेशन्स का बहुत सिग्निफिकेंटली इम्प्रूवमेंट हो रहा है। इससे बहुत बड़ा चेंज आया है।

माननीय सांसद ने दूसरा विषय उठाया है, वह है लोकल डिस्टेंस के लिए एक नई तरह की ट्रेन बनाई जाए। मैं आपके माध्यम से इस महान सदन को बताना चाहूंगा कि नमो भारत रेपिड रेल का डेवलपमेंट किया गया है और नई गाड़ी बनकर भुज से अहमदाबाद के बीच में डिप्लाय हुई है। यह गाड़ी बहुत अच्छी चल रही है और इसका बहुत अच्छा पेट्रोनेज है। इसमें जो लोग बैठकर जा रहे हैं, वह कहते हैं कि वाकई एकदम नए तरह का अनुभव है। रेलवे को पूरी तरह से ट्रांसफार्म करने के लिए माननीय मोदी जी की सरकार प्रतिबद्ध है।

SHRI SACHITHANANTHAM R.: What are the criteria for selecting the stations under the Amrit Bharat Scheme? In my constituency, Kodaikanal route and Oddanchatram station should be included in this scheme. I request you to resume the Reddiarchatram station which was closed earlier.

SHRI ASHWINI VAISHNAW: Constructions of railway stations are very complex when we compare with other constructions because the train has to continue to operate. For example, construction of airport is quite separate from the runway. Airport can be constructed without much of a disruption of the operation of the aircraft. Same is the case with other commercial buildings. In the case of railways, since the train operation is directly integrated with the station development, when we selected the Amrit Bharat Station Scheme, we tried to make sure that the disruption of the train operation will be minimal. That was the primary criteria for

selecting the stations. As I said earlier, this is the largest station redevelopment programme anywhere in the world happening at this point of time. As of now, 1300 stations are actually getting constructed. As and when this project is further progressed, we will reconsider.

माननीय अध्यक्ष: मैंने पूर्व में भी कहा था और आज भी इस प्रश्न काल में रेलवे पर लंबी सूची है। मैं एक को बुलाऊंगा और दूसरे को नहीं बुलाऊंगा तो न्याय नहीं होगा इसलिए ज्यादातर लोगों को विधेयक पर बोलने की अनुमति दी जाएगी।

प्रश्न संख्या 123.

RAILWAY CONCESSION FOR SPORTS PERSONS

***123. SHRI NAGESH BAPURAO AASHTIKAR PATIL:**

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether the Government is aware of the impact on sportspersons due to non-continuation of railway concessions especially for those participating in National and State Tournaments;
- (b) if so, the details of any assessment carried out by the Government;
- (c) whether there are any plans to reinstate the concession on railway fares for sportspersons, given the fact that pandemic situation has normalized; and
- (d) if so, the details and timeline for reintroducing these concessions and if not, the reasons behind the continued suspension of these financial benefits for sportspersons?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d): A Statement is laid on the Table of the House.

STATEMENT

Indian Railways strives to provide affordable services to all strata of the society and gave subsidy of ₹56,993 cr on passenger tickets in 2022-23. This amounts to concession of 46% on an average, to every person, travelling on Railways. In other words for easier understanding, if the cost of providing service is ₹100, then the price of ticket is ₹54 only. This subsidy is continuing for all passengers. Further, concessions beyond this subsidy amount are continuing for many categories like 4 categories of Persons with disabilities (Divyangjans), 11 categories of patients and 8 categories of students.

***SHRI NAGESH BAPURAO AASHTIKAR PATIL** : Hon'ble Speaker Sir, thank you.

The hon'ble Railway Minister is also present here today and I would like to thank him too.

Whether the Government knows about the negative effects on the sportspersons participating in the National and State level competitions as the Government has not provided any kind of rail travel facilities to them. If so, the

* English translation of the speech originally delivered in Marathi.

Government should provide the details of the assessment thereof. Whether the ministry is considering to restore the rail travel concession facility for sportspersons? If so, the details thereof should be provided.

श्री अश्विनी वैष्णव : माननीय अध्यक्ष जी, इस प्रश्न के उत्तर में बहुत स्पष्ट तौर पर मंशन किया गया है । आज भारत सरकार रेलवे में पैसेंजर्स किराये को अफोर्डेबल रखने के लिए 56,993 करोड़ रुपये की सब्सिडी दे रही है यानी अगर किसी पैसेंजर सर्विस को ऑपरेट करने की कॉस्ट सौ रुपये है तो उसमें टिकट का प्राइस मात्र 54 रुपये रखा गया है । सबको 46 परसेंट सब्सिडी दी जा रही है ।

श्री नागेश बापुराव अष्टिकर पाटिल : माननीय अध्यक्ष, इंटरसिटी नांदेड़ से चलती है, इसके कोच बढ़ाने की जरूरत है । नांदेड़ से मुम्बई जाने वाली देवगिरी एक्सप्रेस में बहुत पैसेंजर्स होते हैं और एमपीज की संख्या भी बहुत ज्यादा रहती है ।

मैं आपके माध्यम से माननीय मंत्री जी से कहना चाहता हूं कि फर्स्ट, सैकंड और थर्ड एसी कोच बढ़ा दिए जाएंगे तो बहुत मेहरबानी होगी ।

श्री अश्विनी वैष्णव : अध्यक्ष महोदय, प्रधान मंत्री श्री नरेंद्र मोदी जी की सरकार गरीबों के प्रति समर्पित है । आज जनरल कोचेज की संख्या बढ़ाने पर बहुत फोकस किया जा रहा है । फर्स्ट एसी, सेकेंड एसी, थर्ड एसी के कोचेज बढ़ाने पर फोकस नहीं है, फोकस केवल जनरल कोचेज बढ़ाने का है । 1 हजार जनरल कोचेज दिसम्बर के अंत तक बढ़ा दिए जाएंगे । इसके साथ ही साथ 10 हजार जनरल कोचेज के स्पेशल प्रोडक्शन का कार्यक्रम हाथ में लिया गया है ।

SUSHRI PRANITI SUSHILKUMAR SHINDE : Sir, I would like to ask the hon. Minister a specific question related to concessions for sportspersons because the young women and men sportspersons have to travel, not just once, but a number of times throughout the country, to various districts and various States within the

country, The Ministry of Sports and Youth Affairs has written to the Ministry of Railways on several occasions before and asked them for concession specifically for sportspersons. This is not covered under the disabled category or it is not covered under your subsidies that you give to everybody. For various States also, the budget for Khelo India has been reduced. With such a background, I would like to ask this question to the Minister. Are you going to specifically give concessions to young people who are participating in sports, who are making our country proud, to travel by railways? It is because they have to travel multiple number of times throughout the year.

SHRI ASHWINI VAISHNAW: Hon. Speaker Sir, as I have mentioned earlier, when the cost of providing the service is Rs. 100, the price that we are charging is about Rs. 54, which amounts to 46 per cent subsidy to everybody who is traveling by railways on an average, and the amount of this subsidy today is to the tune of Rs. 56,993 crore. The sportspersons are included in that.

SHRI DURAI VAIKO : Hon. Speaker Sir, this is a question pertaining to concessions, but to senior citizens and accredited journalists.

It is very unfortunate that the train fare concessions which were extended to senior citizens and accredited journalists, were discontinued during the COVID-19 pandemic, and have still not been resumed even after two years. I had raised this issue on 31st July before you. I would like to know from the hon. Railway Minister about the Centre's decision to restore the same.

SHRI ASHWINI VAISHNAW: Hon. Speaker Sir, I have mentioned it and I am repeating it again. The total subsidy provided by the Government of India for all passengers travelling in Indian Railways is Rs. 56,993 crore. When the cost of providing the service is Rs. 100, the ticket is charged at Rs. 54, which amounts to 46 per cent subsidy for every passenger travelling, which includes all the categories which are mentioned by the hon. MP.

माननीय अध्यक्ष : प्रश्न संख्या 124,

श्री सुरेश कुमार शेटकर ।

FUNDS UNDER PM-SGMBY

*** 124. SHRI SURESH KUMAR SHETKAR:**

SHRI EATALA RAJENDER:

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

(a) whether an allocation of ten thousand crore rupees has been made during the current financial year for Pradhan Mantri-Surya Ghar Muft Bijli Yojana (PM-SGMBY) which aims at providing subsidised rooftop solar installations to one crore households and the Yojana offers 300 units of free electricity;

(b) if so, the details thereof along with the registrations completed under this Yojana till now, State-wise including Kerala, Andhra Pradesh, Telangana and Chhattisgarh;

and

(c) the details of present status of the Yojana along with the funds sanctioned/spent there under till now, State-wise?

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION; AND MINISTER OF NEW AND RENEWABLE ENERGY (SHRI PRALHAD JOSHI):

(a) to (c) A statement is laid on the table of the House.

STATEMENT

The PM Surya Ghar: Muft Bujli Yojana aims to increase the share of solar rooftop capacity and empower residential households to generate their own electricity. The scheme targets to achieve rooftop solar installations in 1 crore households in residential sector by FY 2026-27 with an outlay of Rs 75,021 crore. A financial outlay of Rs 9600 crore has been allocated at Revised Estimate stage during the year 2024-25 for the scheme.

On the National Portal of the scheme, a total of 1.45 crore registrations, 26.49 lakh applications have been reported received and the rooftop solar installations under the scheme have benefitted 6.38 lakh households till 28.11.2024. Further, an amount of Rs 2864.82 crore has been released as CFA to consumers benefitted under the scheme. The State/UT wise detail including the states of Kerala, Andhra Pradesh, Telangana and Chhattisgarh, is given at enclosed **Annexure**.

ANNEXURE

State/UT wise detail of Registrations, Applications, HHs benefitted and CFA released under the PM-SGMBY

(As on 28-11-2024)

S. No.	State	Registration (Nos.)	Application (Nos.)	HHS benefitted (Nos.)	CFA released (Rs. in Crores)
1	Andhra Pradesh	635,849	74,669	6,826	23.21
2	Arunachal Pradesh	1,198	84	-	-
3	Assam	1,735,032	266,898	2,904	13.22
4	Bihar	932,704	53,506	2,325	9.32
5	Chhattisgarh	230,965	26,170	784	2.21
6	Goa	10,382	4,179	337	1.31
7	Gujarat	1,195,072	315,458	287,814	1,348.69
8	Haryana	435,772	147,844	14,291	45.53
9	Himachal Pradesh	152,700	3,913	430	1.38
10	Jammu And Kashmir	288,873	8,514	333	1.08
11	Jharkhand	251,006	5,930	72	0.16
12	Karnataka	507,749	110,680	5,139	18.71
13	Kerala	248,521	87,432	52,993	283.72
14	Madhya Pradesh	527,835	43,789	18,542	108.53
15	Maharashtra	1,605,348	485,397	127,361	454.74
16	Manipur	2,559	546	64	0.33
17	Meghalaya	7,875	1,444	14	0.06
18	Mizoram	2,989	556	52	0.15
19	Nagaland	1,191	232	6	0.02
20	Odisha	1,268,377	75,665	1,050	5.17
21	Punjab	118,014	9,730	3,586	15.81
22	Rajasthan	494,854	202,715	18,841	105.04

23	Sikkim	422	29	1	-
24	Tamil Nadu	965,642	74,851	20,299	60.99
25	Telangana	119,729	19,140	7,602	19.69
26	Tripura	9,930	979	77	0.36
27	Uttar Pradesh	2,263,643	568,676	53,801	287.21
28	Uttarakhand	147,354	26,183	9,589	51.18
29	West Bengal	355,910	25,028	249	-
30	AandN Islands	1,017	81	1	-
31	Chandigarh	4,744	920	320	0.19
32	DNH and DD	4,385	145	33	0.19
33	Ladakh	2,983	383	139	0.63
34	Lakshadweep	674	285	88	0.29
35	NCT of Delhi	23,258	6,611	1,944	3.45
36	Puducherry	19,455	974	445	2.27
	Total	14,574,011	2,649,636	638,352	2,864.82

SHRI SURESH KUMAR SHETKAR : Hon. Speaker Sir, thank you very much for giving the opportunity to speak in the House today.

The PM Surya Ghar Muft Bijli Yojana is a significant step towards achieving India's renewable energy goal, but it seems that there are some shortcoming issues like lack of proper awareness among the people who want to avail, and also the need to have more simplified installation process to help the beneficiaries because there is a gap between registration and application.

My supplementary question to the hon. Minister for New and Renewable Energy, through the Chair, is what are the steps the Government is going to take to address the issue?

SHRI PRALHAD JOSHI: Sir, as far as the PM-Surya Ghar Muft Bijli Yojana is concerned, there is a portal. The target is to reach one crore households. Approximately, more than 1.5 crore households have already been registered. Approximately, 6.5 lakh households, 6.28 lakh households to be precise, have already been connected. There is a portal. We have been repeatedly requesting all the State Governments to encourage the PM-Surya Ghar Yojana which in real terms is *muft bijli* for the poor people and the middle-class people. I would request the hon. Members; I do not want to politicise the issue. Telangana, as far as overall renewable energy is concerned, is lagging behind. As of today, overall, in Telangana it is only 3.7 per cent of the registered applications which have been connected.

There is a major role of the State Government and the discoms. Discoms have to provide net metering. In many States, still a physical verification system has been there in place. Through portal, anybody can apply. Vendor list is available on the portal. This is very, very user-friendly. If there are any issues, through that portal, if it is brought to the notice of the Ministry, we will immediately address it. It is very, very encouraging. Many States are doing extremely well. As far as overall renewable is also concerned, either in PM-KUSUM or in the total installed capacity, Telangana has still to do a lot. For example, the wind power potential of Telangana is estimated to be 54.71 GW. However, only 128 MW have been done so far. Under PM-KUSUM, 4000 MW were demanded by the State.

Even in that, the total progress is zero as on date. Similarly, the State has performed very poorly under PM-Surya Ghar. There are 1.17 lakh registrations and only 4,422 residential installations have been carried out. I am only giving you this figure to kindly talk about it. I appeal to the entire House. This is really a very sustainable model. Minimum 300 units of electricity will be generated by 3 KW of the solar installed capacity, that is rooftop, under PM-Surya Ghar. It will generate minimum 300 units of electricity every month. So, in reality, it is a very good scheme. It is a sustainable scheme. Instead of giving free without any budgetary provision and making discoms in a way unviable, this is the best scheme. I appeal to all the Members to take it to your credit. आप जाकर लोगों से मिलिए और उनके घर के ऊपर पीएम सूर्य घर मुफ्त बिजली योजना के तहत सोलर रूफटॉप लगाइए। वह अपने क्रेडिट में आएगा चाहे वह पक्ष हो या विपक्ष हो। मैं आपसे यही प्रार्थना करना चाहता हूँ।

SHRI SURESH KUMAR SHETKAR: Sir, you have simplified the process. वे पोर्टल में जाएंगे, लेकिन जो रूरल एरियाज में रहते हैं, उनको पोर्टल आदि चीजों के बारे में कहां मालूम होता है। As Energy Minister, you can call all the State Ministers and see how this process can be further simplified.

Then, there is another disparity. The scheme has been allocated Rs.9,600 crore in 2024-25. But it appears that disbursement of the funds and benefit is highly uneven across the States. For instance, while Gujarat has received a significant CFA fund amounting to Rs.1,348.69 crore, Telangana has received Rs.19.69 crore. Nagaland and Jharkhand have received Rs.0.6 crore and Rs.0.2 crore respectively.

How does the Government plan to address such disparities in fund allocation and ensure equitable distribution?

श्री प्रहलाद जोशी : महोदय, मैं यह कहना चाहता हूँ कि राज्य जैसा परफॉर्म करेगा, उस राज्य के लाभार्थियों के खाते में डीबीडी के माध्यम से तुरंत पैसा भेजा जाएगा। उसमें किसको जाता है, किसको नहीं जाता है, क्या फलाने राज्य में इस लाभार्थी को डीबीटी से देते हैं, फलाने राज्य में नहीं देते हैं, इसका सवाल ही नहीं उठता है। It is a demand-driven project; Rs. 75,000 crore have been allocated. अगर आपके संसदीय क्षेत्र के किसी भी घर के ऊपर 'पीएम सूर्य घर मुफ्त बिजली योजना' के तहत रूफटॉप सोलर सिस्टम लगा है, तो under PM Surya Ghar, within maximum of 15 to 21 days, the amount will be credited to the beneficiary's account. There are vendors and vendors' list is also published on the portal. Anybody can approach. And even those vendors are also helping the beneficiaries to take the benefit of this project.

Gujarat is doing more. Even some of the other States are also doing more. If they are doing more, then we will transfer it to them. There is no question of transferring it either to this State or that State. If the State of Telangana performs, then we will immediately transfer to the beneficiaries of the State of Telangana also.

श्री इटैला राजेंदर : अध्यक्ष महोदय, मैं आपके माध्यम से मंत्री जी से दो प्रश्न पूछना चाहता हूँ। आज तक इस देश में जो भी प्रोडक्शन हुआ है, वह 453 गीगावाट है। उसमें से 10 सालों के अंदर हमारे प्रधानमंत्री श्री नरेन्द्र मोदी जी ने जो सकारात्मक कदम उठाए थे, तब 200 गीगावाट आया है। 'पीएम सूर्य घर मुफ्त बिजली योजना' गरीबों के लिए लाई गई है।

पहला, अर्बन एरियाज़ में जो बस्तियां हैं, उनमें छोटी-छोटी जमीनों पर 3 या 4 फ्लोर बनाकर लोग किराये पर रहते हैं। हमने आदेश किया था कि प्रत्येक परिवार को केवल 78,000 रुपये की सब्सिडी तथा 3 किलोवाट का मीटर दिया जाए, मगर जो परिवार किराये पर रहते हैं, उसके बारे में आपकी क्या सोच है?

माननीय अध्यक्ष : आप नंबर 3 सवाल मत पूछो, आप नंबर 1 सवाल ही पूछिए।

श्री इटैला राजेंदर : महोदय, गांवों की झोपड़ियों में जो रहते हैं, जो 10-15 झोपड़ियां होती हैं, वे गिरिजन या आदिवासियों की होती हैं। उसके बारे में आपकी क्या सोच है, आपको बताना चाहिए।

माननीय अध्यक्ष : आप नंबर 3 सवाल मत पूछिए।

श्री प्रहलाद जोशी : महोदय, जहां झुग्गी-झोपड़ियां हैं, जहां लोग भाड़े पर रहते हैं, भारत सरकार तथा माननीय प्रधानमंत्री नरेन्द्र मोदी जी के विजनरी लीडरशिप में हम 'पीएम आवास योजना' के तहत भी पक्का घर दे रहे हैं। जो 'पीएम आवास योजना' है, उसमें सभी राज्य इसका उपयोग करें तथा अगर वे पक्का घर बनाते हैं, तो उस घर के लिए एक किलोवाट पर मिनिमम 100-110 यूनिट्स जेनरेट होती हैं, उसके बाद जो उनकी 50-60 यूनिट्स हैं, वे 50, 60 या 70 यूनिट्स का उपयोग करें तथा बाकी यूनिट्स को डिस्कॉम्स को बेच सकते हैं। It is already in place.

श्री अखिलेश यादव : महोदय, उत्तर प्रदेश में रूफटॉप योजना चल रही थी, लेकिन इन्होंने वह योजना बंद कर दी है।

श्री प्रहलाद जोशी : महोदय, उत्तर प्रदेश में भी हो रहा है। अखिलेश जी, उत्तर प्रदेश से सांसद हैं, वे अपने संसदीय क्षेत्र में करा सकते हैं। ये तो अपनी पार्टी के नेता हैं। ... (व्यवधान)

श्री अखिलेश यादव : अध्यक्ष महोदय, रूफटॉप की योजना सबसे पहले उत्तर प्रदेश में आई थी, फिर आपने बंद कर दी, अभी चलाई है।

वाणिज्य और उद्योग मंत्री (श्री पीयूष गोयल) : अध्यक्ष महोदय, अगर मैं पुरानी बातें याद करूंगा और बताऊंगा, तो अखिलेश जी को बड़ी शर्मिंदगी महसूस होगी। ... (व्यवधान)

माननीय अध्यक्ष : न तो आपको बोलने की इजाजत है और न ही उनको बोलने की इजाजत है। केवल आप बोलिए।

श्री प्रहलाद जोशी : महोदय, मैं उत्तर दे रहा हूँ। मैं आपको एड्रेस करते हुए बोल रहा हूँ।

माननीय अध्यक्ष : माननीय मंत्रीगण, मैं आपसे आग्रह कर रहा हूँ कि जिसको मैंने बोलने की इजाजत नहीं दी है, आप उनके प्रश्न का जवाब देने की आदत छोड़ दें।

श्री प्रहलाद जोशी : महोदय, मैं इसको मानता हूँ। इसके साथ ही साथ एक रेस्को मॉडल है। जो आरई सर्विस कंपनी है, वह जीरो इन्वेस्टमेंट मॉडल पर भी भारत सरकार से सब्सिडी प्राप्त करके, ग्रुप रूफटॉप सोलराइजेशन हो या ग्रुप सोलराइजेशन हो, वह कर रही है। वैसे तो ओडिशा की नई सरकार ने इस पर काम किया है। वहां पर जो डिस्कॉम कंपनी (टाटा पावर) है, वह हर घर के ऊपर 'पीएम सूर्य घर मुफ्त बिजली योजना' के तहत रूफटॉप सोलर सिस्टम लगा रही है। इसलिए उनका कोई इन्वेस्टमेंट नहीं है। जो भी एक्सेस इलेक्ट्रिसिटी जनरेट होगी, that will go to the discoms but entirely cost will be done in the RESCO model. इसी के साथ-साथ ट्राइबल एरियाज़ में प्रधानमंत्री जनजाति आदिवासी न्याय महाअभियान (पीएम-जनमन) और धरती आबा जनजातीय ग्राम उत्कर्ष अभियान में out of 1,00,000 unelectrified households through off the grid solar system were provided 100 per cent financial support for 50,000 households. यह भी है। ऐसी बहुत स्कीम्स हैं। मैं सबसे विनती करता हूँ कि देश में गरीब से लेकर अमीर तक सभी लोग इन योजनाओं का उपयोग कर सकते हैं। इससे ग्लोबल वार्मिंग और पॉल्यूशन का समाधान निकलेगा और फ्री इलेक्ट्रिसिटी भी मिलेगी। There are many schemes with the various departments and if State Governments support, this is going to be the most successful model and this PM

Surya Ghar Muft Bijli Yojana is one of the biggest schemes of the world where electricity is supplied free of cost. This is Modi's vision. This is what I would like to clarify.

श्री मियां अलताफ अहमद : सर, मैं मंत्री जी से एक स्पेसिफिक क्वेश्चन पूछना चाहता हूँ। हमारे जम्मू कश्मीर में सर्दियों में माइनस टेम्प्रेचर होता है। वहां पर 12 से 15 घण्टे का पावर कट है। हमारे हाइड्रो इलेक्ट्रिक प्रोजेक्ट्स की पावर नेशनल ग्रिड में जाती है। मेरी आपसे यह अपील होगी कि आप हमें बताएं कि क्या वहां पर आप इस स्कीम को प्रायोरिटी देंगे? आप इसमें जितनी सब्सिडी दे सकते हैं, वहां के लोगों को दीजिए। वहां पर आप इसकी प्रायोरिटी दीजिए, क्योंकि सर्दियों में उन लोगों को छः महीने मुश्किल होती है।

SHRI PRALHAD JOSHI: This scheme, PM Surya Ghar Muft Bijli Yojana is for all the States. जो स्टेट परफॉर्म करेगा, सब राज्यों के लिए है। जैसा मैंने पहले भी कहा है, this is one of the biggest schemes for supplying free electricity to the poor people of this country. जम्मू कश्मीर में भी इसका उपयोग करते हैं। जम्मू कश्मीर में भी हम इसके लिए काम कर रहे हैं। 8500 applications have been received in Jammu and Kashmir and इसमें 2.88 लाख रजिस्ट्रेशन हुए हैं। इसके अलावा लद्दाख में हमने एक बहुत बड़ा रिन्यूएबल एनर्जी का प्रोजेक्ट शुरू किया है। उसके इवेकुएशन का काम बहुत तेज गति से हो रहा है।

माननीय अध्यक्ष : प्रश्न संख्या 125,

श्रीमती प्रतिभा सुरेश धानोरकर।

भारत संचार निगम लिमिटेड पर आर्थिक बोझ

*125. श्रीमती प्रतिभा सुरेश धानोरकर:

क्या **संचार** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या भारत संचार निगम लिमिटेड (बीएसएनएल) के अधिकारियों और कर्मचारियों, दोनों पर किया जा रहा व्यय इसकी राजस्व आय से दोगुना है;

(ख) यदि हां, तो सरकार द्वारा उक्त कंपनी को लाभदायक बनाने के लिए क्या कदम उठाए जा रहे हैं; और

(ग) इस संबंध में आंकड़ों सहित ब्यौरा क्या है?

संचार मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्री (श्री ज्योतिरादित्य एम. सिंधिया):

(क) से (ग) विवरण सभा पटल पर रखा गया है।

विवरण

(क) से (ग) भारत संचार निगम लिमिटेड (बीएसएनएल) में कर्मचारी लागत वित्त वर्ष 2023-24 में अर्जित कुल राजस्व का लगभग 39% है।

सरकार द्वारा प्रदत्त पुनरुद्धार पैकेजों और बीएसएनएल की कार्यनीति तथा सेवा की पेशकशों के फलस्वरूप, बीएसएनएल ने 2020-21 से प्रचालन लाभ अर्जित करना शुरू कर दिया है।

जून, 2024 से अक्टूबर, 2024 तक, बीएसएनएल ने लगभग 87 लाख सेलुलर उपभोक्ता जोड़े हैं, जो इसकी उपभोक्ता संख्या में लगभग 10% की वृद्धि है।

***SHRIMATI PRATIBHA SURESH DHANORKAR:** Hon'ble Speaker Sir, Question No. 125. As you know, BSNL is in a very bad shape throughout the country and due to its network failure, people are facing acute problems while doing government related works in my Lok Sabha Constituency. On one hand, this Government

* English translation of the speech originally delivered in Marathi.

boasts of scheme like Digital India, but on other hand, the government company like BSNL is sinking day by day even after having nationwide strong network base.

Sir, I have two specific questions in this regard. First, as you know, BSNL has a strong Nationwide network even in rural areas. But the Government is ignoring government companies and giving priority to the private telecom companies. So, whether the Government intends to shut down BSNL? Second, the private telecom companies like Jio, Airtel and Vi are making profits exponentially, but the BSNL staff and officers are not getting their salaries regularly. This kind of government companies are incurring losses and hence I would like to know the details of the efforts the Government is planning to take to revive the sick and the loss-making PSUs in future.

... (व्यवधान)

माननीय अध्यक्ष : नो । संरक्षण नहीं है ।

... (व्यवधान)

***SHRI JYOTIRADITYA M. SCINDIA:** I would like to thank our Hon'ble MP SHRIMATI Pratibha Dhanorkar for drawing attention of this House towards a very important issue. I want to assure her that under the leadership of Hon'ble Prime Minister Shri Narendra Modi, the future of all the CPSUs in our country is fully secure and they are bound to develop and flourish. Our CPSUs have achieved global recognition and in connection with BSNL, I want to remind her about the condition of BSNL during her government's tenure. We have provided a Rs.

3,35,000 crore revival package to BSNL. Earlier it was incurring losses of Rs. 9000 crore but now, it has been earning operating profit of Rs. 2,000 crore.

This change has been made by our Government. The BSNL was having around 1,40,000 BTS, but following the Atma Nirbhar policy, now we are manufacturing the telecom equipment in our country only. Now, we will develop our own 4G network indigenously. During last 8 months time, we have added 60,000 BTS to BSNL 4G network. BSNL has registered 40 per cent growth in terms of BTS. Earlier it was only 1,40,000 but now it is 2,00,000. We have 55000 employees in BSNL and they are all our responsibility.

***SHRIMATI PRATIBHA SURESH DHANORKAR:** Hon'ble Minister, I did not ask about your department or ministry. I had asked two specific questions as I wanted their answers only. During the last ten years, the customer base of private telecom companies like Jio, Airtel and Vi has increased significantly. Therefore, the details of telecom consumers of these companies and BSNL should be provided.

***SHRI JYOTIRADITYA M. SCINDIA:** The people of Maharashtra have given the answer to them already and now they are asking me not to give a detailed reply. They are not ready to accept people's reply. We have added 90,00,000 new customers to BSNL consumer base. Earlier it was 8,80,00,000 and now we have 9,70,00,000 consumers. We are improving it continuously. We are going to add

* English translation of the speech originally delivered in Marathi.

1,00,000 BTS by May end and we would add new 2,500 BTS to Maharashtra circle for BSNL 4G service network.

श्री अरविंद गणपत सावंत : माननीय अध्यक्ष जी, मुझे बहुत दुख हो रहा है कि इतना असत्य कैसे बोला जा सकता है? आज बीएसएनएल ने दिल्ली और मुंबई की सर्विस भी ले ली है। वर्ष 2014 से मुंबई शहर के लिए माननीय रवि शंकर प्रसाद जी एवं माननीय वैष्णव जी बोलते रहे हैं। मैं ज्यादा इलेबोरेट नहीं करूंगा। आज महानगर टेलीफोन निगम के तहत दिल्ली और मुंबई में इनकी तरफ से ये लोग हाथ उठाकर कहें कि बीएसएनएल के मोबाइल कितने लोग यूज करते हैं? ... (व्यवधान) आप ... * क्यों बोलते हैं? इन सबके पास जियो नेटवर्क है। आप सब अपने नम्बर एनाउंस कर दीजिए। ... (व्यवधान)

माननीय अध्यक्ष : माननीय सदस्य, आप चैलेंज मत दीजिए। आप एक मिनट बैठ जाइए। मैं चैलेंज के लिए इसलिए कह रहा हूँ, क्योंकि संसद में व्यवस्था ही बीएसएनएल और एमटीएनएल की है। इसका सबको यूज करना पड़ता है।

... (व्यवधान)

श्री अरविंद गणपत सावंत : सर, वह मुफ्त में मिलता है इसलिए ले रहे हैं, बाकी कुछ नहीं है। मैं बता देता हूँ कि आज महानगर टेलीफोन निगम में अगर इनकी व्यवस्था अच्छी हुई है या इनकी आर्थिक स्थिति सुधर गई है तो जो महानगर टेलीफोन के कर्मचारी हैं, उनकी एक कोऑपरेटिव सोसायटी है और इन्होंने बिना पूछे उनके चार करोड़ रुपये पिछले छः महीने से अपने पास रखे हुए हैं, क्योंकि इनकी अपनी व्यवस्था के लिए इनके पास पैसे नहीं हैं और वे कर्मचारियों के पैसे को इस्तेमाल कर रहे हैं। ... (व्यवधान)

माननीय अध्यक्ष : माननीय मंत्री जी, यह कोई प्रश्न नहीं है, फिर भी आप इसके बारे में बता दीजिए।

* Not recorded.

श्री ज्योतिरादित्य एम. सिंधिया : अध्यक्ष जी, मैं सावंत जी को विश्वास दिलाना चाहता हूँ कि आज भी बीएसएनएल के जो 55 हजार कर्मचारी हैं, उनका सम्मान और उनकी देखभाल बीएसएनएल की और भारत सरकार की जिम्मेदारी है। इसमें कोई संदेह नहीं है। प्रधान मंत्री जी के नेतृत्व में हमारा पूर्ण विश्वास और संकल्प है और इस तरीके का बयान सदन के पटल पर करना निंदनीय है। इस बात को मैं आपके समक्ष रखना चाहता हूँ। ... (व्यवधान)

श्री कल्याण बनर्जी : अध्यक्ष जी, बीएसएनएल और एमटीएनएल काम नहीं करते हैं। ये झूठ बोल रहे हैं। The Government has given us three chips. ... (*Interruptions*) I am challenging the Minister. Let him show it. The Government is just showing a rosy picture. ... (*Interruptions*)

माननीय अध्यक्ष : क्वेश्चन नम्बर – 126, श्री सुकान्त कुमार पाणिग्रही।

... (व्यवधान)

CONSTRUCTION OF NEW RAILWAY LINE

***126. SHRI SUKANTA KUMAR PANIGRAHI:**

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether the Government is considering the construction of a new railway line connecting Phulbani in Kandhamal district, Odisha to the existing railway network;
- (b) if so, the current status of the project, including the timeline for commencement and completion thereof and the budget allocation for the same;
- (c) if not, the reasons for the delay;

(d) the expected socio-economic benefits of this railway line for the people and the surrounding region of the said district for improving connectivity, boosting trade and enhancing tourism potential; and

(e) whether the Government has any alternative plans to improve transportation infrastructure in the region?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT

(a) to (e): Rail connectivity for Kandhamal District is proposed to be provided by Rairakhol – Gopalpur new line project being taken up by Odsiha Rail Infrastructure Development Limited (ORIDL), a Joint Venture company of Government of Odisha and Ministry of Railways. Detailed Project Report (DPR) for this new rail line was prepared by ORIDL. However, the alignment of proposed new line was not passing through Phulbani which was in contravention to the In-Principle Approval (IPA) granted to ORIDL. Therefore, ORIDL has been advised to review the alignment of Gopalpur – Rairakhol new rail line. The Project is not yet sanctioned.

SHRI SUKANTA KUMAR PANIGRAHI: Respected Speaker, Sir, I have to ask one question. Will the hon. Minister take immediate action to sanction the proposed pending railway line, which is a broad gauge line, from Gopalpur-Rairakhol *via*

Phulbani? My parliamentary constituency Kandhamal is an aspirational district. It is also a tribal-dominated district. It is not connected with railways.

I would like to know from the hon. Minister whether he will take immediate action to sanction this proposed Gopalpur-Rairakhol new broad gauge railway line.

श्री अश्विनी वैष्णव : माननीय अध्यक्ष महोदय, मैं आपके माध्यम से इस सदन में डेटा रखना चाहूंगा। ओडिशा में रेलवे के डेवलपमेंट के लिए 10 साल पहले मात्र 800 करोड़ रुपये प्रति वर्ष मिलते थे। आज प्रधानमंत्री मोदी जी 10 हजार करोड़ रुपये हर साल ओडिशा के रेलवे के डेवलपमेंट के लिए दे रहे हैं। आज ओडिशा में रेलवे के 73 हजार करोड़ रुपये के प्रोजेक्ट्स पर इनवेस्टमेंट हो रहा है। एक तरह से करीब-करीब पूरे ओडिशा में, चाहे नॉर्थ हो, चाहे साउथ हो, ईस्ट हो या वेस्ट हो या सेन्ट्रल एरियाज़ हों, सब जगहों पर रेलवे के स्टेशन्स का तेजी से काम चल रहा है और अब तो वहां पर डबल इंजन की सरकार है तो काम और भी तेजी से चल रहा है।

माननीय सांसद महोदय ने जिस प्रोजेक्ट के बारे में बात की है, वह हमारे संज्ञान में है। वह काम एसपीवी को दिया गया है, उसका फॉलो अप चल रहा है। जैसे ही एसपीवी की तरफ से उसका जवाब आएगा, उसमें अगले स्टेप्स लिए जाएंगे।

SHRI SUKANTA KUMAR PANIGRAHI : Sir, I would like to bring to the attention of the hon. Minister of Railways the urgent need for a new railway line connecting Lanjigarh to Brahmapur via Phulbani or Balliguda in Kandhamal district. Kandhamal is a hilly region with challenging terrain which limits connectivity and hampers socio-economic development. ... (*Interruptions*)

माननीय अध्यक्ष : माननीय मंत्री जी।

... (व्यवधान)

SHRI SUKANTA KUMAR PANIGRAHI: Sir, I request a new railway line connecting Lanjigarh to Brahmapur via Phulbani or Balliguda. ... (*Interruptions*)

श्री अश्विनी वैष्णव : माननीय अध्यक्ष महोदय, मैंने माननीय सांसद महोदय के प्रश्न का जवाब दिया है। मैं फिर रिपीट कर रहा हूँ। यह एक स्पेशल परपस व्हीकल, ओआरआईडीएल को प्रोजेक्ट दिया गया है। जैसे ही उसकी रिपोर्ट आएगी, तो रिपोर्ट आने के बाद उसमें नेक्स्ट स्टेप्स लिए जाएंगे।

मैं आपके माध्यम से माननीय सांसद महोदय को और भी बताना चाहूँगा कि माननीय प्रधान मंत्री, श्री नरेन्द्र मोदी जी की तीसरी टर्म आरंभ होने के बाद से ही ओडिशा में करीब 20 हजार करोड़ रुपए के नए प्रोजेक्ट्स सैंक्शन हुए। ओडिशा में रेलवे के डेवलपमेंट के प्रति सरकार और प्रधान मंत्री जी पूरी तरह से प्रतिबद्ध हैं।

DR. SHASHI THAROOR: Sir, I would like to turn the hon. Minister's attention to Kerala. After all, new railway lines require decent terminals as well, and the Nemom terminal in my constituency is going to be a way of decongesting the railway line to Trivandrum Central. It is a project worth Rs. 116 crore out of which the Railways have only released Rs. 7 crore so far. The work worth Rs. 22 crore has already been awarded to the contractor, who proceeded with the work in anticipation of payment, but due to insufficient funds, the bills remain unpaid, and therefore, the wonderful period today between December and May, when there is less rain in Kerala, is being wasted. So, my request to the hon. Minister is this. The Media is already reporting that this project will never be completed. Is it possible for the hon. Minister to try and pay attention to this very important station that will decongest

the railway line up to Trivandrum Central? This is the Nemom station terminal.

Thank you.

SHRI ASHWINI VAISHNAW: Hon. Speaker Sir, the focus today is to make sure that all the big cities like Trivandrum, as mentioned by the hon. MP, and many other cities like Bangalore, Chennai, Secunderabad-Hyderabad twin cities, Ahmedabad, Mumbai, Delhi, Patna, Lucknow, etc. are decongested. Practically throughout the country, our focus today is to make sure that the big junctions and the big cities are decongested and new terminals are built. A lot of emphasis is being laid on designing them so that the demands and the requirements of the next 50 years can be met. ... (*Interruptions*) The question is not of funds. ... (*Interruptions*) The question in Kerala is not of funds. We have already deposited Rs. 2,150 crore for acquiring land. Hon. Shashi Tharoor is a very influential MP, and the people of entire Kerala listen to him. I would request him, if required, to even sit on a *dharna* in front of the hon. State Government and make sure that the land is acquired. Then only, the project would be completed. ... (*Interruptions*)

माननीय अध्यक्ष : प्रश्न संख्या 127,

श्री राजीव राय ।

**REVENUE GENERATED AND LOSSES INCURRED IN VANDE
BHARAT TRAIN**

***127. SHRI RAJEEV RAI:**

Will the Minister of **RAILWAYS** be pleased to state:

(a) the details of revenue generation or losses incurred in running the Vande Bharat train between New Delhi and Varanasi railway stations during the last three years;

(b) the break-up of revenue generated/losses incurred by this train at each stoppage stations during the last three years;

(c) the details of passenger occupancy and commercial viability in running of this train between Kanpur and Varanasi railway stations;

(d) whether the Government is considering to extend the route of this train beyond Varanasi to its surrounding districts to improve its commercial viability; and

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

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e) A Statement is laid on the Table of the House.

STATEMENT

(a) to (e) Presently, New Delhi-Varanasi sector is being served by 27 pairs of train services, including 02 pairs of Vande Bharat services. Besides, extension of train

services is an ongoing process on Indian Railways subject to traffic justification, operational feasibility, resource availability, etc.

During 2024-25 (upto October, 2024) the overall occupancy of Vande Bharat Express Trains serving passengers between Kanpur and Varanasi was 113.78%. This train is commercially viable due to high occupancy.

श्री राजीव राय : सर, मैं माननीय मंत्री जी से अनुरोध करूंगा कि मुझे नहीं पता है कि यह जवाब कहां से आया है, लेकिन मैं सवाल करने से पहले दो बार वंदे भारत ट्रेन से दिल्ली से वाराणसी तक गया हूँ और कानपुर से लेकर वाराणसी तक पूरा कम्पार्टमेंट खाली था। मऊ से कोई भी सुपरफास्ट ट्रेन, चाहे राजधानी ट्रेन हो, वंदे भारत ट्रेन हो या शताब्दी ट्रेन हो, नहीं चलती है। हम लोगों के इलाज एवं अन्य सभी चीजों के लिए दिल्ली ही है। माननीय मंत्री जी, वहां से पचास मिनट का रास्ता है। आप इस पर विचार करें। वंदे भारत ट्रेन में समय अंतराल भी बहुत ज्यादा है। आप उसे मऊ तक एक्सटेंड कर दें। जहां तक आप सुविधाओं की बात कहेंगे, तो आपको याद होगा, मैंने आपको फोन भी किया था और आपका वापस फोन आया। मैं आपका आभारी हूँ। मैंने पत्र भी लिखा था, वहां जिस तरह का काम चल रहा है, सुविधाएं कभी बन नहीं पाएंगी। क्या उन सुविधाओं को बढ़ाने और भ्रष्टाचार को दूर करने वाले मेरे पत्र पर विचार करेंगे, वंदे भारत ट्रेन, राजधानी ट्रेन या शताब्दी ट्रेन को मऊ तक चलाने का काम करेंगे?

12.00 hrs

श्री अश्विनी वैष्णव : अध्यक्ष महोदय जी, माननीय सांसद महोदय जिस वंदे भारत ट्रेन की ऑक्युपेंसी का जिक्र कर रहे हैं, मेरे पास उसका डेटा है। यह जो फाइनेंशियल ईयर 2024-25 है, इस फाइनेंशियल ईयर में इसकी ऑक्युपेंसी 113 परसेंट है। मैं फिर भी माननीय सांसद महोदय के पॉइंट को बहुत

सीरियसली लूंगा। अगर इस ट्रेन की टाइमिंग में या अगर कोई और भी विषय आता है, तो मैं उसके बारे में माननीय सांसद जी से जरूर चर्चा करूंगा। रही बात एक्सटेंशन की तो मैंने वह पॉइंट नोट किया है। माननीय सांसद महोदय जी से डिटेल में कभी भी डिस्कस कर सकते हैं।

WRITTEN ANSWERS TO QUESTIONS**NATIONAL OPTICAL FIBRE NETWORK SCHEME*****128. DR. KALYAN VAIJINATHRAO KALE:**

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) whether a National Optical Fibre Network Scheme (NOFN) has been launched by the Government to provide broadband connectivity to all Gram Panchayats of the country and if so, the details thereof;
- (b) whether all 250 Gram Panchayats of the country have been covered under this scheme and if not, the reasons therefor and the total fund allocated for this scheme;
- (c) whether the Government has received any complaint for poor network, sub-standard cable wire or any irregularities in this scheme, if so, the details thereof during the last five years, Gram Panchayat-wise and State-wise; and
- (d) whether any Committee has been formed by the Government to supervise the irregularities and if so, the details thereof?

THE MINISTER OF COMMUNICATIONS; AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI JYOTIRADITYA M. SCINDIA):

(a) and (b) National Optical Fibre Network (NOFN), renamed as BharatNet in 2017, is being implemented in phased manner to provide broadband connectivity to all the Gram Panchayats (GPs) in the country. Till October, 2024, under BharatNet Phase-I and Phase-II; 2,14,283 GPs are service ready, against the

planned 2,22,343 GPs in Phase-I and Phase-II. The provision of covering remaining GPs and further strengthening of the Phase-I and Phase-II network is under the scope of Amended BharatNet Program (ABP), which was approved in August, 2023 at a cost of Rs. 1,39,579 crore.

(c) and (d) BharatNet has been under implementation in a phased manner under different models, like Central Public Sector Units (CPSU)-led model, state-led model, private-led model, and Satellite connected GPs. For any difficulties in operations, action is the responsibility of the corresponding implementing agency at the local level. However, the generic complaints such as pertaining to fiber cuts, power/ battery related issues, low speed are being mitigated in the ABP.

STORAGE CAPACITY OF FCI

***129. SHRI HARIBHAI PATEL:**

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

- (a) the details of foodgrains procured by the Government from each State and the price paid to the farmers for each item during the last five years, State-wise;
- (b) whether the Food Corporation of India (FCI) has sufficient storage capacity to store the foodgrains procured every year;
- (c) if so, the details thereof, State-wise and if not, the reasons therefor;

(d) the steps being taken to increase the storage capacity particularly in Gujarat or other States having maximum crop production; and

(e) whether the Government has given special attention in this regard and if so, the details thereof?

**THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION;
AND MINISTER OF NEW AND RENEWABLE ENERGY (SHRI PRALHAD JOSHI):**

(a): State-wise quantity of Wheat and Paddy procured by State Government agencies and FCI for Central Pool and MSP value paid to farmers during last five years is at **Statement-I and Statement -II** respectively.

Details of Coarsegrains procured and MSP paid during the last five years is at **Statement-III**.

(b) to (e): Yes, Sir. Food Corporation of India (FCI) stores food grains (mainly wheat and rice) after procurement for Public Distribution System (PDS) and for maintaining buffer stock, to ensure food security in the country. As on 01.11.2024, Covered Storage Capacity available with FCI and State Agencies for storage of Central Pool foodgrain stock is 776.59 LMT against stored stock of 515.12 LMT. The State-wise details including Gujarat are at **Statement-IV**.

Requirement of Storage capacity in FCI depends upon the level of procurement, requirement of buffer norms and Public Distribution System (PDS) operations for food grains (Rice and Wheat). FCI continuously assesses and monitors the storage capacity and based on the requirement and storage gap assessment, storage

capacities are created/hired through following schemes at a Pan India level including

Gujarat:

1. Construction of Silos under Public Private Partnership (PPP) mode
2. Private Entrepreneurs Guarantee (PEG) Scheme
3. Central Sector Scheme "Storage and Godowns"
4. Hiring of godown from Central Warehousing Corporation (CWC)/ State Warehousing Corporations (SWCs)/State Agencies
5. Private Warehousing Scheme (PWS)
6. Creation of godowns under Asset Monetization

STATEMENT-I																
Procurement, MSP Value and Farmers benefitted of Paddy																
																Fig. in LMT, MSP in Rs. Crores
S.N.	STATES/ UTs	RMS 2020-21			RMS 2021-22			RMS 2022-23			RMS 2023-24			RMS 2024-25		
		Procurement	MSP value	Farmers benefitted	Procurement	MSP value	Farmers benefitted	Procurement	MSP value	Farmers benefitted	Procurement	MSP value	Farmers benefitted	Procurement	MSP value	Farmers benefitted
1	Bihar	0.05	9.63	1002	4.56	900.60	96701	0.03	8.06	641	0.01	2.13	240	0.10	22.75	3388
2	Gujarat	0.77	148.23	18824	1.71	337.73	34959	0.00	0.00	3	0.00	0.00	0	0.00	0.00	0
3	Haryana	74.00	14245.00	780962	84.93	16773.68	760636	41.86	8434.79	313847	63.17	13423.63	410237	71.50	16266.25	449441
4	H.P.	0.03	5.78	1061	0.13	25.68	3258	0.03	6.05	1033	0.03	6.38	813	0.03	6.83	771
5	JandK	0.00	0.00	3	0.24	47.40	4127	0.00	0.00	62	0.00	0.00	0	0.00	0.00	0
6	M.P.	129.42	24913.35	1594383	128.16	25311.60	1725133	46.04	9275.05	591185	70.97	15081.13	796692	48.39	11008.73	616287
7	Maharashtra	0.00	0.00	0	0.01	1.98	496	0.00	0.00	0	0.00	0.00	0	0.00	0.00	0
8	Punjab	127.25	24495.63	1051392	132.39	26147.03	889560	96.48	19440.72	793850	121.26	25767.75	835891	124.64	28355.60	931615
9	Rajasthan	22.25	4283.13	219873	23.40	4621.50	227090	0.10	20.15	941	4.38	930.75	37210	12.06	2743.65	94713
10	UP	35.77	6885.73	663810	56.41	11140.98	1152311	3.36	677.04	81080	2.20	467.50	47872	9.31	2118.03	152301
11	Uttrakhand	0.38	73.15	4656	1.44	284.40	24860	0.02	4.03	549	0.00	0.00	30	0.02	4.55	209
12	Delhi	0.00	0.00	6	0.06	11.85	760	0.00	0.00	1	0.00	0.00	0	0.00	0.00	0
TOTAL		389.92	75059.60	4335972	433.44	85604.40	4919891	187.92	37865.88	1783192	262.02	55679.25	2128985	266.05	60526.38	2248725

STATEMENT-II																
Procurement, MSP Value and Farmers benefitted of Paddy																
Figures in LMT, MSP in Rs. Crores																
S.No.	STATES/ UTs	KMS 2019-20			KMS 2020-21			KMS 2021-22			KMS 2022-23			KMS 2023-24		
		Proc.	MSP Value	Farmers Benefitted	Proc.	MSP Value	Farmers Benefitted	Proc.	MSP Value	Farmers Benefitted	Proc.	MSP Value	Farmers Benefitted	Proc.	MSP Value	Farmers Benefitted
1	A.P.	82.58	15153.43	679789	84.57	15966.82	803945	66.58	13049.68	839210	41.12	8470.72	678604	30.43	6703.73	479159
2	Telangana	111.26	20416.21	1988630	141.09	26637.79	2164354	110.35	21628.60	1734675	131.86	27163.16	2016798	95.32	20999.00	1500655
3	Assam	3.15	578.03	26537	2.11	398.37	20401	5.66	1109.36	60025	5.98	1231.88	62423	3.94	867.98	39577
4	Bihar	20.02	3673.67	279402	35.59	6719.39	497097	44.90	8800.40	642234	42.05	8662.30	577064	30.80	6785.24	372556
5	Chattisgarh	74.86	13736.81	1838593	71.08	13419.90	2053490	92.01	18033.96	2105972	87.53	18031.18	2047842	123.88	27290.76	2472441
6	Gujarat	0.21	38.54	5115	1.10	207.68	23799	1.22	239.12	25081	1.77	364.62	28357	0.85	187.26	15651
7	Haryana	64.28	11795.38	1891622	56.55	10676.64	549466	55.32	10842.72	310083	59.36	12228.16	282725	58.94	12984.48	282103
8	H.P.	0.00	0.00	0	0.00	0.00	0	0.28	54.88	5851	0.14	28.84	3407	0.23	50.67	4274
9	Jharkhand	3.80	697.30	53305	6.29	1187.55	104268	7.53	1475.88	139359	1.72	354.32	31855	0.74	163.02	10927
10	JandK	0.15	27.53	3143	0.38	71.74	7385	0.41	80.36	8724	0.34	70.04	6549	0.24	52.87	4494
11	Karnataka	0.61	111.94	27123	2.06	388.93	54319	2.19	429.24	73161	0.21	43.26	7646	0.00	0.00	0
12	Kerala	7.10	1302.85	220066	7.65	1444.32	252160	7.48	1466.08	254072	7.31	1505.86	250373	5.59	1231.48	198478
13	M.P.	25.97	4765.50	436399	37.27	7036.58	587223	45.83	8982.68	661756	46.30	9537.80	647699	42.16	9287.85	605553
14	Maharashtra	17.42	3196.57	526476	18.99	3585.31	624292	18.32	3590.72	595604	18.48	3806.88	516941	11.64	2564.29	375519
15	Odisha	70.57	12949.60	1161796	77.33	14599.90	1394647	71.04	13923.84	1514727	79.16	16306.96	1710773	70.84	15606.05	1531832
16	Punjab	162.55	29827.93	1126775	203.11	38347.17	1059249	187.55	36759.80	935219	182.29	37551.74	905346	185.53	40872.26	916517
17	Rajasthan	0.00	0.00	0	0.00	0.00	0	0.07	13.72	563	0.00	0.00	0	0.00	0.00	0
18	Tamilnadu	32.41	5947.24	585241	44.90	8477.12	852152	27.58	5405.68	400949	33.84	6971.04	599912	34.96	7701.69	393887
19	U.P.	56.57	10380.60	706549	66.84	12619.39	1022286	65.53	12843.88	947325	65.50	13493.00	940226	53.80	11852.14	692604

20	Uttarakhand	10.18	1868.03	83910	10.72	2023.94	78129	11.56	2265.76	78798	8.96	1845.76	58038	7.30	1608.19	41009
21	WB	27.03	4960.01	805186	27.79	5246.75	949362	35.31	6920.76	1318238	32.08	6608.48	1102759	24.69	5439.21	704417
22	NEF	0.21	38.54	13613	0.24	45.31	14434	0.58	113.68	27940	0.45	92.70	21712	0.32	70.50	16112
23	Puducherry	0.00	0.00	84	0.00	0.00	0	0.00	0.00	84	0.00	0.00	28	0.00	0.00	63
Total		770.93	141465.66	12459354	895.66	169100.61	13112458	857.30	168030.80	12679650	846.45	174368.70	12497077	782.20	172318.66	10657828

STATEMENT-III

STATEMENT SHOWING PROCUREMENT OF COARSEGRAINS

															Position as on-22.11.2024
															Figures in Metric Tons
KMS	COMMODITY	Andhra Pradesh	Gujarat	Haryana	Karnataka	Madhya Pradesh	Maharashtra	Uttar Pradesh	Odisha	Uttarakhand	Tamil Nadu	TOTAL PROC (MT)	MSP (Rs./qtl)	MSP paid to farmers (in crore)	
2019-20	JOWAR (Kharif crop)	-	-	-	838	5469	1468	0	-	-	-	7775	2550	19.83	
	JOWAR (Rabi crop)	-	-	-	8418	0	7145	0	-	-	-	15563	2550	39.69	
	BAJRA (Kharif crop)	-	-	100000	0	76	0	0	-	-	-	100076	2000	200.15	
	MAIZE (Kharif crop)	-	-	-	0	0	19	25	-	-	-	44	1760	0.08	
	MAIZE (Rabi crop)	-	-	-	0	0	115094	0	-	-	-	115094	1760	202.57	
	RAGI (Kharif crop)	-	-	-	193243	0	0	0	-	-	-	193243	3150	608.72	
	Total	-	-	100000	202499	5545	123726	25	-	-	-	431795		0.00	
2020-21	JOWAR(Kharif crop)	-	-	0	80722	29582	17784	0	-	-	-	128088	2620	335.59	
	JOWAR(Rabi crop)	-	-	0	0	0	18384	0	-	-	-	18384	2620	48.17	
	BAJRA (Kharif crop)	-	11515	150000	0	195351	5005	0	-	-	-	361871	2150	778.02	

	MAIZE(Kharif crop)	-	4133	-	0	0	88283	106413	-	-	-	198829	1850	367.83
	MAIZE(Rabi crop)	-	-	-	0	0	6486	0	-	-	-	6486	1850	12.00
	RAGI (Kharif crop)	-	-	-	474098	0	0	0	20252	-	-	494350	3295	1628.88
	Total	-	15648	150000	554820	224933	135942	106413	20252	-	-	1208008		0.00
2021-22	JOWAR(Kharif crop)	-	-	-	103920	32393	20262	0	-	-	-	156575	2738	428.70
	JOWAR(Rabi crop)	-	-	-	0	0	0	0	-	-	-	0	2738	0.00
	BAJRA (Kharif crop)	-	7284	-	0	5400	567	0	-	-	-	13251	2250	29.81
	MAIZE(Kharif crop)	-	389	-	0	0	19615	2763	-	-	-	22767	1870	42.57
	MAIZE(Rabi crop)	-	-	-	0	0	0	0	-	-	-	0	1870	0.00
	RAGI (Kharif crop)	-	-	-	404784	0	253	0	32302	-	-	437339	3377	1476.89
	Total	-	7673	-	508703	37793	40697	2763	32302	-	-	629931		0.00
2022-23	JOWAR (Kharif crop)	-	0	-	76897	258	1378	0	-	-	-	78533	2970	233.24
	JOWAR(Rabi crop)	3621	685	-	0	0	2358	0	-	-	-	6664	2970	19.79
	BAJRA (Kharif crop)	-	766	81147	0	0	10	43437	-	-	-	125360	2350	294.60
	BAJRA(Rabi crop)	-	56645	-	0	0	0	0	-	-	-	56645	2350	133.12
	MAIZE (Kharif crop)	-	0	-	0	0	48	0	-	-	-	48	1962	0.10
	MAIZE(Rabi crop)	-	197	-	0	0	12877	0	-	-	-	13074	1962	25.65
	RAGI (Kharif crop)	4	0	-	454404	0	636	0	-	1186	515	456745	3578	1634.23
	Total	3625	58293	81147	531301	258	17308	43437	-	1186	515	737069		0.00
2023-24	JOWAR (Kharif crop)	24466			85402		462	13340				123670	3180	393.27
	JOWAR(Rabi crop)	4903	2946		105019		86624.9					199493	3180	634.39
	BAJRA (Kharif crop)		33359	231334				355038				619731	2500	1549.33
	BAJRA(Rabi crop)		76726									76726	2500	191.82

	MAIZE (Kharif crop)					25	4451				4476	2090	9.35
	MAIZE(Rabi crop)					56					56	2090	0.12
	RAGI (Kharif crop)	376	0.75		226576	189	0.7		1889	1889	230920	3846	888.12
	Total	29745	113032	231334	416997	87357	372830		1889	1889	1255073		0.00

STATEMENT-IV													
Central Pool Storage Capacity FCI with State Govt.Agencies as on 01.11.2024													
(Figures in LMT)													
Zone	Sl. No.	State/Region	Total Storage Capacity with FCI (Owned/Hired)		Total (Owned+Hired)	Total Storage Capacity with State Agencies including SWCs (excluding capacities given to FCI) for storage of foodgrains.	Grand Total	Central Pool stock (Wheat and Rice)					
			Owned	Hired		State Agencies							
EAST	1	Bihar/बिहार	3.45	7.30	10.74	10.13	20.87	9.06					
	2	Jharkhand/झारखण्ड	0.89	3.60	4.49	1.78	6.27	3.65					
	3	Odisha/उड़ीसा	3.65	2.77	6.42	6.18	12.60	8.73					
	4	West Bengal/प.बंगाल	9.53	0.77	10.30	9.66	19.96	10.00					
	5	Sikkim/सिक्किम	0.11	0.01	0.11	0.11	0.23						
Total East Zone			17.63	14.44	32.07	27.86	59.93	31.44					
NE	6	Assam/असम	3.74	1.54	5.28	0.00	5.28	3.82					
	7	Arunachal Pradesh/अरुणाचल प्रदेश	0.41	0.01	0.42	0.00	0.42	0.29					

	8	Meghalya/मेघालय	0.20	0.26	0.45	0.00	0.45	0.37
	9	Mizoram/मिजोरम	0.32	0.00	0.32	0.41	0.73	0.07
	10	Tripura/त्रिपुरा	0.44	0.19	0.62	0.72	1.34	0.39
	11	Manipur/मणिपुर	0.65	0.00	0.65	0.00	0.65	0.21
	12	Nagaland/नागालैंड	0.42	0.16	0.57	0.08	0.65	0.45
Total North East Zone			6.16	2.16	8.32	1.21	9.53	5.60
NORTH	13	Delhi/दिल्ली	3.28	0.00	3.28	0.00	3.28	2.78
	14	Haryana/हरियाणा	8.75	46.52	55.27	44.95	100.22	70.18
	15	Himachal Pradesh/हिमाचल प्रदेश	0.27	0.69	0.96	0.00	0.96	0.90
	16	Jammu and Kashmir/जम्मू एंड कश्मीर	0.95	1.35	2.30	0.00	2.30	2.30
	17	Ladakh/लद्दाख	0.25	0.01	0.26	0.00	0.26	0.26
	18	Punjab/पंजाब	27.17	98.73	125.90	48.62	174.52	174.75
	19	Chandigarh/चंडीगढ़	0.00	0.09	0.09	0.00	0.09	0.09
	20	Rajasthan/राजस्थान	8.52	7.83	16.35	0.00	16.35	14.84
	21	Uttar Pradesh/उत्तर प्रदेश	15.68	31.50	47.18	0.00	47.18	34.45
	22	Uttarkhand/उत्तराखंड	0.73	1.11	1.85	1.62	3.47	2.03
Total North Zone			65.59	187.84	253.43	95.19	348.62	302.23
SOUTH	23	Andhra Pradesh/आंध्र प्रदेश	8.64	2.74	11.38	13.20	24.58	13.09
	24	Andaman and Nico./अंडमान एंड निकोबार	0.07	0.00	0.07	0.16	0.23	0.23
	25	Telangana/तेलंगाना	6.68	13.72	20.39	4.04	24.43	17.96
	26	Kerela/केरल	5.89	0.06	5.95	1.95	7.90	5.43
	27	Karnatka/कर्नाटक	4.61	5.05	9.65	0.00	9.65	8.73
	28	Lakshadweep/लक्षद्वीप	0.03	0.00	0.03	0.00	0.03	0.03
	29	Tamilnadu/तमिलनाडु	6.46	5.54	12.00	8.92	20.92	14.83
	30	Puducherry/पुदुचेरी	0.51	0.00	0.51	0.00	0.51	0.51
Total South Zone			32.88	27.10	59.98	28.27	88.25	60.04
WEST	31	Gujrat/गुजरात	4.93	4.31	9.23	0.56	9.79	8.54
	32	DandNH and DandD/दमन एवं दीव	0.00	0.00	0.00	0.00	0.00	0.00
	33	Maharashtra/महाराष्ट्र	9.23	8.09	17.33	6.98	24.31	16.68
	34	Goa/गोवा	0.19	0.00	0.19	0.00	0.19	0.19
	35	Madhya Pradesh/मध्यप्रदेश	4.18	7.09	11.27	189.16	200.43	66.91
	36	Chattisgarh/छत्तीसगढ़	6.32	12.74	19.06	16.49	35.55	23.68

Total West Zone			24.84	32.23	57.08	213.19	270.27	115.81
G.Total			147.10	263.77	410.88	365.72	776.59	515.12

FOODGRAINS PROCUREMENT AND DISTRIBUTION***130. SHRI ARUN BHARTI:**

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

- (a) whether the Department of Food and Public Distribution (DFPD) and the Food Corporation of India (FCI) have signed a Memorandum of Understanding (MoU) aiming at enhancing the efficiency and accountability of foodgrains procurement and distribution in the country;
- (b) if so, the details thereof along with the specific mechanisms being introduced under this MoU to reduce wastage, leakage and pilferage in the foodgrains supply chain including the manner in which the goal/aim is to be achieved;
- (c) the steps taken to maintain the transparency and efficiency in foodgrains procurement and distribution;
- (d) the manner in which the Government plans to involve State-level stakeholders and local bodies in implementing the provisions of this MoU; and
- (e) the details of measures being taken by the Government to ensure that this MoU directly benefits the end consumers particularly in ensuring timely delivery of food?

**THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION;
AND MINISTER OF NEW AND RENEWABLE ENERGY (SHRI PRALHAD JOSHI):**

(a): Yes, MOU has been signed between Food Corporation of India (FCI) and Department of Food and Public Distribution (DFPD), MOCA, FandPD on 13.09.2024.

(b): The following parameters have been included in the MOU with the intention of monitoring the performance of critical operational parameters and establishing institutional accountability:

1. Procurement (Wheat and Rice).
2. Sales (Liquidation of excess stock over foodgrain stocking norms for the Central Pool).
3. Storage (Storage capacity utilization- Owned/Hired).
4. Handling and Transportation cost (Handling Cost-Contract labour, Transportation cost).
5. Movement (Rake release performance within Railway Free Time- Percentage improvement over the average of last five years).
6. Operational Losses (Storage and Transit).
7. Training and capacity development
8. Treasury Management (Total interest cost on short-term borrowings i.e. STL and CCL).
9. Modernization—Re-engineering, Digitization, workflow automation etc.

(a) Integration of lorry weighbridge (LWB) of FCI with depot online system (DOS).

(b) Integration of FCI labs (QMS).

(c) Depot efficiency parameters (Capture, account and monitor the six depot-wise operational efficiency parameters for each quarter).

10. Security (Depot, where IP-based CCTV Cameras will be installed Modern surveillance system).

(c): The following steps have been taken to maintain transparency and efficiency in food grain procurement in the country:

(i) Procurement centres are opened by respective State Government Agencies/ FCI taking into account the estimated production, marketable surplus, convenience of farmers and availability of other logistics / infrastructure such as storage and transportation etc. Large number of temporary purchase centres in addition to the existing Mandis and depots/godowns are also established at key points for the convenience of the farmers.

(ii) In orders to widen outreach of MSP operations, provision has been made for engagement of Co-operative societies / Self Help Groups/ Panchayats / Primary Agriculture Cooperative Societies (PACS) by the State procuring agencies so that maximum farmers can avail the benefit of Price Support operations.

(iii) Farmers are made aware of the quality specifications and purchase system etc. so as to facilitate them to bring their produce conforming to the specifications.

(iv) Payment of MSP is being made directly into farmers' bank accounts.

(v) FCI and all the procuring States have developed their own Online Procurement System to ensure transparency and convenience to the farmers through proper registration and monitoring of actual procurement.

(vi) Farmers get latest/updated information through e-procurement module deployed by procuring agencies regarding declared MSP, nearest purchase centre, date on which the farmer has to bring his produce to the purchase centre etc. This facilitates delivery of stock by the farmers conveniently in the mandi/purchase centers.

(vii) Government of India has introduced Minimum Threshold Parameters (MTPs) for implementation by all procuring states towards development of an application eco-system, wherein requisite information in respect of procurement is available at single source by integrating all State procurement portals with Minimum Threshold Parameters for monitoring and strategic decision-making and to ensure uniformity and transparency. MTPs involve online registration of farmers with Aadhar seeding, integration of land records, digitized mandi operations, MSP transfer to farmers, Rice/Wheat delivery management, auto generation of bills etc.

(d): The Memorandum of Understanding (MoU) between the Government of India and the Food Corporation of India (FCI) outlines parameters on the basis of which FCI performance is assessed as per their achievements vis a vis target sets for the FY. Implementation of these performance parameters involves state level stakeholders and local bodies. State procuring agencies are engaging cooperative

societies, self-help groups, panchayats, and Primary Agricultural Cooperative Societies (PACS) to maximize farmer participation in Procurement process. MSP payments are credited directly to farmers' bank accounts, ensuring transparency.

(e): The Food Corporation of India (FCI), established under the Food Corporations Act, 1964, ensures procurement, storage, and distribution of food grains to support farmers and stabilize prices. The MoU focuses on improving cost-effectiveness and accountability through MoU parameters aiming to streamline operations, ensuring timely food delivery and enhanced service to end consumers. FCI and procuring states have developed online procurement systems for efficient registration and monitoring. These systems provide farmers with real-time information on MSP, nearby purchase centers, and scheduled delivery dates, enabling smooth and convenient stock delivery at mandis or purchase procurement centers.

This MoU is an internal mechanism to monitor performance of FCI vis a vis the targets by highest authorities of FCI and DFPD for ensuring increased efficiency in the FCI operations. This with cooperation and efficient operations by the State Governments will ultimately results into timely delivery of food to the end consumer.

CONSEQUENTIAL RAIL ACCIDENTS

***131. SHRIMATI KANIMOZHI KARUNANIDHI:**

Will the Minister of **RAILWAYS** be pleased to state:

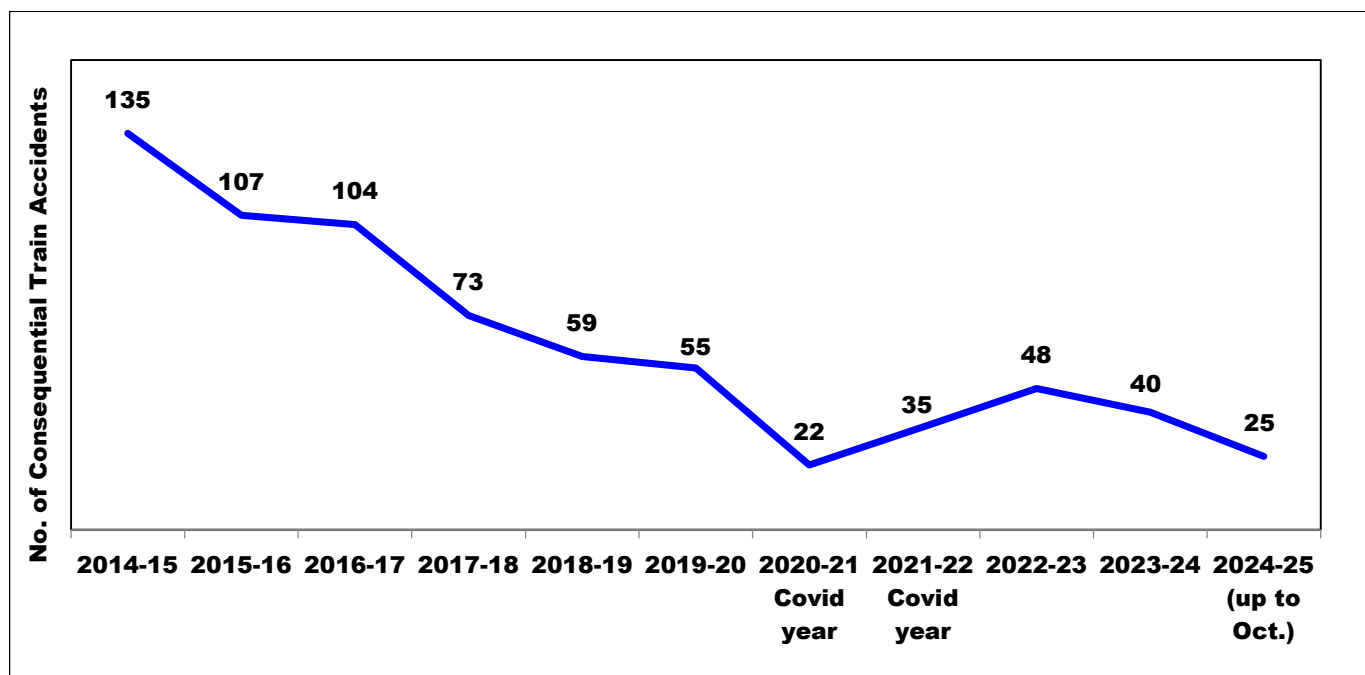
- (a) the details of “Consequential Rail Accidents” including derailment, collisions, fire and level crossing accidents during the last ten years;
- (b) the number of lives lost due to rail accidents during the said period;
- (c) the reasons for the accidents, especially collisions and derailment;
- (d) whether it is a fact that there is a lack of modern signalling and train control systems and shortage of critical safety spaces besides lack of inspection; and
- (e) if so, the details thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e): As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential Train Accidents including derailments, collisions, fire and level crossing accidents have reduced from 135 in 2014-15 to 40 in 2023-24 as shown in the graph below. The causes of these accidents broadly include track defects, loco/coach defects, equipment failures, human errors etc.

It may be noted that the consequential train accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 678 during the period 2014-24 (average 68 per annum), i.e. reduction of 60%.

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2023-24, indicating an improvement of approx. 73% during the said period.



Consequential Train Accidents on Indian Railways and casualties including railway staff therein are as follows:

Period	No. of Consequential Train Accidents	No. of Deaths	No. of Injuries
2004-05 to 2013-14	1711	904	3155
2014-15 to 2023-24	678	748	2087

Safety is accorded the highest priority on Indian Railways. The various safety measures including those for upgradation/modernization of Signalling System taken to enhance safety in train operations are as under:-

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:

Expenditure on Safety related activities (Rs. in Cr.)			
	2022-23 (Act.)	2023-24(Act.)	BE 2024-25
Maintenance of Permanent Way and Works	18,115	20,322	21,386
Maintenance of Motive Power and Rolling Stock	27,086	30,864	31,494
Maintenance of Machines	9,828	10,772	11,864
Road Safety LCs and ROB's/RUBs	5,347	6,662	9,980
Track Renewals	16,326	17,850	17,652
Bridge Works	1,050	1,907	2,137
Signal and Telecom Works	2,456	3,751	4,647
Workshops Incl. PUs and Misc. expenditure on Safety	7,119	9,523	9,615
Total	87,327	1,01,651	1,08,776

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,608 stations up to 31.10.2024 to eliminate accident due to human failure.

3. Interlocking of Level Crossing (LC) Gates has been provided at 11,053 level Crossing Gates up to 31.10.2024 for enhancing safety at LC gates.
4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,619 stations up to 31.10.2024.
5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Kavach has already been deployed on 1548 RKm on South Central Railway and North Central Railway. Presently, the work is in progress on Delhi-Mumbai and Delhi-Howrah corridors (approximately 3000 Route Km). Track side works on these routes have been completed on about 1081 RKm (705 RKm on Delhi-Mumbai section and 376 RKm on Delhi-Howrah section). Regular trials are being done on these sections.
6. Detailed instructions on issues related with safety of Signalling e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
7. System of disconnection and reconnection for SandT equipment as per protocol has been re-emphasized.
8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.

9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates etc.
11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fanshaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.
12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc to reduce human errors.
13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e. Flash Butt Welding.
16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).

17. Patrolling of railway tracks to look out for weld/rail fractures.
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track e.g. integrated block, corridor block, worksite safety, monsoon precautions etc. have been issued.
22. Preventive maintenance of railway assets (Coaches and Wagons) is undertaken to ensure safe train operations.
23. Replacement of conventional ICF design coaches with LHB design coaches is being done.
24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.

26. Indian Railways has displayed Statutory “Fire Notices” for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do’s and Don’ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.
27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.
28. Regular counselling and training of staff is undertaken.
29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/ replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works undertaken by Railways are tabulated below:-

SN	Item	2004-05 to 2013-14	2014-15 to 2023- 24	2014-24 Vs. 2004- 14
	Track Maintenance			
1.	Expenditure on Track Renewal (Rs. in Cr.)	47,038	1,09,577	2.33 times

2.	Rail Renewal Primary (Track Km)	32,260	43,335	1.34 times
3.	Use of high-quality rails (60 Kg) (Km)	57,450	1,23,717	2.15 times
4.	Longer Rail Panels (260m) (Km)	9,917	68,233	6.88 times
5.	USFD (Ultra Sonic Flaw detection) Testing of Rails (Track km)	20,19,630	26,52,291	1.31 times
6.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79,43,940	1,73,06,046	2.17 times
7.	New Track KM added (Track km)	14,985	31,180	2.08 times
8.	Weld failures (Nos.)	In 2013-14: 3699	In 2023-24: 481	87% reduction
9.	Rail fractures (Nos.)	In 2013-14: 2548	In 2023-24: 383	85% reduction
10	Thick Web Switches (Nos.)	Nil	21,127	
11	Track Machines (Nos.)	As on 31.03.14 = 748	As on 31.03.24 = 1,661	122% increase
	Level Crossing Gate Elimination			
1.	Elimination of Unmanned Level Crossing Gates (Nos.)	As on 31.03.14: 8948	As on 31.03.24: Nil(All eliminated by 31.01.19)	100% reduction
2.	Elimination of Manned Level Crossing Gates (Nos.)	1,137	7,075	6.21 Times

3.	Road over Bridges (RoBs)/ Road under Bridges (RUBs) (Nos.)	4,148	11,945	2.88 Times
4.	Expenditure on LC Elimination (LC+ROB+RUB)	8,825	41,957	4.75 Times
	Bridge Rehabilitation			
1.	Expenditure on Bridge Rehabilitation (Rs. in Cr.)	3,924	8,255	2.10 Times
	Signalling Works			
1.	Electronic Interlocking (Stations)	837	2,964	3.52 times
2.	Automatic Block Signaling (Km)	1,486	2,497	1.67 times
3.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90	As on 31.03.24: 19,742	219 times
	Rolling Stock			
1.	Manufacture of LHB Coaches (Nos.)	2,337	36,933	15.80 times
2.	Provision of Fire and Smoke Detection System in AC coaches (Nos. of Coaches)	0	19,271	
3.	Provision of Fire Detection and Suppression System in Pantry and Power Cars (Nos. of Coaches)	0	2,991	
4.	Provision of Fire Extinguishers in Non –	0	66,840	

	AC coaches (Nos. of Coaches)			
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NEW/UPGRADED PASSENGER SERVICES IN TAMIL NADU

***132. SHRI C N ANNADURAI:**

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the details of new or upgraded passenger services introduced by Indian Railways in Tamil Nadu during the last year;
- (b) whether additional trains or increased service frequencies have been introduced to meet the demand in said State especially in high-traffic routes and if so, the details thereof;
- (c) whether any improvements have been made to passenger amenities at major railway stations in said State as part of the modernization initiative;
- (d) the details of facilities introduced to improve accessibility for differently-abled and elderly passengers at said stations in Tamil Nadu;
- (e) whether there are any plans to introduce escalators, lifts and special assistance services at all major stations in the State; and
- (f) the details of other future projects aimed at further improving passenger services and facilities in the said State?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (f) To cater to the needs of passengers and as a part of the greater objective to provide better travel experience and improved Safety, 136 Vande Bharat services have been introduced on the Indian Railways(IR) network, which includes 16 Vande Bharat trains serving various stations located in the State of Tamil Nadu. During 2023-2024, IR, on originating/terminating basis, have introduced 22 new train services(including 10 Vande Bharat train services), extended 14 train services and increased the frequency of 6 train services catering the stations located in the State of Tamil Nadu. Besides, introduction/extension/increase in frequency of train services is an on-going process on Indian Railways, subject to traffic justification, operational feasibility, availability of resources, etc. However, as the Railway network straddles across State boundaries trains are introduced, as per network requirement, across such boundaries.

The provision/upgradation of railway stations, including stations located in Tamil Nadu, and provision of amenities for passengers including Divyangjans and elderly passengers, is a continuous and on-going process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. At present, Ministry of Railways has launched 'Amrit Bharat Station Scheme' for development of Railway stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long-term approach.

It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating

areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, Executive Lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks etc., as per necessity, phasing and feasibility and creation of city centres at the station in the long term.

So far 1337 stations have been identified under the Amrit Bharat Station Scheme, out of which 77 stations are located in the state of Tamil Nadu. The names of stations identified for development under Amrit Bharat Station Scheme in the state of Tamil Nadu are as following:

State	No. of Stations	Name of Stations
Tamil Nadu	77	Ambasamudram, Ambattur, Arakkonam Jn, Ariyalur, Avadi, Bommidi, Chengalpattu Jn, Chennai Beach, Chennai Egmore, Chennai Park, Chidambaram, Chinna Salem, Chrompet, Coimbatore Jn, Coimbatore North, Coonoor, Dharmapuri, Dr. M.G. Ramachandran Central, Erode Jn., Guduvancheri, Guindy, Gummidipundi, Hosur, Jolarpettai Jn, Kanniyakumari, Karaikkudi, Karur Jn., Katpadi, Kovilpatti, Kulitturai, Kumbakonam, Lalgudi, Madurai Jn, Mambalam, Manaparai, Mannargudi,

		Mayiladuturai Jn., Mettupalayam, Morappur, Nagercoil Jn., Namakkal, Palani, Paramakkudi, Perambur, Podanur Jn., Pollachi, Polur, Pudukkottai, Rajapalayam, Ramanathapuram, Rameswaram, Salem, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St.Thomas Mount, Tambaram, Tenkasi, Thanjavur Jn, Thiruvarur Jn., Tiruchendur, Tirunelveli Jn, Tirupadripuliyur, Tirupattur, Tiruppur, Tirusulam, Tiruttani, Tiruvallur, Tiruvannamalai, Udagamandalam, Vellore Cantt., Villupuram Jn., Virudhunagar, Vriddhachalam Jn., Dindigul, Tuticorin.
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The details of allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise under Plan Head-53 'Customer Amenities'. The state of Tamil Nadu is covered by two zones viz. Southern Railway and South Western Railway. The allocation for the financial year 2024-25 for these zones is ₹ 2344.46 Crores.

To facilitate easy movement of elderly, sick passengers and for smooth access to platforms, escalators are provided at Railway stations across the Indian Railways (IR). Further, as part of 'Sugamya Bharat Abhiyaan' for differently abled passengers, lifts at railway stations are being provided depending upon relative priority of various stations and the availability of resources and feasibility for provision of lifts.

Accordingly, so far 185 lifts at 83 stations and 96 escalators at 30 railway stations have been provided in the State of Tamil Nadu. In addition to this, 37 escalators and 107 lifts have also been further sanctioned in the State of Tamil Nadu.

Railway Infrastructure Projects falling fully/partly in the State of Tamil Nadu are covered under Southern Railway (SR), South Central Railway (SCR) and South Western Railway (SWR) zone of Indian Railways. Zone-wise details of Railway projects including cost, expenditure and outlay are made available in public domain. As on 01.04.2024, 22 projects (10 new lines, 03 Gauge conversions and 09 Doubling) of total length of 2,587 Km, costing ₹ 33,467 crore, falling fully/partly in the State of Tamil Nadu are in planning/approval/construction stage, out of which 665 Km length has been commissioned and an expenditure of ₹ 7,153 crore has been incurred upto March, 2024. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (₹ in Cr.)
New line	10	872	24	1,223
Gauge Conversion	03	748	604	3,267
Doubling/ Multitracking	09	967	37	2,664
Total	22	2,587	665	7,153

Budget allocation for Infrastructure projects and safety works, falling fully/partly in Tamil Nadu is as under:

Period	Outlay
2009-14	₹ 879 crore/year
2024-25	₹ 6,362 crore (more than 7 times)

Railway acquires the land through State Government and the completion of a railway projects is dependent of land acquisition. However, Execution of important

infrastructure projects falling fully/partly in the State of Tamil Nadu are held up due to delay in land acquisition. Status of land acquisition in Tamil Nadu is as under:

Total Land required for Projects in Tamil Nadu	3389 Ha
Land Acquired	866 Ha (26%)
Balance Land to be acquired	2523 Ha (74%)

Government of India is geared up to execute projects, however success depends upon the support of Government of Tamil Nadu.

SPECIALIZED MOBILE PHONE PLAN FOR NON-SMART PHONE USERS

***133. SHRI NILESH DNYANDEV LANKE:**

SHRI BAJRANG MANOHAR SONWANE:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) whether the Government is considering to introduce specialized mobile phone plans specifically designed for non-smartphone users, if so, the details thereof;
- (b) whether the Government is considering to provide affordable data packages and internet access to the non-smartphone users, if so, the details thereof;
- (c) whether the Government has conducted any studies or surveys to assess the proportion of the population that relies on non-smartphones for telecommunication services;

- (d) whether the Government recognizes the potential barriers faced by non-smartphone users in accessing affordable and suitable mobile plans, if so, the steps taken to address these challenges;
- (e) the measures the Government is considering to encourage private telecom operators to offer plans specifically designed for non-smartphone users; and
- (f) whether the Government considers implementing regulatory measures or incentives to promote the availability of affordable and accessible mobile plans for non-smartphone users through private telecom operators and if so, the details thereof?

THE MINISTER OF COMMUNICATIONS; AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI JYOTIRADITYA M. SCINDIA):

(a) to (c) No

(d) to (f) As per Telecom Regulatory Authority of India Act 1997, Telecom Regulatory Authority of India (TRAI) regulates the telecom tariff. As per the existing regulatory tariff framework, tariff for telecommunication service is under forbearance except for some services.

आकांक्षी जिलों में रेलवे स्टेशनों का नवीनीकरण/सुदृढीकरण

***134. श्री राम शिरोमणि वर्मा:**

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का निकट भविष्य में आकांक्षी जिलों में सभी रेलवे स्टेशनों का नवीनीकरण/सुदृढीकरण करने का विचार है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;
- (ग) क्या सरकार का श्रावस्ती जिले सहित देश के सभी आकांक्षी जिलों में नए रेलपथ बिछाने/मौजूदा रेलपथों के दोहरीकरण और नए रेलवे स्टेशनों के निर्माण का प्रस्ताव है; और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (घ): रेल मंत्रालय ने भारतीय रेल में रेलवे स्टेशनों के विकास के लिए 'अमृत भारत स्टेशन योजना' शुरू की है। इस योजना में दीर्घकालिक दृष्टिकोण के साथ सतत आधार पर स्टेशनों के विकास की परिकल्पना की गई है।

इसमें प्रत्येक रेलवे स्टेशन की आवश्यकता को देखते हुए स्टेशनों पर सुविधाओं जैसे स्टेशन तक पहुंच, परिचलन क्षेत्रों, प्रतीक्षालयों, शौचालयों, आवश्यकतानुसार लिफ्टों/स्वचालित सीढ़ियों, प्लेटफॉर्म की सतह और प्लेटफॉर्म के ऊपर कवर, स्वच्छता, निःशुल्क वाई-फाई, 'एक स्टेशन एक उत्पाद' जैसी योजनाओं द्वारा स्थानीय उत्पादों के लिए कियोस्क, बेहतर यात्री सूचना प्रणाली, एक्जीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए निर्दिष्ट स्थान, लैंडस्केपिंग आदि में सुधार लाने के लिए मास्टर प्लान तैयार करना और उनका चरणबद्ध कार्यान्वयन करना शामिल हैं।

इस योजना में आवश्यकता, चरणबद्ध रूप से एवं व्यवहार्यता के अनुसार स्टेशन भवन में सुधार, स्टेशन का शहर के दोनों छोरों के साथ एकीकरण, मल्टी-मोडल एकीकरण, दिव्यांगजनों के लिए सुविधाएं,

दीर्घकालिक और पर्यावरण अनुकूल समाधान, गिट्टी रहित पटरियों की व्यवस्था आदि और दीर्घावधि में स्टेशन पर सिटी सेन्टर बनाने की भी परिकल्पना की गई है।

अब तक, भारतीय रेल में इस योजना के अंतर्गत 1337 स्टेशनों को चिह्नित किया गया है, जिनमें से 157 स्टेशन आकांक्षी जिलों के अंतर्गत आते हैं। अमृत भारत स्टेशन योजना के अंतर्गत विकास हेतु आकांक्षी जिलों में स्थित चिह्नित स्टेशनों के नाम इस प्रकार हैं:

आकांक्षी जिलों में स्टेशनों की संख्या	आकांक्षी जिलों में स्टेशनों के नाम
157	आबू रोड, अनुग्रह नारायण रोड, अराकू, अररिया कोर्ट, बहराईच, बलांगीर, बलरामपुर, बालसिरिंग, बांका, बनमनखी, बानो, बड़ागामदा जंक्शन, बारां, बरौनी, बरगावां, बरहनी, बरकाकाना, बारसोई जंक्शन, बासुकीनाथ, बेगुसराय, भद्राचलम रोड, भानुप्रतापपुर, भवानीपटना, बियावरा राजगढ़, बोकारो स्टील सिटी, चाईबासा, चक्रधरपुर, चंदौली मझवार, चंद्रपुरा, छबड़ा गुगोर, चित्रकुट धाम कर्वी, चोपन, कडप्पा, दाहोद, डाल्टनगंज, दमनजोड़ी, दमोह, डांगोपोसी, ढेंकनाल, ढोली, ढोलपुर, धुबरी, दुमका, फतेहपुर, फिरोजपुर कैंट, गंगाघाट, गंजबासौदा, गढ़वा रोड, गढ़वा टाउन, गौरीपुर, गया, घाटशिला, गिरिडीह, गोड्डा, गोविंदपुर रोड, गुना, गुनुपुर, गुरारू, हैदर नगर, हरिद्वार जंक्शन, हरिशंकर रोड, हरपालपुर, हटिया, हजारीबाग रोड, हिंडौन सिटी, जगदलपुर, जैसलमेर, जमुई, जनकपुर रोड, जपला, जयपुर, कांटाबांजी, करहागोला रोड, काशीपुर जंक्शन, कटिहार जंक्शन, केसिंगा, खगड़िया जंक्शन, खजुराहो जंक्शन, खंडवा, खरियार रोड, किच्छा, कोरापुट जंक्शन, कोरबा, लाभा, लखमीनिया, लातेहार, लिमखेड़ा, लोहरदगा, महासमुंद, महेशखूंट, मजबत, मानिकपुर जंक्शन, मनोहरपुर, मानसी जंक्शन, एमसीएस छतरपुर, मेरामंडली, मोगा, मोतीपुर, मुहम्मद गंज, मुनिगुड़ा, मुरी जंक्शन, मुजफ्फरपुर जंक्शन, नबीनगर रोड, नगर उंटारी, नामकोम, नंदुरबार, नवादा, ओरंगा, उस्मानाबाद, पहाड़पुर, पाकुड़, परमाककुडी, पारसनाथ, पारलाखेमुंडी, पार्वतीपुरम, पाठशाला, पिंडवाड़ा, पिस्का, पं. दीन दयाल उपाध्याय जंक्शन, रफीगंज, रायचूर जंक्शन, राजपलायम, राजमहल, राम दयालु नगर, रामनाथपुरम, रामदेवरा, रामेश्वरम, रामगढ़ कैंट, रांची जंक्शन, रायगढ़ा, रेनुकूट, रूड़की, रुथियाई, साहिबगंज, साहिबपुर कमाल, सलौना,

	सालमारी, श्री महावीरजी, सिद्धार्थनगर, सिल्ली, सिमुलतला, सिंगरौली, सीतामढी, सोनभद्र, श्रीविल्लिपुत्तूर, टांगला, टाटानगर, टाटीसिलवाई, टिटलागढ़ जंक्शन, तुलसीपुर, उदलगुरी, विदिशा, विरुधुनगर, व्यासनगर, वडसा, वाशिम, यादगीर
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इसके अलावा, भारतीय रेल में स्टेशनों का उन्नयन/विकास/पुनर्विकास एक जारी रहने वाली सतत प्रक्रिया है और इस संबंध में कार्य परस्पर प्राथमिकता और निधियों की उपलब्धता के अध्यधीन, आवश्यकतानुसार किए जाते हैं। बहरहाल, स्टेशनों के उन्नयन/विकास/पुनर्विकास के लिए कार्यों को मंजूरी देने और निष्पादित करते समय निचली कोटि के स्टेशनों की तुलना में उच्चतर कोटि के स्टेशनों को प्राथमिकता दी जाती है।

रेल परियोजनाओं का सर्वेक्षण/स्वीकृति/निष्पादन क्षेत्रीय रेल-वार किया जाता है, न कि राज्य-वार, क्योंकि रेलवे की परियोजनाएं राज्य की सीमाओं के आर-पार फैली हो सकती हैं। रेल परियोजनाओं को लाभप्रदता, यातायात अनुमान, अंतिम छोर संपर्कता, अनुपलब्ध कड़ियों और वैकल्पिक मार्गों, संकुलित/संतृप्त लाइनों के विस्तार, राज्य सरकारों, केंद्रीय मंत्रालयों, संसद सदस्यों, अन्य जन प्रतिनिधियों द्वारा उठाई गई मांगों, रेलवे की अपनी परिचालनिक आवश्यकता, सामाजिक-आर्थिक महत्व आदि के आधार पर स्वीकृत किया जाता है, जो चालू परियोजनाओं के थ्रूफॉरवर्ड और निधियों की समग्र उपलब्धता पर निर्भर करता है।

01.04.2024 की स्थिति के अनुसार, भारतीय रेल में 44,488 किलोमीटर कुल लंबाई वाली 488 रेल अवसंरचना परियोजनाएं (187 नई लाइन, 40 आमाम परिवर्तन और 261 दोहरीकरण) जिनकी लागत लगभग ₹7.44 लाख करोड़ है, योजना/अनुमोदन/निर्माण चरण में हैं, जिनमें से 12,045 किलोमीटर लंबाई को कमीशन कर दिया गया है और इस पर मार्च, 2024 तक लगभग ₹2.92 लाख करोड़ का व्यय किया गया है। सारांश इस प्रकार है:-

कोटि	परियोजनाओं की संख्या	कुल लंबाई (किलोमीटर)	मार्च 2024 तक कमीशन की गई लंबाई (किलोमीटर)	मार्च 2024 तक किया गया कुल व्यय (करोड़ रुपए में)
नई लाइनें	187	20,199	2,855	1,60,022
आमान परिवर्तन	40	4,719	2,972	18,706
दोहरीकरण/मल्टी ट्रैकिंग	261	19,570	6,218	1,13,742
कुल	488	44,488	12,045	2,92,470

सभी रेल परियोजनाओं की लागत, व्यय और परिव्यय सहित क्षेत्रीय रेल-वार/वर्ष-वार ब्यौरा भारतीय रेल की वेबसाइट पर सार्वजनिक रूप से उपलब्ध है।

भारतीय रेल में नए रेलपथ की कमीशनिंग/बिछाने का विवरण नीचे दिया गया है:-

अवधि	कमीशन किया गया नया रेलपथ	नए रेलपथ की औसत कमीशनिंग
2009-14	7,599 किलोमीटर	4.2 किलोमीटर प्रतिदिन
2014-24	31,180 किलोमीटर	8.54 किलोमीटर प्रतिदिन (2 गुना से अधिक)

इसके अलावा, पिछले तीन वर्षों वित्त वर्ष 2021-22 से 2023-24 और चालू वित्त वर्ष 2024-25 में आकांक्षी जिलों सहित भारतीय रेल में कुल 60,673 किलोमीटर लंबाई के 894 अदद सर्वेक्षण (287 नई लाइन, 14 आमान परिवर्तन और 593 दोहरीकरण) को मंजूरी दी गई है।

उत्तर प्रदेश

उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली रेल अवसंरचना परियोजनाएं भारतीय रेल के उत्तर रेलवे, उत्तर मध्य रेलवे, पूर्वोत्तर रेलवे, पूर्व मध्य रेलवे और पश्चिम मध्य रेलवे जोनों के अंतर्गत आती हैं।

01.04.2024 की स्थिति के अनुसार, श्रावस्ती जिले सहित उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली ₹92,001 करोड़ की लागत वाली 5,874 किलोमीटर कुल लंबाई की 68 रेल परियोजनाएं (16 नई लाइन, 03 आमान परिवर्तन और 49 दोहरीकरण) योजना और कार्यान्वयन के विभिन्न चरणों में हैं,

जिनमें से 1,313 किलोमीटर लंबाई को कमीशन कर दिया गया है और मार्च, 2024 तक ₹28,366 करोड़ का व्यय किया जा चुका है।

कोटि	परियोजनाओं की संख्या	कुल लंबाई (किलोमीटर)	कमीशन की गई लंबाई (किलोमीटर)	मार्च 2024 तक किया गया कुल व्यय (करोड़ रुपए में)
नई लाइनें	16	1740	297	8672
आमान परिवर्तन	3	261	0	26
दोहरीकरण/मल्टी ट्रैकिंग	49	3873	1016	19668
कुल	68	5874	1313	28366

नई लाइन परियोजना में भिनगा, श्रावस्ती, बलरामपुर, उतरौला, मेहदावल, बांसी के रास्ते बहराइच-खलीलाबाद (240 किलोमीटर) का कार्य शुरू कर दिया गया है।

वर्ष 2014 से, बजट आवंटन और परियोजनाओं की तदनुरूपी कमीशनिंग में पर्याप्त वृद्धि हुई है। उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाले अवसंरचना एवं संरक्षा कार्यों के लिए वार्षिक बजट आवंटन निम्नानुसार है:-

अवधि	बजट परिव्यय	2009-14 के दौरान आवंटन की तुलना में वृद्धि
2009-14	₹1,109 करोड़ रुपये प्रतिवर्ष	-
2024-25	₹19,848 करोड़ रुपये प्रतिवर्ष	17 गुना से अधिक

वर्ष 2009-14 और 2014-2024 के दौरान उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाले खंडों (नई लाइन, आमान परिवर्तन और दोहरीकरण) की कमीशनिंग निम्नानुसार है:

अवधि	कमीशनिंग	2009-14 के दौरान औसत वार्षिक कमीशनिंग की तुलना में वृद्धि
2009-14	199 किलोमीटर प्रतिवर्ष	-

2014-24	490 किलोमीटर प्रतिवर्ष	2 गुना से अधिक
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2023-24 के दौरान, उत्तर प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाले 1,752 किलोमीटर (1328 किलोमीटर नई लाइन, 25 किलोमीटर आमान परिवर्तन और 399 किलोमीटर दोहरीकरण) खंड कमीशन कर दिए गए हैं।

आकांक्षी जिलों/ब्लॉकों के लिए संपूर्णता अभियान

*135. श्री रोडमल नागर:

श्री नव चरण माझी:

क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

- (क) आकांक्षी जिलों और ब्लॉकों में सेचुरेशन की स्थिति प्राप्त करने के लिए संपूर्णता अभियान के अंतर्गत लक्षित प्रमुख संकेतक क्या हैं;
- (ख) आकांक्षी जिला कार्यक्रम (एडीपी) और आकांक्षी ब्लॉक कार्यक्रम (एबीपी) के तहत निर्धारित समग्र विकास लक्ष्यों में उक्त संकेतकों से किस प्रकार योगदान मिलने की संभावना है; और
- (ग) पिछले तीन माह के दौरान इन संकेतकों की प्रगति की निगरानी और प्रभावी कार्यान्वयन सुनिश्चित करने में इस अभियान का क्या परिणाम रहा?

सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय के राज्य मंत्री; योजना मंत्रालय के राज्य मंत्री;

योजना मंत्रालय के राज्य मंत्री ; तथा संस्कृति मंत्रालय में राज्य मंत्री (राव इन्द्रजीत सिंह):

- (क) संपूर्णता अभियान के भाग के रूप में सेचुरेशन की स्थिति प्राप्त करने के लिए आकांक्षी जिला कार्यक्रम और आकांक्षी ब्लॉक कार्यक्रम के तहत प्रत्येक में छह प्रमुख कार्य निष्पादन संकेतक (केपीआई) चिन्हित किए गए थे। इन संकेतकों की सूची **विवरण-1** में दर्शाई गई है।
- (ख) संपूर्णता अभियान में तीन महीने की अवधि के भीतर सेचुरेशन की स्थिति प्राप्त करने के लिए आकांक्षी जिला कार्यक्रम (एडीपी) और आकांक्षी ब्लॉक कार्यक्रम (एबीपी) के तहत प्रत्येक छह

संकेतकों को प्राथमिकता देकर एक केंद्रित और समयबद्ध दृष्टिकोण अपनाया गया। इस कार्यनीति ने एक केंद्रित प्रयास सुनिश्चित किया, जिससे विकास के महत्वपूर्ण क्षेत्रों पर त्वरित और वास्तविक प्रभाव पड़ा। इस केंद्रित और त्वरित दृष्टिकोण से न केवल तेजी आई, बल्कि आकांक्षी जिला कार्यक्रम और आकांक्षी ब्लॉक कार्यक्रम के तहत निरंतर सुधार प्राप्त करने के लिए एक अनुकरणीय मॉडल का निर्माण भी हुआ।

- (ग) जुलाई से सितंबर 2024 की अवधि के दौरान, संपूर्णता अभियान ने प्रगति की निगरानी और अपने लक्षित संकेतकों के प्रभावी कार्यान्वयन को सुनिश्चित करने में महत्वपूर्ण उपलब्धियां हासिल कीं। जिलों और ब्लॉकों ने चिन्हित किए गए छह संकेतकों को संतुष्ट करने के संबंध में केंद्रित संरचित कार्य योजनाएँ तैयार कीं, जो समन्वित प्रयासों के लिए एक रोडमैप के रूप में प्रयुक्त हुईं। मासिक प्रगति ट्रेकिंग से कार्यान्वयन संबंधी चुनौतियों की तत्क्षण पहचान हुई और समाधान संभव हुआ, जिससे समय पर सुधार सुनिश्चित हुआ। सामुदायिक जागरूकता बढ़ाने और आवश्यक सरकारी सेवाओं के उपयोग में सुधार आने के लिए व्यवहार परिवर्तन अभियान चलाए गए। इसके अतिरिक्त, जिला और ब्लॉक अधिकारियों ने डेटा सत्यापन सुनिश्चित करने के लिए क्षेत्र के दौरे के माध्यम से समवर्ती निगरानी की।

विवरण-1

आकांक्षी जिला कार्यक्रम - संपूर्णता अभियान के तहत के.पी.आई

क्र.सं.	संकेतक
1.	पहली तिमाही में ए.एन.सी. के लिए पंजीकृत गर्भवती महिलाओं का प्रतिशत
2.	पूर्ण टीकाकरण करा चुके बच्चों (9-11 माह) का प्रतिशत
3.	पूरक पोषण लेने वाली गर्भवती महिलाओं का प्रतिशत
4.	वितरित मृदा स्वास्थ्य कार्डों की संख्या
5.	विद्युत सुविधा वाले चालू विद्यालयों का प्रतिशत
6.	एक महीने के भीतर बच्चों को पाठ्य पुस्तकें उपलब्ध कराने वाले स्कूलों का प्रतिशत

आकांक्षी ब्लॉक कार्यक्रम – सम्पूर्णता अभियान के तहत के.पी.आई

क्र.सं.	संकेतक
1.	पहली तिमाही के दौरान प्रसवपूर्व देखभाल (एएनसी) के लिए पंजीकृत गर्भवती महिलाओं का प्रतिशत
2.	लक्षित जनसंख्या की तुलना में उच्च रक्तचाप की जांच कराने वाले व्यक्तियों का प्रतिशत
3.	लक्षित जनसंख्या की तुलना में मधुमेह की जांच कराने वाले व्यक्तियों का प्रतिशत
4.	आईसीडीएस कार्यक्रम के अंतर्गत नियमित रूप से पूरक पोषण लेने वाली गर्भवती महिलाओं का प्रतिशत
5.	ब्लॉक में कुल स्वयं सहायता समूह की तुलना में परिक्रामी निधि प्राप्त करने वाले स्वयं सहायता समूह का प्रतिशत
6.	लक्षित मृदा नमूना संग्रहण की तुलना में बनाए गए मृदा स्वास्थ्य कार्डों का प्रतिशत

MEDIA CAMPAIGN FOR PROMOTION OF SCIENTIFIC TEMPER

***136. DR. DHARAMVIRA GANDHI:**

Will the Minister of **INFORMATION AND BROADCASTING** be pleased to state:

- whether the Government has launched any media campaigns aimed at promoting scientific temper and discouraging superstition in society;
- if so, the details of these campaigns including their reach, duration and topics covered; and
- whether there are plans to work with scientists, educators and public figures to create more awareness campaigns and if so, the expected outcome thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c): The Department of Science and Technology (DST) is popularizing science, technology and innovation (STI) among school students to inculcate scientific temper and scientific literacy through its flagship programmes viz. National Children Science Congress (NCSC), Initiative for Research and Innovation in STEM (IRIS), and Innovation in Science Pursuit for Inspired Research (INSPIRE)-Million Minds Augmenting National Aspirations and Knowledge (MANAK) among school students in the age group of 10-17 years.

Council of Scientific and Industrial Research (CSIR) under the aegis of Department of Scientific and Industrial Research (DSIR) is conducting JIGYASA for promoting scientific temper amongst the school students in collaboration with Kendriya Vidyalaya Sangathan (KVS) that connect students with scientists. The initiative extends classroom learning to research lab-based learning to school students. DST also supports college students pursuing Bachelors and Masters programme in Academic Institutions/Universities through INSPIRE-Scholarship for Higher Education (SHE). In order to enhance the participation of girls in different streams of STEM (Science Technology Engineering Mathematics), DST initiated Vigyan Jyoti in 2019-20, to facilitate a conducive and enabling environment for girls to pursue higher education.

DST also organizes National Science Day (NSD) and National Mathematics Day (NMD) every year on 28th February and 22nd December respectively, across the States and UTs through State SandT Councils for promotion of science and technology among school and college students in the country. The initiatives include interactive STEM (Science, Technology, Engineering, and Mathematics) programs, science fairs, robotics hackathons, Open Houses etc. DST further supports projects in various districts of the country to demystify miracles and beliefs through scientific principles.

Various STEM demonstration and popularization programmes are organized at district level, state-level and national-level involving more than 50 lakh students. Lectures of eminent scientists, educators and public figures are organized to popularize STEM and promote scientific temper on NSD and NMD.

The Publications Division under the Ministry of Information and Broadcasting works with scientists and educators to publish books, journals and articles promoting scientific temper in society.

**REDUCED FUND ALLOCATION FOR NEW RAILWAY LINES IN
TAMIL NADU**

***137. DR. KALANIDHI VEERASWAMY:**

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether the Government has slashed fund allocation for new railway lines in Tamil Nadu for the financial year 2024-25 by 70% compared to the amount announced in Interim Budget for the same year;
- (b) if so, the reasons for this drastic reduction in funds, despite the vital need for expanded railway infrastructure in the said State to support its growing population and economy;
- (c) the manner in which the Government intends to make up for this shortfall in funding and the impact this will have on the completion and progress of ongoing and proposed railway projects in the said State;
- (d) whether the Government is aware that this cut in funding could negatively affect regional development, job creation, and overall connectivity of Tamil Nadu with rest of the country and if so, the details thereof; and
- (e) whether the Government proposes to reconsider this cut and restore funds, especially in light of the importance of the said State as major economic and industrial hub in country and if so, the details thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e): Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise as the Railway projects may span across State boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic

projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

Railway infrastructure projects falling fully/partly in the State of Tamil Nadu are covered under Southern Railway (SR), South Central Railway (SCR) and South Western Railway (SWR) zones of Indian Railways. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railway's website.

As on 01.04.2024, 22 Railways projects (10 New Line, 03 Gauge Conversion and 09 Doubling) of total length 2,587 Km, costing **Rs.33,467** crore, falling fully/partly in the State of Tamil Nadu, are at various stages of planning and implementation, out of which 665 Km length has been commissioned and an expenditure of **Rs.7,153** crore has been incurred upto March' 2024.

The summary is as under:-

Plan Head	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (Rs.in Cr.)
New Line	10	872	24	1223
Gauge Conversion	3	748	604	3267
Doubling /Multitracking	9	967	37	2664
Total	22	2587	665	7153

Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Tamil Nadu is as under:

Period	Outlay
2009-14	Rs.879 crore/year
2024-25	Rs.6,362 crore (more than 7 times)

The details of commissioning/laying of new track falling fully/partly in the State of Tamil Nadu during 2009-14 and 2014-24 is as under:

Period	Total Track Commissioned
2009-14	923 Km
2014-24	1,302 Km

Though fund allocation has increased manifold but pace of execution of project is dependent on expeditious land acquisition. Railway acquires the land through State Government and the completion of a railway projects is dependent of land acquisition. However, Execution of important infrastructure projects falling fully/partly in the State of Tamil Nadu are held due to delay in land acquisition. Status of land acquisition in the State of Tamil Nadu is as under:

Total Land required for Projects in Tamil Nadu	3389 Ha
Land Acquired	866 Ha (26%)
Balance Land to be acquired	2523 Ha (74%)

Government of India is geared up to execute projects, however success depends upon the support of Government of Tamil Nadu. For instance, details of some major projects which are delayed due to land acquisition are as under:-

SN	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1.	Tindivanam –Tiruvannamalai new line (71 Km)	273	33	240
2.	Attiputtu – Puttur New Line (88 Km)	189	0	189
3.	Morappur – Dharmapuri (36 Km)	93	0	93
4.	Mannargudi – Pattukkottai (41 Km)	152	0	152
5.	Thanjavur – Pattukottai (52 Km)	196	0	196

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climate conditions etc.

Various steps taken by the Government for speedy approval and implementation of rail projects include (i) setting of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects, (iv) delegation of powers at field level, (v) close monitoring of progress of project at various levels (vi) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects. This has led to substantial increase in rate of commissioning since 2014.

कोयले की कीमत में वृद्धि

*138. श्री उज्ज्वल रमण सिंह:

क्या कोयला मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या वर्ष 2023-24 के दौरान वैश्विक कीमतों की तुलना में देश में अकुशल खनन के कारण कोयले की कीमत में काफी वृद्धि हुई है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार का आगामी वर्षों में अंतरराष्ट्रीय कोयला उत्पादकों के साथ प्रतिस्पर्धा करने के लिए घरेलू कोयला उत्पादकों को कोई राजसहायता/रियायत प्रदान करने का प्रस्ताव है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

कोयला मंत्री; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) और (ख): कोयले का उत्पादन कोल इंडिया लिमिटेड (सीआईएल), सिंगरेनी कोलियरीज कंपनी लिमिटेड (एससीसीएल) और एनएलसी इंडिया लिमिटेड (एनएलसीआईएल) द्वारा मशीनीकरण के साथ एक योजनाबद्ध तरीके से किया जाता है, जिससे प्रचालन कुशल और प्रशिक्षित कार्यबल द्वारा किया

जाता है ताकि सभी क्षेत्रों की मांग को उचित मूल्य पर पूरा किया जा सके। वर्तमान में घरेलू कोयले की कीमत आयातित कोयले की तुलना में बहुत कम है।

(ग) और (घ): इस समय ऐसे किसी प्रस्ताव की योजना नहीं है।

धमतरी रेल लाइन का विस्तार

*139. श्री भोजराज नाग:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या धमतरी रेल लाइन का छत्तीसगढ़ के कांकेर शहर से जगदलपुर तक विस्तार करने का कोई प्रस्ताव है; और

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) और (ख) छत्तीसगढ़ के कांकेर जिले में रेल संपर्कता में सुधार लाने के लिए कांकेर जिले से गुजरने वाली दल्लीराझरा-रावघाट-जगदलपुर रेल लाइन परियोजना (235 किलोमीटर) को दो चरणों अर्थात् दल्लीराझरा-रावघाट (95 किलोमीटर) और रावघाट-जगदलपुर (140 किलोमीटर) में शुरू किया गया है। चरण-I अर्थात् दल्लीराझरा-रावघाट में, 77 किलोमीटर (दल्लीराझरा-ताड़ोकी) को कमीशन कर दिया गया है और इस परियोजना पर 31.03.2024 तक ₹1,028 करोड़ का व्यय किया जा चुका है। चरण II अर्थात् रावघाट-जगदलपुर (140 किलोमीटर) की विस्तृत परियोजना रिपोर्ट तैयार कर ली गई है।

कांकेर जिले की संपर्कता को और बेहतर बनाने के लिए, बांसकोट और अमरावती के रास्ते धमतरी से कोंडागांव (183.19 किलोमीटर) नई लाइन के लिए भी एक सर्वेक्षण को मंजूरी दी गई है।

REINTRODUCTION OF SCHEME SIMILAR TO 'PADHO PARDHESH'***140. SUSHRI IQRA CHOUDHARY:**

Will the Minister of **MINORITY AFFAIRS** be pleased to state:

(a) whether the Government plans to reintroduce a scheme similar to 'Padho Pardhesh' with more effective targeting mechanism to ensure that the unique challenges faced by the minority students are addressed and if so, the details thereof;

(b) whether the Government has evaluated if schemes of other Ministries have ensured equitable access for minority students to overseas education and if so, the details thereof; and

(c) the details of steps taken by the Government to design targeted and non-overlapping scheme that addresses social and financial barriers faced by minority students in pursuing overseas education?

THE MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF MINORITY AFFAIRS (SHRI KIREN RIJJU):

(a) to (c): Ministry of Minority Affairs has specifically implemented various schemes, including Pre-Matric, Post-Matric and Merit-cum-Means Scholarship, Maulana Azad National Fellowship and Padho Pardesh schemes, across the country for socio-economic and educational empowerment of the six notified minority communities.

The National Minorities Development and Finance Corporation (NMDFC), a PSU under Ministry of Minority Affairs, provides educational loan for education abroad,

at low rate of interest, exclusively to students belonging to minority communities. It has also been observed that benefits of interest subsidy that got accrued to the beneficiaries under the Padho Pardesh scheme were limited and also that there is an overlap with other similar schemes being implemented by other Ministries viz. Ministry of Social Justice and Empowerment, Ministry of Tribal Affairs, which are applicable to eligible minority community students as well. In view of the aforesaid overlap, limited benefits and ease of availing education loans on low rate of interest, it has been decided to discontinue Padho Pardesh scheme from 2022-23 onwards. As of now, there is no such proposal to reinstate the Padho Pardesh Scheme or introduce any new scheme similar to it.

USAGE OF ARTIFICIAL INTELLIGENCE IN CENSUS

1381. SHRI LAVU SRI KRISHNA DEVARAYALU:

Will the Minister of **STATISTICS AND PROGRAMME IMPLEMENTATION** be pleased to state:

- (a) whether the Government has any plans to integrate Artificial Intelligence (AI) or Machine Learning (ML) tools in future surveys including the Economic Census, to enhance data accuracy and reliability;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) the details of the frequency by which the Ministry updates rural and urban frames to accurately reflect demographic changes across the country;

- (d) whether the Government is aware of the challenges faced by certain States in strengthening their statistical capabilities, which impact their ability to process and approve census data efficiently; and
- (e) whether the Government plans to provide additional resources or training to enhance statistical infrastructure and capabilities in States facing these difficulties, if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE (RAO INDERJIT SINGH):

(a) and (b): Ministry of Statistics and Programme Implementation (MoSPI) being nodal agency for planned development of the statistical system in the country is also responsible for maintaining the highest standards of data quality. To achieve this, robust and well-defined mechanisms are employed in different statistical products which undergo periodic improvements based on evolving needs, feedback, and advancements in methodologies to enhance their effectiveness. Upgradation and synergizing of existing IT based data collection techniques is a continuous process in MoSPI. The primary data collection in surveys of MoSPI is being done in digital platform using Computer Assisted Personal Interview (CAPI) or web-based application with in-built validation mechanism to ensure consistency at the stage of data collection. Further, whenever

a new survey is taken up, possible methods and new technologies are explored for their appropriate adoption.

(c):The surveys of MoSPI use area frame consisting of villages and blocks available respectively from the Population Census for rural areas and Urban Frame Survey (UFS) for urban areas. To accurately reflect the demographic changes across the country, updation of urban frame is done through UFS which is conducted periodically and new block-level details of the town are updated accordingly. The frequency of such updates is continuous and every town is updated once in 5 years. Similarly, urbanisation of villages (i.e. creation of new towns by State authorities or inclusion of rural areas into existing town) leads to the removal of villages from the rural frame and that also is continuous and simultaneous with UFS. Updation of identification or other particulars of villages such as the creation of new districts and updation of the same in rural frame is done as and when information/notification on formation of new districts/tehsils (or other details) are received from State Govt/State authorities.

(d) and (e): The Support for Statistical Strengthening (SSS) sub-scheme is an ongoing Central Sector sub-scheme of MoSPI under which Grant in Aid is released to the Directorate of Economics and Statistics (DESS) of the States/UTs with the aim to improve the statistical capacity and infrastructure of the State statistical system for collection, compilation and dissemination of relevant official statistics. Further, MoSPI also assists in development of statistics in the States/UTs by

providing knowledge sharing and technical assistance to State/UT DESs on compilation of various estimates, leveraging expertise in IT strengthening and development, capacity building of statistical personnel through regular and need-based training/workshops and other interactive methods, creation of physical infrastructure like buildings of State DESs and Training Facilities, etc.

CAPACITY BUILDING OF CIVIL SERVANTS

1382. DR. HEMANT VISHNU SAVARA:

SHRIMATI SMITA UDAY WAGH:

SHRI VIJAY BAGHEL:

SHRI BIBHU PRASAD TARAI:

SHRI MUKESHKUMAR CHANDRAKAANT DALAL:

Will the **PRIME MINISTER** be pleased to state:

- (a) the details of Memorandum of Undertakings (MoUs) signed with different countries for capacity building of civil servants in India;
- (b) the total number of civil servants likely to be trained by the year 2029; and
- (c) the role of capacity building programmes in improving service delivery and promoting innovation in governance of the country?

**THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY;
MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF
STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE**

MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

(a) to (c): The Department of Administrative Reforms and Public Grievances (DARPG), Ministry of Personnel, Public Grievances and Pensions conducts capacity building training for international civil servants through the National Centre for Good Governance (NCGG), an autonomous society under DARPG. DARPG / NCGG have signed Memorandum of Understandings (MoUs) with United Kingdom, France, Portugal, Singapore, Bangladesh, Australia, Cambodia, Gambia, Maldives, and Malaysia in the field of Public Administration, Public Policy and Governance Reforms. Areas of Co-operation of the MoUs includes capacity building of international civil servants in India. In the period 2014-2024, more than 4,500 international civil servants from 32 countries have visited NCGG for mid-career capacity building program (including multi-country program) on public policy and governance. The total number of civil servants to be trained by the year 2029 depends on the requests / requirement of the partner countries under the extant MoUs and other bilateral arrangements.

Capacity building program for international civil servants focuses on best practices and innovation in governance of Government of India enabling dissemination and replication of India's good governance models in foreign countries. The focus areas of India's governance model being imparted in

classroom sessions include Vision India @ 2047, New Paradigm in Governance Effective Redressal of Public Grievances, Aadhar, PM Gati Shakti, Disaster Management Practices, Digital Public Infrastructure, Digital India, Skill India, Blue Economy, Swamitva Scheme etc. The international civil servants are also attached with Delhi Metro, UPSC, Election Commission of India, International Solar Alliance, District Administration, etc. International civil servants also undertake group work projects on their specific learnings from the programme and future areas of collaboration.

EXPANSION OF NATIONAL GREEN HYDROGEN MISSION

1383. **SHRI P V MIDHUN REDDY:**

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

- (a) whether the Government proposes to expand the National Green Hydrogen Mission (NGHM) in line with the goal of net Zero carbon production by 2050 and if so, the details thereof;
- (b) whether the Government has identified possible sites for the setting up of green hydrogen plants and if so, the details thereof;
- (c) whether the Government has conducted an environmental impact assessment of such plants; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

- (a) Roadmap for the National Green Hydrogen Mission has been prepared upto 2030.
- (b) Site identification is the prerogative of the respective companies based on commercial consideration.
- (c) and (d) Ministry of Environment, Forests and Climate Change, vide Office Memorandum dated 28th July 2023 regarding 'Clarification on the applicability of EIA Notification 2006 for manufacturing Green Ammonia / Green Hydrogen,' have clarified that Standalone plants producing Green Hydrogen/Green Ammonia by way of electrolysis of water using Renewable Energy, shall not require prior EC under the provisions of EIA Notification 2006.

IRREGULAR WEATHER PATTERNS IN KERALA

1384. DR. SHASHI THAROOR:

Will the Minister of **EARTH SCIENCES** be pleased to state:

- (a) whether the Government has commissioned a study to understand the causes of volatile and irregular weather patterns like flooding and heatwaves in the State of Kerala in recent years;
- (b) if so, the details thereof and if not, the reasons therefor;

- (c) whether the Government maintains a nationwide record of extreme weather events to facilitate the prevention and mitigation of natural disasters;
- (d) if so, the details thereof and if not, the reasons therefor;
- (e) whether the Government has come up with a national strategy to deal with urban flooding and advised States regarding the same; and
- (f) if so, the details thereof and if not, the reasons therefor?

**THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY;
MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF
STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE
MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER
OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF
STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):**

- (a) Yes.
- (b) Due to climate change, the annual temperature is increasing globally, and the impact is reflected in irregular weather patterns such as floods and heatwaves in various parts of the globe, including India. The India Meteorological Department (IMD) regularly publishes the country's annual climate summary, including State-wise. In addition, IMD published a monograph on heatwaves that provides comprehensive information on heatwaves over India (<https://mausam.imd.gov.in/responsive/met2.php>). Further, a summary of temperature and extreme rainfall over Kerala is given in **Statement**.

- (c) Yes.
- (d) IMD maintains a nationwide record of extreme weather events to facilitate the prevention and mitigation of natural disasters. Every year, IMD prepares "Annual Climate Summary" for the Indian region, which contains information regarding various extreme weather events observed within the country. The reports are available at (https://www.imdpune.gov.in/Clim_Pred_LRF_New/Reports.html). In addition, IMD also brings out a publication on "Disastrous weather events" every year, which is available at <https://imdpune.gov.in/library.php>. Recently, IMD brought out the "Climate Hazard and Vulnerability Atlas of India", prepared for the thirteen most hazardous meteorological events, which cause extensive damages to economic, human, and animal losses. The same can be accessed at https://imdpune.gov.in/hazardatlas/about_hazard.html. This atlas helps IMD as a reference to issue impact-based forecasts for various extreme weather events.

The climate hazard and vulnerability atlas will help the State Government authorities and Disaster Management Agencies plan and take appropriate action to tackle extreme weather events. A climate data portal has been operational since April 2024 with the availability of earlier historical extreme temperatures and rainfall over a station/city: <https://dsp.imdpune.gov.in>.

(e) and (f) Forecasting urban weather is increasingly important to manage disasters, decision-making in the public sector, and urban planning purposes, etc. in this regard, various steps have been taken:

(i) In coordination with its centers, the ministry has operationalized an integrated flood warning system in Mumbai and Chennai. This system provides early warnings for flood situations in cities by considering many parameters and forecasts for rain.

(ii) The Ministry of Home Affairs (MHA) has come up with a national strategy to deal with urban floods. It includes:

- Guidelines of Urban Flood Early Warning Systems by the National Disaster Management Authority
- A project has been launched for the establishment of an urban flood warning system for 7 cities: Mumbai, Chennai and Kolkata, Bengaluru, Hyderabad, Ahmedabad, and Pune.

STATEMENT

Summary of temperature and extreme rainfall over Kerala:

Temperature: The time series analysis of annual mean temperature over Kerala reveals a significant increasing trend of +1.1 °C/100 years based on the data of 1901-2023. It was more pronounced in terms of maximum temperature(+1.7 °C/100 years) and relatively less pronounced in terms of

minimum temperature(+0.47 °C/100 years).Details of observed changes in temperature are provided in the table below:

Trend Values in °C/100 years (1901-2023)			
States	Maximum Temperature	Minimum Temperature	Mean Temperature
Kerala	+1.7	+0.47	+1.1

Rainfall: The district-wise trend in annual rainfall of Kerala for 1951-2022 indicates that over some adjoining southern districts of the State, viz. Idukki, Kottayam, Pathanamthitta, and Kollam observed a significant increasing trend in rainfall, while the rest of the districts showed a significant decreasing trend.Details of heavy rainfall events occurred from 2019-2023:

State	Year	June			July			August			September		
		H	V	E	H	V	E	H	V	E	H	V	E
Kerala	2019	40	6	0	123	22	4	184	71	29	57	2	0
Kerala	2020	71	16	1	75	20	0	132	40	5	124	26	1
Kerala	2021	51	5	0	107	9	0	494	4	0	354	4	0

Keral	202	2			12			10					
a	2	5	3	0	7	4	0	4	27	4	20	7	0
Keral	202	2			15								
a	3	5	6	0	1	42	2	8	1	0	81	10	0

H – Heavy: 64.4 mm -114.4 mm, VH – Very Heavy: 115.6 mm- 204.4 mm,

and EH – Extremely Heavy: > 204.4 mm

The average number of heatwave days in Kerala during 2022-2024: No heatwave days were reported in 2022 and 2023.

Year	Month	Kerala
2024	March	Nil
	April	6
	May	Nil
	June	Nil

भारतनेट परियोजना के साथ ओएफसी

1385. श्री श्यामकुमार दौलत बर्वे:

क्या **संचार** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का 2.5 लाख गांवों को डिजिटल गांवों में परिवर्तित करने के लिए भारतनेट समर्थित संपर्क के प्रभावी उपयोग के माध्यम से विस्तार करने का विचार है;

(ख) यदि हां, तो महाराष्ट्र में जिला-वार कितने गांवों को शामिल किए जाने का लक्ष्य है;

(ग) महाराष्ट्र के ग्रामीण क्षेत्र में अब तक कितने किलोमीटर ऑप्टिकल फाइबर केबल (ओएफसी) बिछाई गई है; और

(घ) चालू किए गए फाइबर-टु-द-होम (एफटीटीएच) कनेक्शनों की संख्या और अंतिम छोर तक संपर्क सुनिश्चित करने के लिए स्थापित किए गए वाई-फाई हॉटस्पॉट की संख्या का जिला-वार ब्यौरा क्या है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) महाराष्ट्र की 27,939 ग्राम पंचायतों सहित देश की सभी ग्राम पंचायतों (लगभग 2.65 लाख) में ब्रॉडबैंड की कनेक्टिविटी प्रदान करने के लिए भारतनेट परियोजना को चरणबद्ध तरीके से कार्यान्वित किया जा रहा है।

(ख) से (घ) अक्टूबर 2024 के अंत तक भारतनेट के अंतर्गत महाराष्ट्र में 85,290 किलोमीटर ऑप्टिकल फाइबर केबल (ओएफसी) बिछाई जा चुकी है। भारतनेट के अंतर्गत महाराष्ट्र में सेवाओं के लिए तैयार ग्राम पंचायतों का और चालू किए गए फाइबर-टु-द-होम (एफटीटीएच) कनेक्शनों की संख्या का जिला-वार ब्यौरा डिजिटल भारत निधि की वेबसाइट (<https://usof.gov.in/>) पर उपलब्ध है। भारतनेट के अंतर्गत राज्य की कुल 12,054 ग्राम पंचायतों में वाई-फाई हॉटस्पॉट स्थापित किए गए हैं।

CYBER SECURITY MEASURES

1386. SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

SHRI MANICKAM TAGORE B:

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

- (a) the manner in which the Government proposes to/is strengthening cyber security in the country; and
- (b) the details of measures taken/to be taken in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY;
AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND
INFORMATION TECHNOLOGY (SHRI JITIN PRASADA):**

(a) and (b): The Government is committed to ensure that the Internet in India is Open, Safe, Trusted and Accountable for its users. Government has taken legal, technical, and administrative policy measures to strengthen cyber security challenges in the country. Government has taken following actions to strengthen cyber security in the country:

- i. The Indian Computer Emergency Response Team (CERT-In) is designated as the national agency for responding to cyber security incidents under the provisions of section 70B of the Information Technology Act, 2000.
- ii. National Cyber Coordination Centre (NCCC) implemented by the CERT-In serves as the control room to scan the cyberspace in the country and detect cyber security threats. NCCC facilitates coordination among different

agencies by sharing with them the metadata from cyberspace for taking actions to mitigate cyber security threats.

- iii. Cyber Swachhta Kendra (CSK) is a citizen-centric service provided by CERT-In, which extends the vision of Swachh Bharat to the Cyber Space. Cyber Swachhta Kendra is the Botnet Cleaning and Malware Analysis Centre and helps to detect malicious programs and provides free tools to remove the same, and also provides cyber security tips and best practices for citizens and organisations.
- iv. The Computer Security Incident Response Team-Finance Sector (CSIRT-Fin) has been setup for responding to and containing and mitigating cyber security incidents reported from the financial sector under the umbrella and guidance of CERT-In.
- v. CERT-In has formulated a Cyber Crisis Management Plan for countering cyber attacks and cyber terrorism for implementation by all Ministries/ Departments of Central Government, State Governments and their organizations and critical sectors.
- vi. Government has given directions to all Central Ministries/Departments and States/UTs to appoint Chief Information Security Officers (CISOs) to deal with cyber security matters.

- vii. CERT-In issues alerts and advisories regarding latest cyber threats/vulnerabilities and countermeasures to protect computers, mobile phones, networks and data on an ongoing basis.
- viii. CERT-In operates an automated cyber threat intelligence exchange platform for proactively collecting, analysing and sharing tailored alerts with organisations across sectors for proactive threat mitigation actions by them.
- ix. CERT-In issued guidelines on information security practices for government entities in June 2023 covering domains such as data security, network security, identity and access management, application security, third-party outsourcing, hardening procedures, security monitoring, incident management and security auditing.
- x. CERT-In issued Guidelines for Secure Application Design, Development, and Implementation and Operations in September 2023. CERT-In has also released the Software Bill of Materials (SBOM) guidelines for entities, particularly those in the public sector, government, essential services, organizations involved in software export and software services industry in October 2024 to help organizations know exactly what components are in their software or assets, making it easier to identify and fix vulnerabilities.
- xi. CERT-In issued Cyber Security Directions in April 2022 under sub-section (6) of section 70B of Information Technology Act, 2000 relating to

information security practices, procedure, prevention, response and reporting of cyber incidents for Safe and Trusted Internet.

- xii. CERT-In issued an advisory to various Ministries in November 2023 outlining the measures to be taken for strengthening the cyber security by all entities that are processing the digital personal data or information including sensitive personal data or information.
- xiii. CERT-In has empanelled 155 security auditing organisations to support and audit implementation of Information Security Best Practices.
- xiv. Cyber security mock drills are conducted regularly to enable assessment of cyber security posture and preparedness of organisations in Government and critical sectors. 104 such drills have so far been conducted by CERT-In where 1420 organizations from different States and sectors participated.
- xv. CERT-In conducts regular training programmes for network and system administrators and Chief Information Security Officers of government, public and private sector organisations regarding securing information technology infrastructure and mitigating cyber-attacks. A total of 9,807 participants have been trained in 20 training programs in 2024 (upto October).
- xvi. CERT-In coordinates incident response measures with international CERTs, service providers as well as law enforcement agencies.

- xvii. CERT-In collaborates with Industry to exchange information on latest cyber threats, best practices, and conduct joint skilling and capacity building programs.
- xviii. The Government has established National Critical Information Infrastructure Protection Centre (NCIIPC) for protection of critical information infrastructure in the country under the provisions of section 70A of the Information Technology (IT) Act, 2000.
- xix. The Ministry of Electronics and Information Technology conducts programmes to generate information security awareness. Books, videos and online materials about information security are developed for general users, children and parents, and are disseminated through portals such as www.infosecawareness.in and www.csk.gov.in.
- xx. National Informatics Centre (NIC) provides Information Technology (IT) support to ministries, departments and agencies of the Central Government, State Governments and district administrators for various e-governance solutions and follows information security policies and practices in line with industry standards and practices, aimed at preventing cyber attacks and safeguarding data.

INCIDENTS OF TRAIN DERAILMENTS IN THE COUNTRY

1387. SUSHRI SAYANI GHOSH:

Will the Minister of **RAILWAYS** be pleased to state:

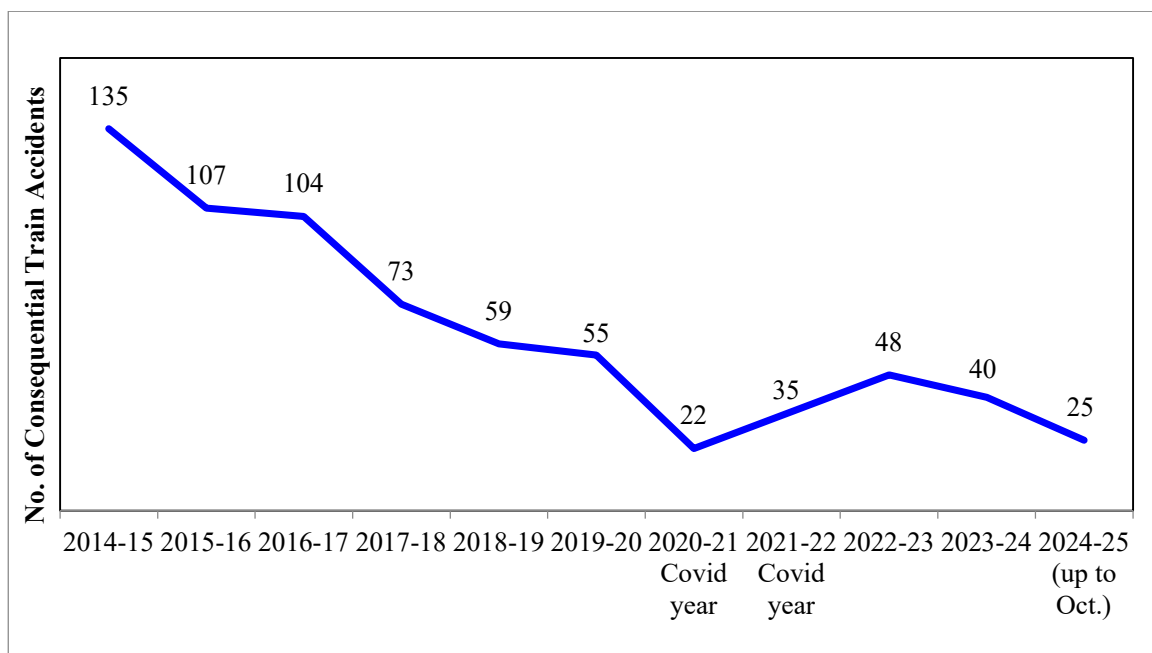
- (a) the number of incidents of train derailments since January 2024 across the country;
- (b) the number of people who have died, got injured and permanently disabled in these train derailments since January 2024;
- (c) the amount incurred on the compensation given to the kin of the deceased and injured, and details of any pending compensation, since January 2024;
- (d) the number of train derailments in which the Government initiated investigations and the results of such investigations; and
- (e) whether the Government estimated the economic loss incurred due to these train derailments, if so, details thereof since January 2024?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e): As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential Train Accidents including derailments have reduced from 135 in 2014-15 to 40 in 2023-24 as shown in the graph below. The causes of these accidents broadly include track defects, loco/coach defects, equipment failures, human errors etc.

It may be noted that the consequential train accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 678 during the period 2014-24 (average 68 per annum), i.e. reduction of 60 %.

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2023-24, indicating an improvement of approx. 73% during the said period.



During the Year 2024-25 (April to November), 29 consequential train accidents including derailments occurred over Indian Railways. Out of the 29 cases, 03 cases have been inquired into by the commission of Railway Safety whereas remaining 26 cases have been/are being inquired into by the Railway Department Committees.

The agencies, after due deliberations, submit their findings and recommendations in various accidents. As per the inquiries, these accidents occurred due to equipment failure, error in train working, environmental factors, human errors, etc.

In these 29 consequential train accidents, 17 persons lost their lives and 81 sustained injuries. Total cost of damages to railway property such as Rolling Stock/Tracks etc., in consequential train derailments during the period has been assessed as about Rs. 19.28 Cr.

Accident victims are paid ex-gratia relief soon after an accident or untoward incident. Total amount of ex-gratia paid by the Railways to the next of kin of deceased and injured in train accidents in the current year 2024-25 (Apr to Nov) is Rs 2.89 Cr.

Compensation for death/injury of railway passengers in train accidents and untoward incidents as defined under Section 124 and Section 124-A (read with Section 123) of the Railways Act, 1989, is decided by Railway Claims Tribunal (RCT) on the basis of a claim application filed by the victims/their dependents before RCT and it disposes of the cases after following the due judicial process. Railway Administration pays compensation only when a decree is awarded by Hon'ble RCT in favour of the claimant and Railways decide to implement the decree. Compensation amount is over

and above the ex-gratia amount. Total amount of compensation paid by the Railways to the next of kin of deceased and injured in train accidents in the current year 2024-25 (Apr to Nov) is Rs 8.19 Cr.

It may be noted that the compensation paid in a year need not necessarily relate to the accidents/ casualties in that year alone. The amount paid in a year depends upon the number of cases finalized by Railway Claims Tribunals (RCTs) or other Courts of Law in a particular year irrespective of the year(s) in which the accident they pertain to, have occurred.

Safety is accorded the highest priority on Indian Railways. The various safety measures taken to enhance safety in train operations are as under: -

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:

Expenditure on Safety related activities			
	(Rs. in Cr.)		
	2022-23 (Act)	2023-24(Act)	BE 2024-25
Maintenance of Permanent Way and Works	18,115	20,322	21,386
Maintenance of Motive Power and Rolling Stock	27,086	30,864	31,494
Maintenance of Machines	9,828	10,772	11,864
Road Safety LCs and ROBs/ RUBs	5,347	6,662	9,980

Track Renewals	16,326	17,850	17,652
Bridge Works	1,050	1,907	2,137
Signal and Telecom Works	2,456	3,751	4,647
Workshops Incl. PUs and Misc. expenditure on Safety	7,119	9,523	9,615
Total	87,327	1,01,651	1,08,776

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,608 stations up to 31.10.2024 to eliminate accident due to human failure.
3. Interlocking of Level Crossing (LC) Gates has been provided at 11,053 level Crossing Gates up to 31.10.2024 for enhancing safety at LC gates.
4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,619 stations up to 31.10.2024.
5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Kavach has already been deployed on 1548 RKm on South Central Railway and North Central Railway.

Presently, the work is in progress on Delhi-Mumbai and Delhi-Howrah corridors (approximately 3000 Route Km). Track side works on these routes have been completed on about 1081 RKm (705RKm on Delhi-Mumbai section and 376 RKm on Delhi-Howrah section). Regular trials are being done on these sections.

6. Detailed instructions on issues related with safety of Signalling e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
7. System of disconnection and reconnection for SandT equipment as per protocol has been re-emphasized.
8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates etc.
11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fanshaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.

12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc to reduce human errors.
13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e. Flash Butt Welding.
16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
17. Patrolling of railway tracks to look out for weld/rail fractures.
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track e.g. integrated block, corridor block, worksite safety, monsoon precautions etc. have been issued.

22. Preventive maintenance of railway assets (Coaches and Wagons) is undertaken to ensure safe train operations.
23. Replacement of conventional ICF design coaches with LHB design coaches is being done.
24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.
26. Indian Railways has displayed Statutory "Fire Notices" for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do's and Don'ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.
27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.
28. Regular counselling and training of staff is undertaken.
29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated

maintenance/ repair/ replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works undertaken by Railways are tabulated below:-

SN	Item	2004-05 to 2013-14	2014-15 to 2023-24	2014-24 Vs. 2004-14
	Track Maintenance			
1.	Expenditure on Track Renewal (Rs. in Cr.)	47,038	1,09,577	2.33 times
2.	Rail Renewal Primary (Track Km)	32,260	43,335	1.34 times
3.	Use of high-quality rails (60 Kg) (Km)	57,450	1,23,717	2.15 times
4.	Longer Rail Panels (260m) (Km)	9,917	68,233	6.88 times
5.	USFD (Ultra Sonic Flaw detection) Testing of Rails (Track km)	20,19,630	26,52,291	1.31 times

6.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79,43,940	1,73,06,046	2.17 times
7.	New Track KM added (Track km)	14,985	31,180	2.08 times
8.	Weld failures (Nos.)	In 2013-14: 3699	In 2023-24: 481	87% reduction
9.	Rail fractures (Nos.)	In 2013-14: 2548	In 2023-24: 383	85% reduction
10	Thick Web Switches (Nos.)	Nil	21,127	
11	Track Machines (Nos.)	As on 31.03.14 = 748	As on 31.03.24 = 1,661	122% increase
	Level Crossing Gate Elimination			
1.	Elimination of Unmanned Level Crossing Gates (Nos.)	As on 31.03.14: 8948	As on 31.03.24: Nil(All eliminated by 31.01.19)	100% reduction

2.	Elimination of Manned Level Crossing Gates (Nos.)	1,137	7,075	6.21 Times
3.	Road over Bridges (RoBs)/ Road under Bridges (RUBs) (Nos.)	4,148	11,945	2.88 Times
4.	Expenditure on LC Elimination (LC+ROB+RUB)	8,825	41,957	4.75 Times
	Bridge Rehabilitation			
1.	Expenditure on Bridge Rehabilitation (Rs. in Cr.)	3,924	8,255	2.10 Times
	Signalling Works			
1.	Electronic Interlocking (Stations)	837	2,964	3.52 times
2.	Automatic Block Signaling (Km)	1,486	2,497	1.67 times
3.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90	As on 31.03.24: 19,742	219 times
	Rolling Stock			
1.	Manufacture of LHB Coaches (Nos.)	2,337	36,933	15.80 times

2.	Provision of Fire and Smoke Detection System in AC coaches (Nos. of Coaches)	0	19,271	
3.	Provision of Fire Detection and Suppression System in Pantry and Power Cars (Nos. of Coaches)	0	2,991	
4.	Provision of Fire Extinguishers in Non –AC coaches (Nos. of Coaches)	0	66,840	

OPERATIONAL MINES

1388. SHRI ARVIND DHARMAPURI:

Will the Minister of **MINES** be pleased to state:

- (a) the total number and types of mines which are operational in the country State/Union Territory-wise;
- (b) the average annual production and potential mineral content of these mines with data categorized by mineral type; and
- (c) the details of the mining sites that have been explored but yet unmined along with the expected timelines for commencement of operations?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY) :

(a) There are total 1206 operational mines of major minerals in the country. Mineral and State-wise details are given at **Statement-I**.

(b) The mineral wise annual production from the major mineral mines in the country for last 3 years is given at **Statement II**. Details of the State-wise / Mineral-wise reserves/resources of major minerals can be accessed from the National Mineral Inventory published by Indian Bureau of Mines (IBM) which may be accessed at https://www.ibm.gov.in/IBMPortal/pages/Reserves___Resources_as_on_01_04_2020___State

(c) As on date, there are 441 auctioned mineral blocks (Mining Lease – 288, Composite Licence – 153) in the country, out of which currently 54 mineral blocks are in production. Further, GSI has handed over another 378 explored mineral blocks to the State. As per Rule 10 of the Mineral (Auction) Rules, 2015, in case of auctioned blocks, Mining Lease has to be executed within 3 years from the date of issue of letter of intent (LoI) which is extendable by 2 years by the State Government with reasons recorded in writing. Further, production from these blocks has to start within 2 years of the execution of mining lease which is extendable by one year.

In case of Composite Licence, after the issuance Lol, the Preferred Bidder has to obtain all consents, approvals, permits, no-objections as may be required under applicable laws for commencement of prospecting operations and submit the scheme of prospecting within 01 year from the date of the Lol for execution of Composite Licence which is extendable by 6 months. Thereafter, the composite licence holder has to conduct geological exploration of the area to ascertain evidence of mineral contents within 3 years extendable by 2 years. After the completion of prospecting operations and submission of Geological Report, the State Government shall issue a letter of intent for mining lease within a period of fifteen days and further mining lease deed is executed in accordance with Rule 10(6) of the Mineral (Auction) Rules, 2015.

STATEMENT-I

State	Operational/ Working Mines	Mineral wise Break Up
Madhya Pradesh	302	Bauxite 30, Copper Ore 1, Diamond 2, Iron Ore 31, Limestone 181, Manganese ore 52, Rock Phosphate-5
Gujarat	153	Bauxite 59, Fluorite1, Lead-Zinc Ore1, Limestone 92

Karnataka	105	Gold Ore (Primary) 3, Iron Ore 42, Limeshell(2) 2, Limestone 50, Magnesite 2 Manganese ore 6
Andhra Pradesh	101	Gold Ore (Primary) 1, Iron Ore 8, Limestone 72, Manganese ore 13 Vermiculite 7
Rajasthan	98	Bauxite 1, Copper Ore 2, Fluorite 1, Garnet 8, Iron Ore 9, Lead-Zinc Ore 8, Limestone 44, Magnesite 1, Manganese ore 1, Rock Phosphate 1, Selenite(1) 3, Siliceous Earth(1) 14, Wollastonite 5
Odisha	96	Bauxite 5, Chromite 12, Graphite 6, Iron Ore 54, Limestone 8, Manganese ore 11
Chhattisgarh	89	Bauxite 4, Graphite 1, Iron Ore 18, Limestone 56, Moulding Sand(2) 4, Tin Ore 6
Maharashtra	73	Bauxite 11, Fluorite 1, Iron Ore 8, Kyanite 3 Limestone 28, Manganese ore 22

Tamil Nadu	63	Graphite 1, Limestone 58, Magnesite 3, Vermiculite 1
Telangana	36	Limestone 30, Manganese ore 6
Jharkhand	29	Bauxite 17, Gold Ore (Primary) 1, Graphite 2 Iron Ore 7, Kyanite 1, Limestone 1
Himachal Pradesh	26	Limestone 25 Rocksalt 1
Meghalaya	15	Limestone 15
Jammu and Kashmir (UT)	8	Limestone 8
Assam	4	Limestone 4
Uttar Pradesh	3	Limestone 3
Uttarakhand	2	Magnesite 2
Bihar	1	Limestone 1
Goa	1	Iron Ore 1
Kerala	1	Limestone 1
Grand Total	1206	

STATEMENT-II

Mineral wise Production for last three years

Mineral	Unit	Production 2021-22	Production 2022-23	Production 2023-24
Bauxite	Tonne	22494049	23844336	23930885
Chromite	Tonne	3785624	3557289	3148820
Copper Concentrate	Tonne	115313	112745	125230
Copper Ore	Tonne	3569632	3326337	3782256
Diamond	Carats	266	387	347
Fluorite (Graded)	Tonne	1236	1155	6042
Garnet	Tonne	8182	9859	23837
Gold Ore	Tonne	474138	602486	726565
Gold Primary	Kg	1406	1433	1580
Graphite	Tonne	62888	94789	168475
Iron Ore	Tht	253779	258227	276564
Kyanite	Tonne	9320	2765	3323
Lead and Zinc Ore	Tonne	16338564	16744080	16521284
Lead Concentrate	Tonne	368039	376665	380799
Limeshell	Tonne	100	240	891
Limestone	Tht	341755	352682	390274
Magnesite	Tonne	113497	107524	132004

Manganese Ore	Tonne	2488406	2612691	3076405
Marl	Tonne	1853482	1461667	1606379
Moulding Sand	Tonne	17583	17259	24494
Phosphorite	Tonne	1394959	1978450	1557782
Rock Salt	Tonne	286	1001	0
Selenite	Tonne	716	327	14135
Siliceous Earth	Tonne	33898	32069	58047
Sillimanite	Tonne	3432	1437	771
Silver	Kg	647156	713620	677449
Tin Concentrate	Kg	26301	45428	22054
Vermiculite	Tonne	690	0	2
Wollastonite	Tonne	108335	110793	110596
Zinc Concentrate	Tonne	1594084	1670206	1707143

PENDING MATTERS BEFORE CONSUMER FORUMS

1389. SHRI KRISHNA PRASAD TENNETI:

Will the Minister of **CONSUMER AFFAIRS, FOOD AND PUBLIC**

DISTRIBUTION be pleased to state :

- (a) the details regarding the total number of matters pending before consumer forums (District, State and National) across the country during the last five years, State-wise especially in Andhra Pradesh;

- (b) the details regarding the average duration of pendency of matters before consumers forums, State-wise especially in Andhra Pradesh;
- (c) the details regarding the total number of vacancies at consumer forums (District, State and National) across the country, State-wise especially in Andhra Pradesh;
- (d) the details regarding the total funds allocated and utilised for the purposes of consumer forums across country especially in Andhra Pradesh; and
- (e) the details regarding the steps undertaken by the Government to reduce the pendency of matters before consumer forums at various levels especially in Andhra Pradesh?

**THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS,
FOOD AND PUBLIC DISTRIBUTION; AND MINISTER OF STATE IN THE
MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI B.L. VERMA):**

(a) : The details of number of cases pending before National Consumer Disputes Redressal Commission, State Consumer Disputes Redressal Commission and District Consumer Disputes Redressal Commission across the country during the last five years is placed at **Statement-I**.

(b) and (e) : The Consumer Protection Act, 2019 provides for a three tier quasi-judicial machinery at District, State and Central levels commonly known as

“Consumer Commissions” for protection of the rights of consumers and to provide simple and speedy redressal of consumer disputes.

Further, in terms of Section 38 (7) of the Consumer Protection Act, 2019, every complaint shall be disposed of as expeditiously as possible and endeavour shall be made to decide the complaint within a period of three months from the date of receipt of notice by opposite party where the complaint does not require analysis or testing of commodities and within five months if it requires analysis or testing of commodities.

To serve the interest of speedy justice to the end consumers, Consumer Protection Act states that no adjournment shall ordinarily be granted by the consumer commissions unless sufficient cause is shown and the reasons for grant of adjournment have been recorded in writing by the Commission.

In order to reduce pendency, both State Consumer Disputes Redressal Commissions and District Consumer Disputes Redressal Commissions participated in the Grahak Madhyasthata Samadhan and National Lok Adalats to resolve consumer disputes through mediation for providing speedy and amicable resolutions to consumer grievances.

In addition, e-dakhil portal has also been launched for online filing of consumer complaints. Besides physical hearing, video conferencing facility has also been provided at National and State level Consumer Commissions for speedy disposal of the cases.

(c) : The state-wise details of the number of vacancies in National Consumer Disputes Redressal Commission, State Consumer Disputes Redressal Commission and District Consumer Disputes Redressal Commission across the country is at **Statement-II**.

(d) : Under the “Strengthening of Consumer Commissions (SCC)” scheme, the Central Government provides assistance to states/U.Ts for the strengthening of infrastructure of Consumer Commissions located in respective States/U.Ts.

Since 1995, a total of ₹272.52 Crore (as on 29.11.2024) has been released to various states/U.Ts across the country for the strengthening of infrastructure of Consumer Commission situated in respective states/U.Ts, out of which the Government has received Utilization Certificates (U.Cs) of ₹242.81 Crore.

An amount of ₹10.69 Crore has been released to the Govt. of Andhra Pradesh for the strengthening of Consumer Commissions out of which U.Cs amounting to ₹9.75 Crore have been received.

STATEMENT – I

PENDENCY OF CONSUMER CASES

Sr No	Commission	Previous pending as on 31.12.2019	Number of cases filed during last five	Number of cases disposed	Pendency as on 31.10.2024

			years (including restored cases) (01.01.2020-31.10.2024)	during last five years (01.01.2020-31.10.2024)	
1	NCDRC	21343	18954	22081	18216

Sr No	Commission (SCDRC+DCDRC)	Previous pending as on 31.12.2019	Number of cases filed during last five years (including restored cases) (01.01.2020-31.10.2024)	Number of cases disposed during last five years (01.01.2020-31.10.2024)	Pendency as on 31.10.2024
1	Andaman Nicobar	47	94	82	59
2	Andhra Pradesh	4253	11819	10930	5142

3	Arunachal Pradesh	10	124	87	47
4	Assam	1902	2207	2021	2088
5	Bihar	17436	17885	12301	23020
6	Chandigarh	1954	9241	8141	3054
7	Chhattisgarh	7866	16066	15891	8041
8	Dadra and Nagar Haveli and Daman and Diu	10	65	2	73
9	Delhi	23350	23726	23441	23635
10	Goa	324	1097	1072	349
11	Gujarat	27203	73398	60313	40288
12	Haryana	14790	56275	36968	34097
13	Himachal Pradesh	2940	8767	7320	4387
14	Jammu and Kashmir	2743	44	116	2671
15	Jharkhand	5239	5908	5533	5614
16	Karnataka	20515	44728	47555	17688
17	Kerala	16279	34212	25994	24497
18	Lakshadweep	27	6	2	31

19	Madhya Pradesh	34387	69020	67790	35617
20	Maharashtra	49136	89331	55759	82708
21	Manipur	77	243	188	132
22	Meghalaya	187	245	320	112
23	Mizoram	169	311	412	68
24	Nagaland	35	58	33	60
25	Odisha	15434	21411	20699	16146
26	Puducherry	305	348	362	291
27	Punjab	12461	39158	34616	17003
28	Rajasthan	36903	64858	50330	51431
29	Sikkim	35	111	91	55
30	Tamil Nadu	12078	25092	28018	9152
31	Telangana	8218	18102	18216	8104
32	Tripura	142	1374	1284	232
33	Uttar Pradesh	94067	85312	88273	91106
34	Uttarakhand	3901	7304	6280	4925
35	West Bengal	12906	25643	21676	16873

STATEMENT – II**VACANCY POSITION IN CONSUMER COMMISSIONS**

S. No.	Commission	President Vacancy	Member Vacancy
1	NCDRC	0	1

S. No	State/UT Commission	State/UT Commission Vacancy		District Commission Vacancy	
		President	Member	President	Member
1	AandN Island (UT)	1	0	0	2
2	Andhra Pradesh	1	1	1	1
3	Arunachal Pradesh	1	2	0	41
4	Assam	0	1	3	3
5	Bihar	0	0	17	38
6	Chandigarh (UT)	0	1	0	1
7	Chhattisgarh	0	3	7	17
8	DandN Haveli and DandD (UT)	1	2	1	1
9	Delhi (UT)	0	1	1	4
10	Goa	1	2	0	0
11	Gujarat	0	3	22	46

12	JandK (UT)	1	1	6	10
13	Kerala	0	2	0	4
14	Ladakh (UT)	1	2	2	3
15	Lakshadweep (UT)	0	0	0	0
16	Haryana	0	0	2	7
17	Himachal Pradesh	0	2	0	15
18	Jharkhand	1	3	6	13
19	Karnataka	1	6	10	12
20	Madhya Pradesh	1	2	4	32
21	Maharashtra	0	2	9	20
22	Manipur	1	1	0	0
23	Meghalaya	0	3	0	1
24	Mizoram	1	1	0	4
25	Nagaland	0	1	0	10
26	Odisha	1	0	16	44
27	Puducherry (UT)	1	2	0	0
28	Punjab	0	1	4	13
29	Rajasthan	0	2	11	25
30	Sikkim	1	2	0	3
31	Tamilnadu	0	4	2	15
32	Telangana	1	0	3	3

33	Tripura	0	0	0	2
34	Uttarakhand	1	0	9	1
35	Uttar Pradesh	0	1	18	25
36	West Bengal	0	5	17	16
State/UT Total		17	59	171	432

RATION CARD DIGITIZATION

1390. SHRI MOHITE PATIL DHAIRYASHEEL RAJSINH:

SHRI BAJRANG MANOHAR SONWANE:

SHRIMATI SUPRIYA SULE:

SHRI AMAR SHARADRAO KALE:

SHRI SANJAY DINA PATIL:

PROF. VARSHA EKNATH GAIKWAD:

SHRI BHASKAR MURLIDHAR BHAGARE:

DR. AMOL RAMSING KOLHE:

SHRI NILESH DNYANDEV LANKE:

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

(a) the current status of ration card digitization across the country with a State-wise breakdown of the number of ration cards digitized;

- (b) the progress made in linking ration cards with Aadhaar to ensure transparency and eliminate duplications and the data on the percentage of cards linked so far;
- (c) whether there are any plans to issue fully digital or e-ration cards across States to replace physical cards and if so, the timeline fixed for the same;
- (d) the amount of funds allocated/spent for the digitization of ration cards in the current fiscal year;
- (e) whether the Government has conducted any assessments on the impact of ration card digitization in reducing errors, duplications and fraud and if so, the details thereof;
- (f) whether any challenges are being faced by the Government in digitizing ration cards in rural and remote areas and if so, the measures being taken by the Government to overcome these obstacles; and
- (g) the steps taken by the Government to raise public awareness about the digitization of ration cards and the process for beneficiaries to update their details?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

- (a) and (b): As part of the technology-driven Public Distribution System (PDS) reforms, ration cards/beneficiaries database have been 100% digitized in all

States/UTs. Presently, 99.8% of ration cards are seeded with an Aadhaar number at the national level. A statement showing the State-wise number of Ration Cards and Aadhaar seeding is in **Statement-I**.

(c) and (d): Ration cards/beneficiaries database have been completely digitized in all States/UTs, and no funds have been allocated/spent for the digitization of ration cards in the current fiscal year.

(e): No such specific assessment is done. However, the digitization of Ration Cards has helped in de-duplication. So far, 45,16,519 Ration Cards have been de-duplicated.

(f): No challenges are being faced by the government since all ration cards have been digitised.

(g): States/UTs have been advised to undertake proper verification (including field verification) of each identified case to ensure that ration cards are updated

STATEMENT- I

A Statement showing the State-wise number of Ration Cards and Aadhaar seeding

Sl. No	State/UT	Total Ration Card in Central System	Digitization of Ration Cards	Total Ration Cards Seeded with Aadhaar	% Seeding of Ration Cards
1	Andaman And Nicobar Islands	17,190	100%	17,190	100%
2	Andhra Pradesh	89,35,525	100%	89,35,525	100%
3	Arunachal Pradesh	1,86,409	100%	1,50,275	81%
4	Assam	72,06,695	100%	71,94,031	100%
5	Bihar	1,99,18,079	100%	1,98,56,272	100%
6	Chandigarh	85,109	100%	84,790	100%
7	Chhattisgarh	55,41,340	100%	55,38,586	100%
8	Dadar and Nagar Haveli and Daman and Diu	58,865	100%	58,865	100%
9	Delhi	17,39,991	100%	17,39,991	100%
10	Goa	1,29,706	100%	1,29,674	100%
11	Gujarat	78,67,399	100%	78,52,126	100%

12	Haryana	51,78,041	100%	51,78,041	100%
13	Himachal Pradesh	7,39,713	100%	7,39,713	100%
14	Jammu And Kashmir	16,60,560	100%	16,60,544	100%
15	Jharkhand	61,07,699	100%	60,56,316	99%
16	Karnataka	1,13,12,463	100%	1,13,12,463	100%
17	Kerala	41,80,301	100%	41,78,649	100%
18	Ladakh	29,820	100%	29,748	100%
19	Lakshadweep	5,442	100%	5,439	100%
20	Madhya Pradesh	1,29,67,736	100%	1,29,63,729	100%

21	Maharashtra	1,65,53,788	100%	1,65,53,386	100%
22	Manipur	5,74,883	100%	5,72,507	100%
23	Meghalaya	4,16,743	100%	3,03,955	73%
24	Mizoram	1,75,815	100%	1,75,436	100%
25	Nagaland	3,43,539	100%	3,35,922	98%
26	Odisha	94,69,934	100%	94,14,580	99%
27	Puducherry	2,06,284	100%	2,06,028	100%
28	Punjab	41,78,777	100%	41,78,402	100%
29	Rajasthan	1,07,54,233	100%	1,07,37,766	100%

30	Sikkim	97,054	100%	97,010	100%
31	Tamil Nadu	1,13,58,825	100%	1,13,58,789	100%
32	Telangana	54,66,322	100%	54,66,322	100%
33	Tripura	6,07,755	100%	6,07,386	100%
34	Uttarakhand	13,97,008	100%	13,96,941	100%
35	Uttar Pradesh	3,56,62,651	100%	3,56,60,705	100%
36	West Bengal	1,39,33,490	100%	1,39,27,085	100%
	National Summary	20,50,65,184	100%	20,46,74,187	99.8%

**DEATH OF FOUR SANITARY WORKERS NEAR SHORANUR RAILWAY
STATION**

1391. SHRI HIBI EDEN:

Will the Minister of **RAILWAYS** be pleased to state:

(a) whether any action has been initiated by the Government for the recent death of four sanitary workers who were run over by the Thiruvananthapuram-bound Kerala Express near Shoranur Railway Station;

(b) the details of the terms and conditions of the employment of the sanitary workers fixed by the Railways;

(c) whether the employment of the above sanitary workers is prohibited by the Prohibition of Employment as Manual Scavengers and Rehabilitation Act, 2013; and

(d) if so, the reasons therefor and justification for their employment by the Government?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d) On 02.11.2024, after completing their work, the workers were supposed to go back to Level Crossing No. 1 and return to Shoranur via road. Unfortunately, they took the shorter route via bridge. While passing through the bridge, the train arrived at the bridge and workers could not reach the trolley refuge area. As an interim measure of relief, an amount of rupees ₹ 1,00,000/- (one lakh) each has been disbursed to the next of kin of the deceased by the Railway.

As per the special conditions of the contract, the contractor had to ensure the safety of workers engaged by him during the course of execution of work and/or while crossing the track.

The work involved was picking up of plastic/paper cups, plates, plastic bottles etc. nearby Railway track, which does not come under the purview of Prohibition of Employment as Manual Scavengers and their Rehabilitation Act, 2013.

LACK OF 4G/5G NETWORK

1392. SHRI M K RAGHAVAN:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) whether the Government has noticed that the total number of 5G/4G towers available in northern part of Kerala is very less compared to telecom density of the region and if so, complete details thereof; and
- (b) the details of the steps being taken to increase the number of such towers in the northern part of Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT; AND

MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS

(DR. CHANDRA SEKHAR PEMMASANI):

- (a) There are over 30,000 4G/5G Base Transceiver Stations (BTSs) available in northern part of Kerala State. Further, 4G/5G BTS count per thousand population in northern part of Kerala is almost similar as compared to whole of Kerala State. A comparative Table has been provided in **Statement**. Moreover, there are 331 4G BTSs being installed across Kerala under 4G-Saturation project funded by Digital Bharat Nidhi (DBN). This includes 88 4G BTSs in northern parts of Kerala.
- (b) Does not arise in view of above.

STATEMENT

Comparison between Towers and 4G/5G BTSs in northern Kerala and whole of Kerala State:

Sr. No.	Parameters	Northern part of Kerala State	Whole of Kerala State
1	Population (Census 2011)	1,18,47,011	3,34,06,061
2	Mobile Tower Count	7,757	23,041
3	Tower Count per 1000 Population	0.6548	0.6897
4	4G/5G BTS count	30,837	87,477
5	4G/5G BTS per 1000 population	2.6029	2.6186

आईजीओटी लैब

1393. श्री दामोदर अग्रवाल:

श्री आलोक शर्मा:

श्री राधेश्याम राठिया:

श्री नव चरण माझी:

श्रीमती स्मिता उदय वाघ:

डॉ. आलोक कुमार सुमन:

क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि:

- (क) सरकार द्वारा स्थापित आईजीओटी लैब के प्रमुख उद्देश्य क्या हैं और कर्मचारियों के कौशल को बढ़ाने के लिए इनमें चलाए जा रहे विशिष्ट पाठ्यक्रमों का ब्यौरा क्या है;
- (ख) आईजीओटी लैब के ऑनलाइन शिक्षण कार्यक्रमों में भागीदारी को बढ़ावा देने की योजना का ब्यौरा क्या है और सबसे अधिक पाठ्यक्रम पूरा करने वाले कर्मचारियों को क्या-क्या प्रोत्साहन दिए जाने की संभावना है; और
- (ग) शिकायतों के निवारण में सुधार लाने तथा पारदर्शिता और जवाबदेही सुनिश्चित करने के लिए सरकार द्वारा अन्य क्या पहल की जा रही है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ग): एकीकृत सरकारी ऑनलाइन प्रशिक्षण (आईजीओटी) लैब का प्राथमिक उद्देश्य कर्मचारियों को आईजीओटी कर्मयोगी पोर्टल पर प्रशिक्षण पूरा करने के लिए तकनीक तक समान पहुंच प्रदान करना है, विशेष रूप से उन्हें जो अपने आधिकारिक काम में व्यक्तिगत कंप्यूटर का उपयोग नहीं कर रहे हैं जैसे एमटीएस, स्टाफ कार ड्राइवर, कैंटीन स्टॉफ और रिकॉर्ड कीपर आदि। कर्मचारी कौशल को बढ़ाने के लिए आई-गॉट कर्मयोगी पोर्टल के माध्यम से शुरू किए गए विशिष्ट पाठ्यक्रमों में शामिल हैं:

1. स्वच्छता ही सेवा प्रशिक्षण मॉड्यूल
2. नए प्रवेशार्थियों के लिए बेसिक कंप्यूटर कोर्स
3. अवकाश नियम
4. मल्टी-टार्किंग कर्मयोगी प्रारंभ
5. साइबर सुरक्षा की मूल बातें आदि।

आई-गॉट लैब ऑनलाइन शिक्षण कार्यक्रमों में भागीदारी बढ़ाने के उपाय और पहल इस प्रकार हैं:

1. मीडिया यूनिटों को उपयुक्त स्थानों की पहचान करके आई-गॉट लैब स्थापित करने का कार्य सौंपा गया है।
2. कर्मचारियों को ऑनलाइन प्रशिक्षण के लिए लैब का उपयोग करने के लिए सूचित और प्रोत्साहित किया जाता है।
3. एक विस्तृत प्रशिक्षण कार्यक्रम प्रदान किया जाता है, ताकि कर्मचारी तदनुसार योजना बना सकें।
4. रिपोर्टिंग अधिकारी यह सुनिश्चित करेंगे कि एमटीएस और अन्य कर्मचारियों को प्रशिक्षण पूरा करने के लिए समय आवंटित किया जाए।
5. जो कर्मचारी अधिकतम आई-गॉट प्रशिक्षण पाठ्यक्रमों को सफलतापूर्वक पूरा करते हैं, उन्हें उनकी प्रतिबद्धता के लिए प्रमाण पत्र प्रदान कर सार्वजनिक रूप से सम्मानित किया जाए।

जहां तक शिकायत निवारण का प्रश्न है, शिकायत निवारण की गुणवत्ता को बेहतर करने तथा शिकायतों के समाधान में लगने वाले समय को कम करने के लिए लंबित मामलों की नियमित आधार पर समीक्षा और निगरानी की जाती है। मंत्रालय ने आंतरिक समाधान तंत्र को सुदृढ़ करने और पारदर्शिता और जवाबदेही सुनिश्चित करने के लिए आवेदकों से प्रतिक्रिया प्राप्त करने की पहल भी की है।

UPGRADATION OF CHANDIGARH RAILWAY STATION

1394. SHRI MANISH TEWARI:

Will the Minister of **RAILWAYS** be pleased to state:

(a) the current status of the upgradation of Chandigarh Railway Station;

(b) the details of budgetary allocation and utilization for the renovation of the Railway Station, phase-wise;

(c) whether the Government has set a timeline for the completion of the renovation work, if so, the details thereof and if not, the reasons for the delay; and

(d) the reason for halting the renovation work, the time by which the Government plans to resume it, and the expected timeline for its completion?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d): Ministry of Railways has identified Chandigarh Station as one the of the stations for redevelopment under 'Amrit Bharat Station Scheme' for a total cost of approx ₹436 Cr. This scheme envisages development of stations on a continuous basis with a long term approach.

The work for redevelopment of Chandigarh Railway station has progressed well and the structural works for station building at Punchkula Side and Chandigarh Side have been completed. The works of air concourse, foot over bridges, parking, finishes of station buildings etc have also been taken up.

Further, development/redevelopment of Railway Stations is complex in nature involving safety of passengers and trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress

also gets affected due to brown field related challenges such as shifting of utilities, (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables etc.) infringements, operation of trains without hindering passenger movement, restrictions due to works carried out in close proximity of high voltage power lines etc .and these factors affect the completion time .Therefore, no time frame can be indicated at this stage. Renovation/redevelopment work of Chandigarh Railway Station has not been stopped since it started on 11.01.2023.

PROMOTION OF DIGITAL LITERACY IN RURAL AREAS

1395. SHRI DHARAMBIR SINGH:

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

- (a) whether the Government has taken steps to promote digital literacy in rural and underserved areas;
- (b) if so, the details thereof including the number of beneficiaries, State/UT-wise;
- (c) the initiatives undertaken to attract IT investments in rural regions;
- (d) whether specific training programmes in emerging technologies like AI and blockchain have been rolled out and if so, the details thereof; and
- (e) the steps proposed to establish IT training centres in Bhiwani-Mahendergarh?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY; AND
MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND INFORMATION
TECHNOLOGY (SHRI JITIN PRASADA):**

(a) to (e): The Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA) was launched by Government of India to promote digital literacy in rural India. The aim was to reach 6 crore rural households (one person per household) nationwide. The scheme has ended, as against 6 crore, 6.39 crore individuals were trained across the country as on March 31, 2024. The State/UT-wise achievement is given at **Statement**.

MeitY, Government of India launched the India BPO Promotion Scheme (IBPS) and North East BPO Promotion Scheme (NEBPS) to create jobs and promote IT/ITES in small towns by offering financial support of up to ₹1 lakh per seat. The schemes also provide incentives for promoting local entrepreneurs and hiring women and disabled individuals through BPO/ITES units across the country operating in States/UTs.

India is the IT skills capital of the world. Stanford University has ranked India amongst the top 4 along with US, UK and China in Global and national AI vibrancy ranking based on 42 indicators. Government of India has been taking steps to ensure that we continue to retain our advantage in IT skills. MeitY has initiated a programme titled "FutureSkills PRIME", jointly with National Association of Software and Service Companies (NASSCOM), aimed at re-skilling/ up-skilling of candidates in new/emerging technologies, namely, Blockchain, Artificial Intelligence, Robotic Process Automation,

Augmented/Virtual Reality, Internet of Things, Big Data Analytics, Additive Manufacturing/ 3D Printing, Cloud Computing, Social and Mobile and Cyber Security.

Further, under IndiaAI FutureSkills of India AI Mission, India AI fellowship is offered to B.Tech and M.Tech students of all the All India Council for Technical Education (AICTE) recognized engineering institutions.

IT Training Centres were set up under PMGDISHA scheme across the country, including Bhiwani- Mahendergarh districts of Haryana. Details are as below:

District	Training Centres	Registered Candidates	Trained Candidates
Bhiwani	858	86,167	72,171
Mahendergarh	683	54,230	43,081

STATEMENT

States/UTs wise achievements under the PMGDISHA Scheme

Sl. No.	State Name	Registered Candidates	Trained Candidates
1	Andaman and Nicobar Islands	5,564	2,931
2	Andhra Pradesh	23,01,731	19,17,452
3	Arunachal Pradesh	14,949	11,615
4	Assam	27,21,585	23,60,195
5	Bihar	82,40,606	74,12,740

6	Chhattisgarh	24,86,455	21,37,064
7	Dadra and Nagar Haveli and Daman and Diu	20,522	18,029
8	Goa	58,569	53,784
9	Gujarat	30,31,310	26,83,286
10	Haryana	18,57,815	15,77,109
11	Himachal Pradesh	6,61,922	5,32,976
12	Jammu and Kashmir	8,70,451	7,06,991
13	Jharkhand	27,52,731	22,86,356
14	Karnataka	29,64,726	24,40,957
15	Kerala	1,77,165	1,18,132
16	Ladakh	24,785	22,122
17	Lakshadweep	142	35
18	Madhya Pradesh	56,92,467	50,69,449
19	Maharashtra	61,23,970	53,23,817
20	Manipur	28,397	18,286
21	Meghalaya	1,52,783	1,06,063
22	Mizoram	30,317	23,125
23	Nagaland	11,990	8,968
24	Odisha	36,16,441	30,86,143
25	Puducherry	22,079	15,801

26	Punjab	17,46,448	15,14,820
27	Rajasthan	45,06,184	39,70,690
28	Sikkim	27,035	23,122
29	Tamil Nadu	17,04,537	14,07,880
30	Telangana	14,56,226	12,10,448
31	Tripura	3,25,000	2,64,186
32	Uttar Pradesh	1,63,14,369	1,45,48,273
33	Uttarakhand	7,85,978	6,73,306
34	West Bengal	28,36,714	23,95,565
Total		7,35,71,963	6,39,41,716

***Chandigarh and Delhi are in Urban agglomeration, hence not covered under the Scheme.**

SALE OF UNDERWEIGHT ITEM

1396. SHRI ESWARASAMY K:

Will the Minister of **CONSUMER AFFAIRS, FOOD AND PUBLIC**

DISTRIBUTION be pleased to state:

- (a) whether the Government is aware of the fact that the sale of underweight items has become order of the day;
- (b) if so, whether the Government has launched any campaign to stop this;

- (c) if so, the action taken at present against the persons/companies resorting to underweighting; and
- (d) whether these actions are adequate to deter them from committing such crime and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS,
FOOD AND PUBLIC DISTRIBUTION; AND MINISTER OF STATE IN THE
MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI B. L.
VERMA):**

(a) to (d) : Section 30 of the Legal Metrology Act, 2009, provides for a fine upto Rs. 10,000.00 for selling goods in loose or open form with less weight, measure, or quantity than what was agreed or paid for. Repeat offenses may lead to imprisonment of up to one year, or fine, or both.

Section 36(2) of the Legal Metrology Act provides for a fine from Rs. 10,000.00 to Rs. 50,000.00 for selling goods in packaged form with less weight, measure, or quantity. For repeated violations, fines can reach upto Rs. 1.0 lakh, or with imprisonment of up to one year or with both.

Rule 6(1)(c) of the Legal Metrology (Packaged Commodities) Rules, 2011, mandates that packaged goods must clearly display the net quantity in standard units of weight or measure or number.

Department of Consumer Affairs has been generating Consumer awareness by undertaking country-wide multimedia awareness campaigns under the aegis of "Jago Grahak Jago" to reach out to every consumer across the country by utilizing traditional media like All India Radio, Doordarshan, fairs and festivals, etc. as well as social media. Through simple messages and jingles, consumers are made aware about the various unfair trade practices and consumer related issues and the mechanism to seek redressal. The Department had also launched "Jagriti", a mascot for empowering consumers and making them aware of their rights. The mascot aims to strengthen consumer awareness campaign and reinforce a young empowered and informed consumer.

State Legal Metrology Departments enforce these laws and take action upon complaints or discrepancies or any short weighing is observed during inspections.

State Governments also undertake various awareness activities through exhibits in trade fairs, issue press releases and organize field camps. The State Legal Metrology Departments also conduct regular surprise inspections, periodical raids, issue challans in case of any discrepancy and compound the offences of short delivery wherever observed.

ENCOURAGING ADOPTION OF SOLAR ROOFTOP

1397. DR. KADIYAM KAVYA:

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

- (a) whether the Government is encouraging DISCOMs to promote rooftop solar and increase its adoption and if so, the details of the steps taken in this regard;
- (b) whether there are any special financing mechanisms or low-interest loans available for DISCOMs to invest in rooftop solar infrastructure and if so, the details thereof;
- (c) whether Government has taken steps to raise public awareness about the benefits of rooftop solar; and
- (d) if so, the manner in which DISCOMs are involved in these awareness campaigns?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) The PM Surya Ghar Muft Bijli Yojana (PMSG: MBY) has a provision of incentivising DISCOMs to facilitate promotion of rooftop solar and increase its adoption. A total financial outlay of Rs 4,950 crore has been provisioned under the scheme for this purpose.

In addition, the scheme has provisions for providing service charges, support for awareness and outreach, support for capacity building that will also encourage DISCOMs in promotion of rooftop solar.

Further, measures such as waiver of technical feasibility approval, auto load enhancement, ensuring availability of net-meters, prioritising installation of smart-meters for rooftop solar consumers are also encouraging promotion of rooftop solar by the DISCOMs.

(b) No.

However, there is a provision of collateral free loan for from Nationalised Banks at concessional interest rate of 7% and tenure of 10 years for residential consumers installing rooftop solar plants of capacity upto 3 kW under the PMSG: MBY.

(c) and (d) The Ministry is running a comprehensive Awareness and Outreach campaign for promotion of rooftop solar under PM Surya Ghar Muft Bijli Yojana. This campaign includes Radio jingles, Nukkad Naataks, publicity on television, Audio-visual in theatres, website campaign, etc. DISCOMs being the implementing agencies of the scheme in the states work closely with MNRE for IEC activities.

रेल दुर्घटनाओं की जांच करने के लिए आयोग/विशेषज्ञ समिति

1398. श्री मुरारी लाल मीना:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या बढ़ती रेल दुर्घटनाओं की जांच करने के लिए सरकार द्वारा कोई स्वतंत्र आयोग अथवा विशेषज्ञ समिति गठित की गई है;
- (ख) यदि हां, तो तत्संबंधी रिपोर्ट क्या है और इस संबंध में क्या सुधारात्मक कदम उठाए गए हैं;

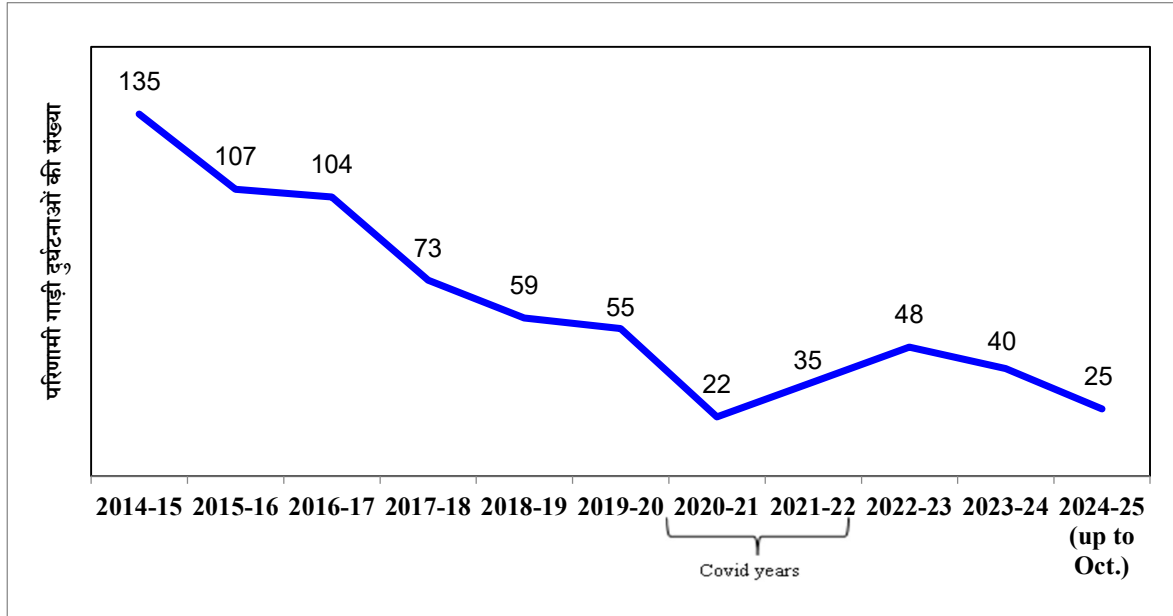
- (ग) क्या सरकार ने रेलगाड़ियों में चोरी, धोखाधड़ी और हिंसा जैसे बढ़ते अपराधों को रोकने के लिए कोई विशेष सुरक्षा उपाय कार्यान्वित किए हैं और क्या इसके लिए विशेष तकनीकी उपकरणों अथवा निगरानी प्रणालियों का उपयोग किया जाता है, यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) क्या सरकार ने तकनीकी समस्याओं के समाधान और रखरखाव में सुधार करने हेतु कोई विशेष योजना तैयार की है ताकि पटरियों तथा कप्लिंग की नियमित निगरानी और उन्नत रखरखाव सुनिश्चित किया जा सके, यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (घ): पिछले कुछ वर्षों में किए गए विभिन्न संरक्षा उपायों के परिणामस्वरूप दुर्घटनाओं की संख्या में काफी गिरावट आई है। गाड़ी के पटरी से उतरने की घटना सहित परिणामी गाड़ी दुर्घटनाएं वर्ष 2014-15 में 135 से घटकर 2023-24 में 40 रह गई हैं, जिसे निम्नानुसार ग्राफ में दर्शाया गया है। इन दुर्घटनाओं के कारणों में मुख्यतः पटरियों में खराबी, रेल इंजन/सवारी डिब्बों में खराबी, उपकरण की विफलता, मानवीय चूक आदि शामिल हैं।

यह नोट किया जाए की वर्ष 2004-14 की अवधि के दौरान परिणामी गाड़ी दुर्घटनाओं की संख्या 1711 (औसत 171 प्रतिवर्ष) थी, जो वर्ष 2014-24 की अवधि के दौरान घटकर 678 (औसतन 68 प्रतिवर्ष) रह गई है, जोकि 60% की कमी है।

गाड़ी परिचालन में बेहतर संरक्षा दर्शाने वाला अन्य महत्वपूर्ण सूचकांक दुर्घटना प्रति मिलियन रेलगाड़ी किलोमीटर (एपीएमटीकेएम) है, जो वर्ष 2014-15 में 0.11 से घटकर 2023-24 में 0.03 रह गया है, जो उक्त अवधि के दौरान लगभग 73% का सुधार दर्शाता है।



भारतीय रेल में संरक्षा को सर्वोच्च प्राथमिकता दी जाती है। गाड़ी परिचालन में संरक्षा बढ़ाने के लिए किए गए विभिन्न संरक्षा संबंधी उपाय निम्नानुसार हैं:

1. विगत वर्षों में भारतीय रेल में, संरक्षा से संबंधित कार्यों पर व्यय में वृद्धि हुई है जो निम्नानुसार है:

संरक्षा संबंधी कार्यों पर व्यय	(करोड़ रु. में)		
	2022-23 (वास्तविक)	2023-24 (वास्तविक)	बजट अनुमान 2024-25
रेलपथ और निर्माण कार्य का अनुरक्षण	18,115	20,322	21,386
रेलइंजनों और चल स्टॉक का अनुरक्षण	27,086	30,864	31,494
मशीनों का अनुरक्षण	9,828	10,772	11,864

सड़क संरक्षा समपार और ऊपरि/निचले सड़क पुल	5,347	6,662	9,980
रेलपथ नवीकरण	16,326	17,850	17,652
पुल संबंधी कार्य	1,050	1,907	2,137
सिगनल एवं दूरसंचार संबंधी कार्य	2,456	3,751	4,647
उत्पादन इकाइयों सहित कारखानों तथा संरक्षा पर विविध व्यय	7,119	9,523	9,615
कुल	87,327	1,01,651	1,08,776

2. मानवीय विफलता के कारण होने वाली दुर्घटना रोकने के लिए 31.10.2024 तक 6,608 स्टेशनों पर प्वाइंटों और सिगनलों के केंद्रीकृत परिचालन वाले इलेक्ट्रिकल/इलेक्ट्रॉनिक इंटरलॉकिंग प्रणाली की व्यवस्था की गई है।
3. समपार फाटकों पर संरक्षा बढ़ाने के लिए 31.10.2024 तक 11,053 समपार फाटकों पर इंटरलॉकिंग की व्यवस्था की गई है।
4. संरक्षा बढ़ाने के लिए 31.10.2024 तक 6,619 स्टेशनों पर विद्युत साधनों द्वारा रेलपथ अधिभोग के सत्यापन के लिए स्टेशनों के पूर्ण रेलपथ परिपथन की व्यवस्था की गई है।
5. कवच अत्यधिक प्रौद्योगिकी प्रधान प्रणाली है, जिसके लिए सर्वोच्च स्तर के संरक्षा प्रमाणन की आवश्यकता होती है। कवच को जुलाई, 2020 में राष्ट्रीय स्वचालित रेलगाड़ी रक्षण (एटीपी) प्रणाली के रूप में अपनाया गया था। कवच प्रणाली की उत्तरोत्तर चरणबद्ध रूप में व्यवस्था की जा रही है है। कवच को पहले ही दक्षिण मध्य रेल और उत्तर मध्य रेलवे के 1548 मार्ग किलोमीटर पर संस्थापित

किया जा चुका है। वर्तमान में, दिल्ली-मुंबई और दिल्ली-हावड़ा गलियारों (लगभग 3000 मार्ग किमी) पर कार्य प्रगति पर है। इन रेलमार्गों पर लगभग 1081 मार्ग किमी (दिल्ली-मुंबई खंड पर 705 मार्ग किमी और दिल्ली-हावड़ा खंड पर 376 मार्ग किमी) पर रेलपथ साइड कार्य पूरे कर लिए गए हैं। इन खंडों पर नियमित परीक्षण किए जा रहे हैं।

6. सिगनल प्रणाली की संरक्षा से संबंधित मामलों जैसे अनिवार्य साम्यता जांच, परिवर्तन कार्य संबंधी प्रोटोकॉल, पूर्ण हो चुके कार्यों के रेखांकन तैयार करने आदि पर विस्तृत दिशानिर्देश जारी किए गए हैं।
7. प्रोटोकॉल के अनुसार सिगनल एवं दूरसंचार उपस्करणों के लिए डिस्कनेक्शन और रिकनेक्शन प्रणाली पर पुनः जोर दिया गया है।
8. लोको पायलटों की सतर्कता में सुधार लाने के लिए सभी रेल इंजनों में सतर्कता नियंत्रण उपकरण (वीसीडी) लगाए गए हैं।
9. मास्ट पर रेट्रो-रिफ्लेक्टिव सिग्मा बोर्ड लगाए जाने की व्यवस्था है जो विद्युतीकृत क्षेत्रों में सिगनलों से दो ओएचई मास्ट पहले स्थित होता है ताकि कोहरे के मौसम के कारण दृश्यता कम होने पर क्रू को आगे के संकेत के बारे में चेतावनी मिल सके।
10. कोहरे से प्रभावित क्षेत्रों में लोको पायलटों के लिए जीपीएस आधारित फॉग सेफ्टी डिवाइस (एफएसडी) की व्यवस्था की जाती है जिससे लोको पायलट को आने वाले मुख्य स्थलों यथा सिगनल, रेल फाटकों आदि की दूरी का पता लग जाता है।
11. प्राथमिक रेलपथ नवीकरण करते समय 60 किग्रा की आधुनिक रेलपथ संरचना, 90 अल्टीमेट टेन्सिल स्ट्रेंथ (यूटीएस) पटरी, प्रीस्ट्रेस्ड कंक्रीट स्लीपर (पीएससी) लोचदार बंधन वाले सामान्य/चौड़ी सतह के स्लीपर, पीएससी स्लीपरों पर फैनशेपड लेआउट टर्नआउट, गर्डर पुलों पर स्टील चैनल/एच-बीम स्लीपर्स का उपयोग किया जाता है।

12. मानवीय त्रुटियों को कम करने के लिए पीक्यूआरएस, टीआरटी, टी-28 जैसी रेलपथ मशीनों के उपयोग के माध्यम से रेलपथ बिछाने की गतिविधियों का यांत्रिकीकरण।
13. संरक्षा बेहतर करने के लिए रेलपथ नवीकरण की प्रगति बढ़ाने और ज्वाइंटों की वेल्डिंग से बचने के लिए 130 मीटर/260 मीटर लंबे पटरी पैनलों की आपूर्ति को अधिकतम करना।
14. पटरियों में दोष का पता लगाने और दोषपूर्ण पटरियों को समय पर हटाने के लिए रेल की अल्ट्रासोनिक फ्लॉ डिटेक्शन परीक्षण (यूएसएफडी)।
15. लंबी पटरियां बिछाना, एल्यूमिनो थर्मिक वेल्डिंग के उपयोग को कम करना और रेलपथों के लिए बेहतर वेल्डिंग तकनीकों अर्थात् फ्लैश बट वेल्डिंग अपनाना।
16. ओएमएस (दोलन निगरानी प्रणाली) और टीआरसी (रेलपथ रिकॉर्डिंग कारों) द्वारा रेलपथ भूमिति की निगरानी।
17. वेल्ड/पटरियों की टूट-फूट का पता लगाने के लिए रेल पटरियों पर पट्रोलिंग।
18. टर्नआउट नवीनीकरण कार्यों में थिक वेब स्विच और वेल्ड करने योग्य सीएमएस क्रॉसिंग का उपयोग।
19. संरक्षा पद्धतियों के अनुपालन हेतु कर्मचारियों को निगरानी और शिक्षित करने के लिए नियमित अंतराल पर निरीक्षण।
20. युक्तिसंगत अनुरक्षण संबंधी आवश्यकता और इनपुट के इष्टतमीकरण से संबंधित निर्णय लेने के लिए ट्रैक डाटाबेस और डिजीजन सपोर्ट सिस्टम जैसी रेलपथ परिसंपत्तियों की वेब आधारित ऑनलाइन निगरानी प्रणाली को अपनाया गया है।
21. रेलपथ की संरक्षा से संबंधित मामलों अर्थात् एकीकृत ब्लॉक, कॉरिडोर ब्लॉक, कार्य साइट पर संरक्षा, मानसून संबंधी सावधानियों आदि पर विस्तृत अनुदेश जारी किए गए हैं।

22. गाड़ियों का सुरक्षित परिचालन सुनिश्चित करने के लिए रेल परिसंपत्तियों (सवारी डिब्बों एवं मालडिब्बों) का निवारक अनुरक्षण।
23. पारंपरिक आईसीएफ डिजाइन के रेल डिब्बों के स्थान पर एलएचबी डिजाइन के रेल डिब्बे लगाए जा रहे हैं।
24. जनवरी 2019 तक बड़ी लाइन मार्ग पर सभी मानवरहित समपारों को समाप्त कर दिया गया है।
25. पुलों का नियमित निरीक्षण करके रेल पुलों की संरक्षा सुनिश्चित की जाती है। इन निरीक्षणों के दौरान स्थितियों के आकलन के आधार पर पुलों का मरम्मत/पुनर्स्थापन कार्य किया जाता है।
26. भारतीय रेल ने सभी सवारी डिब्बों में यात्रियों की व्यापक सूचना के लिए सांविधिक “आग संबंधी सूचनाएं” लगाई है। सभी डिब्बों में आग संबंधी पोस्टर लगाए गए हैं ताकि यात्रियों को आग से बचने के लिए अनेक ‘क्या करें’ और ‘क्या न करें’ के बारे में सूचित और सतर्क किया जा सके। इसमें सवारी डिब्बों के भीतर ज्वलनशील वस्तुएँ, विस्फोटकों को साथ न ले जाने, धूम्रपान न करने, जुर्माना आदि से संबंधित सूचनाएं शामिल हैं।
27. उत्पादन इकाइयां नवनिर्मित पावर कारों और पैंट्री कारों में आग संसूचक एवं अवरोधन प्रणाली तथा नवनिर्मित सवारी डिब्बों में आग एवं धुआं संसूचक प्रणाली की व्यवस्था कर रही है। क्षेत्रीय रेलों द्वारा मौजूद सवारी डिब्बों में चरणबद्ध तरीकों से प्रोग्रेसिव फिट्मेन्ट का कार्य भी चालू है।
28. कर्मचारियों की नियमित काउन्सलिंग की जाती है और उन्हें प्रशिक्षण दिया जाता है।
29. भारतीय रेलों पर (ओपन लाइन) दिनांक 30.11.2023 के सामान्य नियम गजट अधिसूचना के तहत रोलिंग ब्लॉक अवधारणा की शुरुआत की गई है जिसमें परिसंपत्तियों के एकीकृत अनुरक्षण/मरम्मत/प्रतिस्थापन के कार्य को रोलिंग आधार पर 52 सप्ताह पूर्व ही नियोजित किया जाता है और योजना के अनुसार निष्पादित किया जाता है।

रेलवे द्वारा किए गए संरक्षा संबंधी कार्यों का ब्यौरा निम्नानुसार सारणीबद्ध है:-

क्र.सं.	मर्दें	2004-05 से 2013-14	2014-15 से 2023- 24	2004-14 की तुलना में 2014- 24
	रेलपथ अनुरक्षण			
1.	रेलपथ नवीकरण पर व्यय (करोड़ रूपये में)	47,038	1,09,577	2.33 गुना
2.	रेल नवीकरण प्राथमिक (रेलपथ किमी.)	32,260	43,335	1.34 गुना
3.	उच्च-गुणवत्ता की पटरियों का उपयोग (60 किग्रा.) (किमी.)	57,450	1,23,717	2.15 गुना
4.	लंबे रेल पैनल (260मी.) (किमी.)	9,917	68,233	6.88 गुना
5.	पटरियों की यूएसएफडी (अल्ट्रा सोनिक फ्लॉ डिटेक्शन) जांच (रेलपथ किमी.)	20,19,630	26,52,291	1.31 गुना
6.	वेलिडिंग की यूएसएफडी (अल्ट्रा सोनिक फ्लॉ डिटेक्शन) जांच (अदद)	79,43,940	1,73,06,046	2.17 गुना
7.	नए जोड़े गए रेलपथ किमी. (रेलपथ किमी.)	14,985	31,180	2.08 गुना

8.	वैल्ड संबंधी विफलताएं (अदद)	2013-14 में: 3699	2023-24 में: 481	87% कमी
9.	पटरियों में दरारें (अदद)	2013-14 में: 2548	2023-24 में: 383	85% कमी
10	थिक वेब स्विच (अदद)	शून्य	21,127	
11	रेलपथ मशीन (अदद)	31.03.14 तक = 748	31.03.24 तक = 1,661	122% वृद्धि
समपार फाटकों को समाप्त करना				
1.	मानव रहित समपार फाटकों को समाप्त करना (अदद)	31.03.14 तक: 8948	31.03.24 तक : शून्य (31.01.19 तक सभी बंद कर दिए गए)	100% कमी
2.	मानव युक्त समपार फाटकों को समाप्त करना (अदद)	1,137	7,075	6.21 गुना
3.	रोड ओवर ब्रिज (आरओबी)/ रोड अंडर ब्रिज (आरयूबी) (अदद)	4,148	11,945	2.88 गुना
4.	समपार समाप्त करने पर व्यय (एलसी+आरओबी+आरयूबी)	8,825	41,957	4.75 गुना
पुल पुनर्स्थापन				
1.	पुल पुनर्स्थापन पर व्यय (करोड़ रुपये में)	3,924	8,255	2.10 गुना
सिगनल कार्य				

1.	इलेक्ट्रॉनिक इंटरलॉकिंग (स्टेशन)	837	2,964	3.52 गुना
2.	स्वचालित ब्लॉक सिगनल (किमी.)	1,486	2,497	1.67 गुना
3.	फॉग पास सेफ्टी डिवाइस (अदद)	31.03.14 तक: 90	31.03.24 तक: 19,742	219 गुना

क्र.सं.	मदें	2004-05 से 2013- 14	2014-15 से 2023-24	2004-14 की तुलना में 2014- 24
	चल स्टॉक			
1.	एलएचबी डिब्बों का विनिर्माण (अदद)	2,337	36,933	15.80 गुना
2.	वातानुकूलित डिब्बों में अग्नि और धूमन संसूचक प्रणाली का प्रावधान (डिब्बों की संख्या)	0	19,271	
3.	पेट्री और पावर कारों में अग्नि संसूचन एवं अग्निशमन प्रणाली का प्रावधान (डिब्बों की संख्या)	0	2,991	
4.	गैर-वातानुकूलित डिब्बों में अग्नि शामकों का प्रावधान (डिब्बों की संख्या)	0	66,840	

विभागीय जांच समितियां और नागर विमानन मंत्रालय के अधीन रेल संरक्षा आयोग, जो एक सांविधिक निकाय है, विभिन्न दुर्घटनाओं की जांच के लिए मुख्य एजेंसियां हैं।

एजेंसियों द्वारा उचित विचार-विमर्श के बाद, विभिन्न दुर्घटनाओं में अपने निष्कर्ष और सिफारिशें प्रस्तुत करती हैं। एजेंसियों द्वारा अपनी रिपोर्ट में सुझाई गई सिफारिशों के अनुसार, रेल प्रशासन द्वारा उपयुक्त कार्रवाई की जाती है।

भारत के संविधान की सातवीं अनुसूची के अंतर्गत 'पुलिस' एवं 'कानून व्यवस्था', राज्यों से संबंधित विषय हैं और इस प्रकार, राज्य सरकारें अपनी विधि प्रवर्तन एजेंसियों यथा, राजकीय रेलवे पुलिस (जीआरपी)/जिला पुलिस, जो अपनी जांच-पड़ताल के दौरान गिरफ्तारी की कार्रवाई कर सकती है, के माध्यम से रेलों में अपराधों की रोकथाम, पता लगाने, पंजीकरण करने और रेलवे संपत्ति सहित सरकारी संपत्ति में तोड़-फोड़ और क्षति पहुंचाने और नष्ट करने के मामलों की जांच, अपराधों तथा कानून एवं व्यवस्था बनाए रखने के लिए जिम्मेवार है। रेल सुरक्षा बल (आरपीएफ) रेलवे संपत्ति, यात्री क्षेत्र और यात्रियों को बेहतर संरक्षा एवं सुरक्षा मुहैया कराने और उससे जुड़े मामलों के लिए राजकीय रेलवे पुलिस/जिला पुलिस के प्रयासों में सहायता करती है।

रेलों में अपराध की रोकथाम के लिए रेलवे सुरक्षा बल सदैव तत्पर रहती है और गाड़ियों में चोरी, जालसाजी और हिंसा जैसे अपराधों को रोकने के लिए निम्नानुसार उपाय किए गए हैं:-

1. सवारी डिब्बों और रेलवे स्टेशनों पर लगाए गए क्लोज सर्किट टेलीविजन (सीसीटीवी) कैमरों के माध्यम से निगरानी रखी जाती है।
2. तत्काल सहायता के लिए यात्री सीधे रेल मदद पोर्टल पर अथवा हेल्पलाइन नंबर 139 [आपातकालीन प्रतिक्रिया सहायता प्रणाली (ईआरएसएस) नंबर 112 के साथ एकीकृत] के माध्यम से शिकायत कर सकते हैं।

3. रेलवे द्वारा यात्रियों की सुरक्षा बढ़ाने और उनकी सुरक्षा संबंधी मुद्दों का समाधान करने के लिए ट्विटर और फेसबुक आदि जैसे विभिन्न सोशल मीडिया प्लेटफार्मों के माध्यम से यात्रियों के साथ निरंतर संपर्क बनाए रखा जाता है।
4. रेलों की सुरक्षा व्यवस्थाओं की नियमित निगरानी और समीक्षा के लिए संबंधित पुलिस महानिदेशक/राज्यों/केंद्र शासित प्रदेशों के आयुक्तों की अध्यक्षता में सभी राज्यों/केंद्र शासित प्रदेशों के लिए राज्य स्तरीय रेल सुरक्षा समिति (एसएलएससीआर) गठित की गई है।
5. ऐसे अपराधों की रोकथाम के लिए गाड़ियों और रेल परिसरों में संदेहास्पद व्यक्तियों के विरुद्ध निरंतर अभियान चलाए जाते हैं।
6. विभिन्न राज्यों की राजकीय रेलवे पुलिस द्वारा प्रतिदिन मार्गरक्षित की जा रही गाड़ियों के अतिरिक्त संवेदनशील और चिन्हित मार्गों/खंडों पर गाड़ियों का मार्गरक्षण रेल सुरक्षा बल द्वारा किया जाता है।
7. रेल सुरक्षा बल के साइबर सेल क्षेत्रीय रेल स्तर पर गठित किए गए हैं और अपराध की रोकथाम में सहायता करने के लिए वेब/सोशल मीडिया की साइबर पेट्रोलिंग के लिए अनुदेश दिए गए हैं।
8. चिह्नित अपराध आशंकित क्षेत्र, संवेदनशील खंडों पर रेलकर्मियों, आरपीएफ, जीआरपी और सिविल पुलिस द्वारा लगातार पेट्रोलिंग की जाती है।

भारतीय रेल पर तकनीकी मुद्दों का समाधान करना, नई प्रौद्योगिकियां शुरू करना और अनुरक्षण पद्धतियों में सुधार करना नियमित रूप से चलने वाले कार्य हैं।

REDUCE IMPORT DEPENDENCY FOR TELECOM

1399. SHRIMATI POONAMBEN HEMATBHAI MAADAM:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) whether the country is taking steps to reduce import dependency for telecom and networking products;
- (b) if so, the details thereof;
- (c) details of the current status of telecom manufacturing in the country; and
- (d) details of the telecom equipment exported during the last ten years?

**THE MINISTER OF STATE FOR IN THE MINISTRY OF RURAL DEVELOPMENT;
AND MINISTER OF STATE FOR IN THE MINISTRY OF COMMUNICATIONS
(DR. CHANDRA SEKHAR PEMMASANI):**

(a) to (c) Yes, the Government is committed to reduce import dependency of the telecom industry by encouraging telecom equipment manufacturing industry in the country. In order to reduce import dependency, the Production Linked Incentive (PLI) Scheme for telecom and networking products was launched in June, 2021.

Salient features of the scheme are as under:

- Total financial outlay of Rs. 12,195 Crore.
- Total of 33 telecom and networking products.
- Incentives ranging from 4 to 7%.
- Additional 1% incentive for MSMEs for first 3 years.
- Additional 1% incentive for products 'Designed in India'.

As on 30.09.2024, sales of Rs. 65,320 Crore including exports of Rs. 12,384 has been achieved for telecom equipments manufactured under PLI.

Further, steps taken by the Government to encourage indigenous telecom equipment manufacturing are as follows:

- i. Telecom Technology Development Fund (TTDF) Scheme:** The TTDF scheme was launched on 01.10.2022 with the aim at funding research and development of technologies, products and services for providing telecom services in rural and remote areas.
- ii. Digital Communications Innovation Square (DCIS) Scheme:** The DCIS Scheme was launched in 2021 to support translation of innovative ideas and knowledge in engineering into pilot scale operation, field deployment or viable technology development.
- iii. Production Linked Incentive Scheme (PLI) for Large Scale Electronics Manufacturing:** The scheme was notified on 1st April, 2020 to provide incentive to eligible companies on incremental sales (over base year) involved in mobile phone manufacturing and manufacturing of specified electronic components, including Assembly, Testing, Marking and Packaging (ATMP) units.
- iv. Scheme for Promotion of Manufacturing of Electronic Components and Semiconductors (SPECS):** The scheme was notified on 1st April, 2020 to provide financial incentive of 25% on

capital expenditure for the identified list of electronic goods that comprise downstream value chain of electronic products, i.e., electronic components, semiconductor/ display fabrication units, ATMP units, specialized sub-assemblies and capital goods for manufacture of aforesaid goods.

v. Modified Electronics Manufacturing Clusters (EMC 2.0) Scheme:

The scheme was notified on 1st April, 2020 to provide support for creation of world class infrastructure along with common facilities and amenities, including Ready Built Factory (RBF) sheds/ Plug and Play facilities for attracting major global electronics manufacturers along with their supply chain to set up units in the country. The scheme provides financial assistance for setting up of both EMC projects and Common Facility Centres (CFCs) across the country.

(d) The export of telecom products has reached Rs. 1,49,563 Crore in the FY2023-2024 as compared to Rs. 9,978 Crore in the FY2014-2015.

GREENING INITIATIVES IN COAL AND LIGNITE PSUS

1400. SHRI P P CHAUDHARY:

Will the Minister of **COAL** be pleased to state:

(a) the total area of land reclaimed and afforested by Coal/Lignite PSUs under the Greening Initiatives in Coal and Lignite PSUs;

(b) the break-up of areas under biological reclamation, avenue plantation and plantation outside mine leaseholds;

(c) the estimated carbon sink potential created by these greening initiatives and the manner in which it contributes to India's Nationally Determined Contribution (NDC) target;

(d) whether the Government has set any specific targets for land reclamation and afforestation by Coal/Lignite PSUs for the coming years and if so, the details thereof;

(e) the innovative techniques being adopted for plantation in coal mines; and

(f) the measures taken to ensure the long-term sustainability of these reclaimed and afforested areas including plans for their future use and maintenance?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY) :

(a) and (b): Coal and Lignite Public Sector Undertakings (PSUs), namely Coal India Limited (CIL), NLC India Limited (NLCIL) and Singareni Collieries Company Limited (SCCL), have biologically reclaimed and afforested about 55312 Hectares (Ha) of land in and around Coal and Lignite mining areas upto FY 2023-24 as given below:

Type of Plantation	Area (in Ha)
Biological Reclamation	37022

Avenue Plantation	14463
Plantation Outside Mine Leaseholds	3827
Total	55312

(c): The estimated carbon sink potential of the greening initiatives is 2.77 million tonnes CO₂ equivalent. The greening initiatives of Coal and Lignite PSUs contribute to India's Nationally Determined Contribution (NDC) target titled “to create an additional carbon sink of 2.5 to 3 billion tonnes of CO₂ equivalent through additional forest and tree cover by 2030”.

(d): Ministry of Coal has set target for land reclamation and afforestation for Coal/Lignite PSUs under Vision Viksit Bharat for next 5 years as given below:

Financial Year	Target for Land Reclamation and Afforestation (in Ha)
2024-25	2,600
2025-26	2,800
2026-27	3,100
2027-28	3,300
2028-29	3,550
Total	15,350

(e): In addition to traditional methods of plantation, some of the innovative techniques being adopted by Coal and Lignite PSUs are seed ball plantation,

Miyawaki planation, High-Tech cultivation, bamboo plantation, and drip irrigation for plantation on overburden dumps, etc.

(f): Measures to ensure the long-term sustainability of reclaimed and afforested areas in Coal and Lignite PSUs focus on scientific reclamation, biodiversity conservation, and socio-economic integration. Initiatives include topsoil management, planting native species, creating wildlife habitats, and monitoring by remote sensing. Afforestation activities are mostly carried out by the State Forest Departments and State Forest Development Corporations in the Coal/Lignite PSUs. Reclaimed areas are repurposed for eco-parks, agroforestry, water sports, pisciculture and renewable energy projects. Afforested areas on non-forest land are also offered as compensatory afforestation (CA) land for forest diversion for coal mining projects.

**DEDICATED RAIL RAKES FOR TRANSPORTATION OF GYPSUM
ACCUMULATION IN ODISHA**

1401. SHRIMATI SANGEETA KUMARI SINGH DEO:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether the Government has considered providing dedicated rail rakes for the transportation of gypsum accumulation from Paradip in Odisha;
- (b) if so, the reasons for not providing adequate rail rakes for this purpose, despite the potential for increased revenue generation; and

(c) whether the Government is planning to introduce specialized freight trains or logistics corridors to address the growing gypsum stockpile at Paradip and to facilitate more efficient transportation of the mineral to various destinations, if so, the details thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c): Gypsum is loaded in rakes having both covered and open wagons like BCN group, BOXN group and BOST wagons from Paradeep, Odisha. Adequate rakes are made available as and when required.

Further, to increase the carrying capacity of railway lines leading to Paradeep, following projects have recently been sanctioned:

1. Paradeep-Badabandha 3rd and 4th line.
2. Flyover between Siju and Paradeep Coaching Yard.
3. Flyover at Haridaspur.

In addition, following surveys have also been sanctioned for capacity enhancement in the area:

1. Paradeep-Haridaspur Doubling (80 km)

2. Flyover at Cuttack (40 km)

3. Cuttack-Badabandha 3rd and 4th line (72 km)

सार्वजनिक टेलीफोन बूथ

1402. श्री अरुण कुमार सागर:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

- (क) आज की तिथि तक राज्य-वार, विशेष रूप से पिछड़े और ग्रामीण क्षेत्रों में कितने सार्वजनिक टेलीफोन बूथ काम कर रहे हैं;
- (ख) क्या यह सच है कि ये सुचारू रूप से काम नहीं कर रहे हैं;
- (ग) क्या पिछले तीन वर्षों के दौरान सार्वजनिक टेलीफोन बूथ बंद कर दिए गए हैं;
- (घ) यदि हां, तो इसके राज्य-वार कारण सहित तत्संबंधी ब्यौरा क्या है; और
- (ङ) रेलवे स्टेशनों/अन्य सार्वजनिक स्थानों पर स्थित सार्वजनिक टेलीफोन बूथों के सुचारू और संतोषजनक संचालन को सुनिश्चित करने के लिए सरकार द्वारा क्या कदम उठाए जाने का प्रस्ताव है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर

पेम्मासानी):

- (क) और (ख) सार्वजनिक कॉल ऑफिस (पीसीओ) की राज्य/संघ राज्य क्षेत्र-वार संख्या **विवरण** पर दी गई है। ये पीसीओ संतोषजनक ढंग से कार्य कर रहे हैं।
- (ग) से (ङ) जी, हां। पीसीओ को पिछले कुछ समय से बंद किया जा रहा है। अनुमान है कि पिछले तीन वर्षों में लगभग 44,922 पीसीओ बंद हो गए हैं। पीसीओ की संख्या में कमी के लिए मोबाइल प्रौद्योगिकी को व्यापक रूप से अपनाया जाना, दूरसंचार घनत्व में वृद्धि और मोबाइल सेवाओं के लिए किफायती

टैरिफ की उपलब्धता उत्तरदायी है। इन कारकों ने सामूहिक रूप से पीसीओ सेवाओं की मांग को कम कर दिया है।

विवरण

पीसीओ की राज्य/संघ राज्य क्षेत्र-वार संख्या:

क्र.सं.	राज्य और संघ राज्य-क्षेत्र का नाम	दिनांक 30.06.2024 की स्थिति के अनुसार पीसीओ की संख्या	
		ग्रामीण	शहरी
1	आंध्र प्रदेश	309	611
2	अरुणाचल प्रदेश	0	0
3	असम	0	302
4	बिहार	0	29
5	छत्तीसगढ़	0	9
6	गोवा	16	59
7	गुजरात	26	1174
8	हरियाणा	9	28
9	हिमाचल प्रदेश	0	5
10	झारखण्ड	0	0
11	कर्नाटक	63	369
12	केरल	557	1529
13	मध्य प्रदेश	0	397

14	महाराष्ट्र	42	4314
15	मणिपुर	0	13
16	मेघालय	1	9
17	मिजोरम	0	0
18	नागालैंड	0	0
19	ओडिशा	0	0
20	पंजाब	54	324
21	राजस्थान	0	40
22	सिक्किम	0	0
23	तमिलनाडु	305	2809
24	तेलंगाना	37	1115
25	त्रिपुरा	36	76
26	उत्तर प्रदेश	48	492
27	उत्तराखण्ड	8	249
28	पश्चिम बंगाल	0	392
29	अण्डमान एवं निकोबार द्वीपसमूह	0	11
30	चण्डीगढ़	0	125
31	दादरा और नगर हवेली एवं दमन और दीव	0	0
32	दिल्ली	0	891
33	जम्मू एवं कश्मीर	8	64

34	लद्दाख	0	0
35	लक्षद्वीप	0	3
36	पुडुचेरी	0	0
	कुल	1519	15439

IMPROVEMENT OF MOBILE CONNECTIVITY IN WEST BENGAL

1403. DR. JAYANTA KUMAR ROY:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) the specific steps taken to improve mobile and internet connectivity in remote and rural areas of Jalpaiguri district, particularly under the BharatNet project and the timeline for completing these initiatives;
- (b) whether there are plans to establish more digital and telecom infrastructure in North Bengal particularly in Jalpaiguri to support economic activities and enhance connectivity for residents, if so, the details thereof; and
- (c) the number of villages in Jalpaiguri currently lacking reliable mobile network coverage, and the measures being taken to address this gap?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN

REDDY) :

(a) To improve mobile and internet connectivity in remote and rural areas of West Bengal including Jalpaiguri district, Government has taken up 'BharatNet' and 'Saturation of 4G Mobile Services' projects with funding from Digital Bharat Nidhi (DBN) [erstwhile Universal Service Obligation Fund (USOF)]. As of date, all 80 Gram Panchayats (GPs) of Jalpaiguri has been made service ready under BharatNet Project, and all villages of Jalpaiguri have 4G mobile coverage.

(b) The Government has approved the Amended BharatNet Program (ABP) covering all GPs in the country on ring network, up-gradation of existing network of BharatNet Phase-I and Phase-II, and connectivity to remaining non-GP villages (about 3.8 lakh) on demand basis.

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

FLOOD METEOROLOGICAL OFFICES

1404. SHRI KESINENI SIVANATH:

SHRI DAGGUMALLA PRASADA RAO:

Will the Minister of **EARTH SCIENCES** be pleased to state:

- (a) number of flood meteorological offices that are currently functioning in the country;
- (b) the location of these offices along with the latest technology used in forecasting floods;

- (c) the time by when flood forecasts are made by the FMO;
- (d) whether IMD is planning to set up new FMOs at different locations in the country;
- (e) if so, the details thereof; and
- (f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

- (a) Currently, the India Meteorological Department (IMD) operates 15 Flood Meteorological Offices (FMOs) in the country.
- (b) The details of the location-wise FMOs are provided in **Statement**.
- (c) Flood forecast is the mandate of the CWC. The IMD-FMOs mainly issue river sub-basin-wise Quantitative Precipitation Forecasts (QPF) and Hydromet Bulletin at 0930 hours and 1230 hours every day, respectively. These inputs are used for flood forecasts by the Central Flood Forecasting Division (CFFDs) of CWC.

(d)and (e) Yes. A new FMO at MC Shimla has been approved for the sub-basins of the Beas, Satluj rivers, and Ranjit Sagar dam.

(f) Does not arise.

STATEMENT

S. No.	Location of FMOs
1.	Agra
2.	Ahmedabad
3.	Asansol
4.	Bengaluru
5.	Bhubaneswar
6.	Chennai
7.	Guwahati
8.	Hyderabad
9.	Jalpaiguri
10.	Lucknow
11.	Srinagar

12.	Thiruvananthapuram
13.	New Delhi
14.	Patna
15.	DVC Met. Unit Kolkata

VACANCIES IN CENTRAL GOVERNMENT DEPARTMENTS

1405. SHRI K SUDHAKARAN:

DR. MOHAMMAD JAWED:

ADV DEAN KURIAKOSE:

SHRI HARISH CHANDRA MEENA:

Will the **PRIME MINISTER** be pleased to state:

- (a) the details of the total number of vacancies in all Central Government Ministries and Departments till date, Department-wise;
- (b) the details of permanent and contractual appointments made in Central Government Departments since 2019, year-wise;
- (c) the total number of permanent and contractual employees currently working in all Central Government Departments, Group-wise; and
- (d) the steps taken/being taken by the Government to fill up the vacancies including recruitment drives and expected timelines of the same?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

(a) to (d): Occurrence and filling up of vacant posts in various Ministries/ Departments is a continuous process. The details of vacancies are maintained by the respective Ministry/Department. Ministries/ Departments of the Central Government have been directed, from time to time, to fill up the vacant posts in a time bound manner.

The contractual appointments in Government Department are made by the individual Ministries/Departments strictly based on their requirements, in accordance with the provisions of General Financial Rules, 2017.

Vacant posts have been filled up in mission mode, in Rozgar Melas launched by Hon'ble Prime Minister on 22nd October, 2022. 13 Rozgar Melas have been held at Central level in 40-45 cities across various States/ Union Territories.

अल्पसंख्यकों के लिए कल्याण और विकास योजनाएं

1406. श्री इमरान मसूद:

श्री राजीव राय:

श्री रमाशंकर राजभर:

क्या **अल्पसंख्यक कार्य** मंत्री यह बताने की कृपा करेंगे कि:

(क) पिछले दस वर्षों और चालू वर्ष के दौरान अल्पसंख्यक समुदायों के लिए कितनी नई कल्याणकारी और विकास योजनाएं शुरू की गई हैं, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) इन योजनाओं के माध्यम से अल्पसंख्यक समुदायों के कल्याण और विकास को सुनिश्चित करने में सरकार द्वारा राज्य-वार और अल्पसंख्यक समुदाय-वार कितनी सफलता प्राप्त हुई है;

(ग) उक्त योजना के कार्यान्वयन के लिए राज्यों को राज्य-वार और योजना-वार विशेष रूप से उत्तर प्रदेश को आवंटित धनराशि का ब्यौरा क्या है तथा पिछले पांच वर्षों और चालू वर्ष के दौरान उपयोग की गई धनराशि का प्रतिशत क्या है;

(घ) उक्त योजनाओं के अंतर्गत योजना-वार कितने व्यक्ति लाभान्वित हुए हैं; और

(ङ) क्या कार्यान्वित की जा रही योजनाओं में कोई एकरूपता है और यदि नहीं, तो इसके क्या कारण हैं?

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरेन रिजिजू):

(क) से (ङ): पिछले दस वर्षों और चालू वर्ष के दौरान अल्पसंख्यक समुदायों के लिए निम्नलिखित नई योजनाएं शुरू की गई हैं:

i) नई मंजिल योजना 2015 में शुरू हुई थी और इसे अल्पसंख्यक युवाओं जिनके पास औपचारिक स्कूल ड्रॉपआउट प्रमाण पत्र नहीं है, को लाभ पहुंचाने के उद्देश्य से लागू की गई थी। इस योजना ने औपचारिक शिक्षा (कक्षा VIII या X) और कौशल का संयोजन प्रदान किया और लाभार्थियों को बेहतर रोजगार और आजीविका अर्जित करने में सक्षम बनाया। शुरुआत से लेकर अब तक, इस योजना के तहत 98,712 लाभार्थियों को प्रशिक्षित किया जा चुका है।

ii) उस्ताद योजना 2015 में शुरू हुई थी और इसका लक्ष्य मास्टर कारीगरों/शिल्पकारों के पारंपरिक कौशल का निर्माण और उन्नयन करना था। शुरुआत से लेकर अब तक इस योजना के तहत लगभग 21,611 लाभार्थियों को प्रशिक्षित किया जा चुका है।

इन योजनाओं को मंत्रालय द्वारा अखिल भारतीय स्तर पर पारदर्शी प्रक्रिया के माध्यम से चयनित परियोजना कार्यान्वयन एजेंसियों (PIA) के माध्यम से कार्यान्वयन किया गया। इसलिए, योजनाओं के तहत राज्यवार निधि आवंटन नहीं किया गया।

इन योजनाओं को अब प्रधानमंत्री विरासत का संवर्धन (पीएम विकास) में समायोजित कर दिया गया है। पीएम विकास, अल्पसंख्यक कार्य मंत्रालय (MoMA) की एक प्रमुख योजना है, जो छह अधिसूचित अल्पसंख्यक समुदायों के लिए मंत्रालय की पांच पूर्ववर्ती योजनाओं 'सीखो और कमाओ', 'नई मंजिल', 'उस्ताद', 'नई रोशनी' और हमारी धरोहर को समायोजित करती है। यह योजना कौशल विकास, अल्पसंख्यक महिलाओं की उद्यमशीलता और नेतृत्व; और स्कूल ड्रॉपआउट छात्रों के लिए शिक्षा सहायता के माध्यम से अल्पसंख्यकों के उत्थान पर केंद्रित है। पीएम विकास योजना इस साल शुरू की गई थी, लेकिन अभी तक आधिकारिक तौर पर इसे शुरू नहीं किया गया है।

इसके अलावा, सरकार अल्पसंख्यकों, विशेष रूप से समाज के आर्थिक रूप से कमजोर और कम सुविधा प्राप्त वर्गों सहित हर वर्ग के कल्याण और उत्थान के लिए कई अन्य योजनाएं भी लागू करती है।

अल्पसंख्यक कार्य मंत्रालय केंद्रीय रूप से अधिसूचित छह (6) अल्पसंख्यक समुदायों के सामाजिक-आर्थिक और शैक्षिक सशक्तीकरण के लिए देश भर में विभिन्न योजनाओं को विशेष रूप से लागू करता है। मंत्रालय द्वारा कार्यान्वित की जाने वाली योजनाएं/कार्यक्रम इस प्रकार हैं:

1. शैक्षिक सशक्तीकरण योजनाएं

- i. मैट्रिक-पूर्व छात्रवृत्ति योजना
- ii. मैट्रिकोत्तर छात्रवृत्ति योजना
- iii. मेरिट-सह-साधन आधारित छात्रवृत्ति योजना

2. रोजगार एवं आर्थिक सशक्तीकरण योजनाएं

- i) **राष्ट्रीय अल्पसंख्यक विकास एवं वित्त निगम (NMDFC):** एनएमडीएफसी अधिसूचित अल्पसंख्यकों में से "पिछड़े वर्गों" को संबंधित राज्य सरकार/संघ राज्य क्षेत्र प्रशासन और केनरा बैंक द्वारा नामित राज्य चैनलाइजिंग एजेंसियों (SCA) के माध्यम से सावधि ऋण, शिक्षा ऋण, विरासत योजना और सूक्ष्म वित्त योजना की अपनी योजनाओं के अंतर्गत स्वरोजगार आय सृजन गतिविधियों के लिए रियायती ऋण प्रदान करता है।

3. बुनियादी ढांचा विकास योजना

- i) प्रधानमंत्री जन विकास कार्यक्रम (PMJVK): देश के अल्पसंख्यक बहुल क्षेत्रों में स्वास्थ्य, कौशल विकास, महिला केन्द्रित परियोजनाएं, पेयजल एवं आपूर्ति, स्वच्छता और खेल जैसे क्षेत्रों में सामुदायिक बुनियादी ढांचे का विकास करता है।

4. विशेष योजनाएं

जियो पारसी : भारत में पारसियों की जनसंख्या में हो रही गिरावट को बदलने के लिए एक योजना।

इन योजनाओं का विवरण मंत्रालय की वेबसाइट www.minorityaffairs.gov.in पर उपलब्ध है।

सभी योजनाओं ने उच्च स्तरीय कौशल प्राप्ति, आजीविका के बेहतर अवसर, उच्च रोजगार क्षमता, बेहतर बुनियादी ढांचे तक पहुंच, बेहतर स्वास्थ्य और अल्पसंख्यक समुदायों के समग्र कल्याण में योगदान दिया है।

उज्जैन में विकास परियोजनाएं

1407. श्री अनिल फिरोजिया:

क्या सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार उज्जैन में चल रही विकास परियोजनाओं का समय पर क्रियान्वयन सुनिश्चित करने के लिए कोई कदम उठा रही है, यदि हां तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या उक्त परियोजनाओं की प्रगति पर नजर रखने के लिए कोई डिजिटल निगरानी प्रणाली है, यदि हां तो तत्संबंधी ब्यौरा क्या है;

(ग) उज्जैन में क्रियान्वित की जा रही विभिन्न विकास योजनाओं की निगरानी के लिए क्या कदम उठाए जा रहे हैं; और

(घ) क्या उक्त योजनाओं के प्रभाव और परिणामों को मापने के लिए सांख्यिकी आधारित रिपोर्टिंग का कोई प्रावधान है और तत्संबंधी ब्यौरा क्या है?

सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय के राज्य मंत्री; योजना मंत्रालय के राज्य मंत्री; तथा संस्कृति मंत्रालय में राज्य मंत्री (राव इंद्रजीत सिंह):

(क) से (घ) सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय (एमओएसपीआई) संसद सदस्य स्थानीय क्षेत्र विकास योजना (एमपीलैड्स) का संचालन करता है, जो माननीय संसद सदस्यों (एमपी) को स्थानीय स्तर की आवश्यकताओं के अनुसार स्थायी सामुदायिक परिसंपत्तियों के निर्माण पर जोर देते हुए विकासात्मक कार्यों की संस्तुतियों करने में सक्षम बनाता है।

विकास परियोजनाओं का समय से कार्यान्वयन सुनिश्चित करने के लिए, एमपीलैड्स दिशानिर्देश, 2023 में उल्लिखित प्रावधान हैं:

- i संसद सदस्य द्वारा की गई सभी पात्र अनुशंसाओं के संबंध में स्वीकृति/अस्वीकृति कार्यान्वयन जिला प्राधिकरण द्वारा अनुशंसाओं की प्राप्ति की तारीख से 45 दिनों के भीतर जारी की जाएगी। [एमपीलैड्स दिशानिर्देश, 2023 के पैरा 3.2.4]
- ii कार्यान्वयन जिला प्राधिकरण द्वारा जारी स्वीकृति पत्र में कार्यान्वयन एजेंसी द्वारा कार्य पूरा करने की समय सीमा निर्धारित की जाएगी, जो सामान्यतः एक वर्ष से अधिक नहीं होनी चाहिए। असाधारण मामलों में, उदाहरण के लिए दुर्गम / पहाड़ी इलाकों आदि में, जहां कार्यान्वयन समय एक वर्ष से अधिक होने की संभावना है, इसके लिए विशिष्ट औचित्य को स्वीकृति पत्र में शामिल किया जाएगा। स्वीकृति पत्र की एक प्रति संबंधित संसद सदस्य को भी भेजी जाएगी। [एमपीलैड्स दिशानिर्देश, 2023 के पैरा 3.2.12]

एमपीलैड्स विभाग ने एमपीलैड्स के अंतर्गत संशोधित निधि प्रवाह प्रक्रिया को लागू करने के लिए एक वेब समाधान ई-साक्षी विकसित किया है जो एक आईटी प्लेटफॉर्म पर संचालित होता है। ई-साक्षी संसद सदस्यों, केंद्र और राज्य सरकार की एजेंसियों, जिला अधिकारियों सहित सभी हितधारकों को वास्तविक समय के आधार पर (अस्वीकृत/स्वीकृत/चल रहे/पूर्ण) की स्थिति की निगरानी करने की अनुमति देता है, जो एमपीलैड्स के अंतर्गत परियोजनाओं के प्रभावी कार्यान्वयन की सुविधा प्रदान करता है और प्रणाली में अधिक पारदर्शिता और जवाबदेही भी लाता है। इसके अतिरिक्त,

एमपीलैड्स योजना के प्रभाव और परिणामों को मापने के लिए समय-समय पर तीसरे पक्ष से मूल्यांकन कराया जाता है।

इसके अतिरिक्त, सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय को अधिदेश है कि वह इस मंत्रालय की ऑनलाइन कम्प्यूटरीकृत निगरानी प्रणाली (ओसीएमएस) पर संबंधित मंत्रालयों/परियोजना कार्यान्वयन एजेंसियों द्वारा दी गई सूचना के आधार पर 150 करोड़ रु. और उससे अधिक लागत वाली जारी केंद्रीय अवसंरचना क्षेत्र परियोजनाओं की समय और लागत वृद्धि की निगरानी करें। दिनांक 01/11/2024 तक, इस मंत्रालय की निगरानी में कुल 1747 परियोजनाएँ हैं, जिनमें उज्जैन की 2 परियोजनाएँ भी शामिल हैं। इन परियोजनाओं का विवरण www.cspm.gov.in पर उपलब्ध है।

परियोजनाओं के समय पर कार्यान्वयन के लिए सरकार द्वारा प्रगति के अंतर्गत परियोजनाओं की आवधिक समीक्षा; सशक्त परियोजना मूल्यांकन; बेहतर निगरानी के लिए ऑनलाइन कम्प्यूटरीकृत निगरानी प्रणाली (ओसीएमएस); मंत्रालयों में संशोधित लागत समितियों की स्थापना; संबंधित प्रशासनिक मंत्रालयों द्वारा बुनियादी अवसंरचनात्मक परियोजनाओं की नियमित समीक्षा; तथा प्रमुख परियोजनाओं के शीघ्र कार्यान्वयन को सुविधाजनक बनाने और बाधाओं को दूर करने के लिए संबंधित मुख्य सचिवों के अधीन राज्यों में केंद्रीय क्षेत्र परियोजना समन्वय समितियों (सीएसपीसीसी) की स्थापना के लिए कदम उठाए जा रहे हैं।

NATIONAL BLOCKCHAIN FRAMEWORK

1408. SHRI GAURAV GOGOI:

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

- (a) the current status of the National Blockchain Framework (NBF) and the time by which it is expected to be fully operational;
- (b) the key sectors and Government services that the NBF is specifically designed to target?;
- (c) the measures being taken to ensure the security, privacy and confidentiality of data stored on the NBF; and
- (d) whether the Government plans to collaborate with private sector entities to accelerate the development and adoption of blockchain solutions and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY; AND
MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND INFORMATION
TECHNOLOGY (SHRI JITIN PRASADA):**

(a): National Blockchain Framework

Blockchain is a technology suitable for developing applications with transactional data stored in distributed ledger across network of nodes. It provides time sequenced and tamper resistant storage with audit trail for future verification. Hence this technology has the potential to provide better accountability in any digital system involving public transactions.

National Blockchain Framework (NBF) has been launched on 4th Sep, 2024 to offer Blockchain-as-a-Service (BaaS). The NBF is fully operational with geographically

distributed infrastructure. The NBF supports distributed infrastructure, smart contracts, security, privacy, interoperability and development and deployment of permissioned blockchain based applications. The NBF was initiated in the year March, 2021 with a total budget outlay of Rs. 64.76 crore. The NBF is for a duration of 4 years.

(b): Key sector for National Blockchain Framework usage

NBF is a permissioned Blockchain platform which may be used for development and deployment of Government Services which need secured and verifiable records of transactions. It is more suitable for permissioned Blockchain applications where only selected or authorized users can access the Blockchain network. NBF may be used in various sectors, such as healthcare, education, agriculture, administration, etc. The pilot implementation of the few applications have already been completed which includes Praamaanik- Solution to verify mobile app origin, Property Chain- Solution for recording property transactions and its verification for the State of Karnataka and Jharkhand, Certificate Chain- Blockchain based solution for education certificates for Central Board of Secondary Education (CBSE) for the State of Karnataka, eStamps- Solution to provide a tamper-proof and secure record of eStamp transactions, etc. with the Government financial agencies.

(c): NBF security, privacy and confidentiality of data

The transactions are recorded in Blockchain network using cryptographic techniques. The NBF has been designed as a permissioned Blockchain with controlled access to ensure the security, privacy and confidentiality of data. The best practices such as use of data

encryption, proving the existence of data without revealing the data, and indigenous certifying authority, etc. have been implemented in the design.

(d): **Startup/ industry collaboration**

The Government is promoting the NBF for use by startup/ industry to collaborate with the Central/ State ministries and department to develop suitable models for Blockchain-based applications using NBF.

खाद्यान्न वितरण में पारदर्शिता

1409. श्री बृजमोहन अग्रवाल:

क्या उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्री यह बताने की कृपा करेंगे कि:

(क) वितरण में पारदर्शिता बढ़ाने के लिए खाद्यान्न वितरण प्रणाली में सुधार हेतु सरकार द्वारा ब्लॉकचेन या डेटा विश्लेषण जैसे कौन से स्मार्ट उपाय या निगरानी तंत्र शुरू किए गए हैं;

(ख) क्या सरकार ने राशन वितरण प्रणाली में सुधार के लिए सार्वजनिक निजी भागीदारी (पीपीपी) मॉडल अपनाया है और वितरण प्रणाली में किस तरीके से सुधार किया गया है;

(ग) राशन कार्ड वितरण में सुधार के लिए सरकार द्वारा लागू की गई सार्वजनिक भागीदारी पहल क्या है जिससे आम नागरिक को इस प्रणाली में अपने अधिकारों के बारे में अधिक सूचना और जानकारी प्राप्त हो सके;

(घ) क्या सरकार राशन वितरण में भ्रष्टाचार और अनियमितताओं को रोकने के लिए किसी प्रकार की 'सकारात्मक सूची' को लागू करने का विचार रखती है, ताकि केवल पात्र व्यक्तियों को ही राशन मिले; और

(ड.) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री (श्रीमती निमुबेन जयंतीभाई बांभणिया):

(क): विभाग सार्वजनिक वितरण प्रणाली (पीडीएस) के प्रचालन के मुख्य संकेतकों जैसे ईपीओएस डिजिटल लेनदेन की संख्या, लाभार्थियों को खाद्यान्न का वितरण, राशन कार्डों में आधार सीडिंग, उचित दर दुकानों (एफपीएस) पर ईपीओएस उपकरणों की स्थापना, लाभार्थियों का बायोमेट्रिक/आधार प्रमाणीकरण आदि की निरंतर निगरानी करता है। इन संकेतकों के आधार पर, विभाग अपने पीडीएस प्रचालन में सुधार लाने के लिए डाटा विश्लेषण रिपोर्ट तैयार करता है।

(ख) और (ग): राशन वितरण के लिए कोई सार्वजनिक निजी भागीदारी नहीं है।

तथापि, लक्षित सार्वजनिक वितरण प्रणाली (टीपीडीएस) केंद्र और राज्य/संघ राज्य क्षेत्र (यूटी) सरकारों की संयुक्त जिम्मेदारी के तहत संचालित की जाती है। केंद्र सरकार खाद्यान्नों की खरीद, आबंटन और भारतीय खाद्य निगम के निर्दिष्ट डिपो तक परिवहन के लिए जिम्मेदार है। राज्यों/संघ राज्य क्षेत्रों के भीतर खाद्यान्नों के आबंटन, पात्र लाभार्थियों/परिवारों की पहचान, उन्हें राशन कार्ड जारी करने, टीपीडीएस के तहत पात्र लाभार्थियों को समय पर खाद्यान्नों का वितरण और उचित दर दुकानों (एफपीएस) की कार्यप्रणाली की निगरानी आदि संबंधी प्रचालनात्मक जिम्मेदारियां संबंधित राज्य/संघ राज्य सरकारों की हैं।

(घ) और (ङ): पात्र व्यक्तियों को राशन कार्ड जारी करना तथा लाभार्थियों को समय पर खाद्यान्न वितरित करना राज्यों/संघ राज्य क्षेत्रों की जिम्मेदारी है। खाद्य एवं सार्वजनिक वितरण विभाग में सकारात्मक सूची की व्यवस्था बनाने का कोई प्रस्ताव विचाराधीन नहीं है।

BARGARH TO NUAPADA RAILWAY LINE**1410. SHRI PRADEEP PUROHIT:**

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the current status of the Bargarh to Nuapada railway line project, along with the estimated expenditure incurred so far;
- (b) the timeline set for land acquisition for the said project and the projected cost for this phase;
- (c) the expected date for issuance of the tender for this project and the budget allocated for initial works; and
- (d) the estimated timeline for the completion of the railway line, along with a detailed breakdown of the anticipated total expenditure for the project?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d): Bargarh Road – Nawapara Road New Line (138.32 Km) Railway Project has been sanctioned at a cost of Rs. 2621.92 Cr. recently. The project has been notified as special Railway Project for land acquisition through the State Government.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.

COST OF COAL TRANSPORTATION

1411. SHRI K C VENUGOPAL:

Will the Minister of **COAL** be pleased to state:

(a) the details of the cost per tonne for transportation of coal across the country, State-wise;

(b) whether the power companies are suffering due to heavy costs of coal transportation;

(c) if so, the key interventions of Government to reduce the cost of coal transportation in the country; and

(d) the steps taken by Government to increase the productivity and profitability of Coal India Limited (CIL) and its ancillaries?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY) :

(a): Coal companies dispatch coal as per Free on Board (FoB) basis and consumers have the liberty to lift coal through various modes such as rail, road and captive modes [Merry Go Round (MGR), Belt, Rope etc.] as per their choice. Coal, when transported by Rail is charged at Class 145A/145B and freight rate per tonne for this class for different distance slabs is enclosed as **Statement**.

(b): Coal is supplied to power plants through various modes of transportation like Rail, Road, MGR, belt, ropeway, etc. The landed cost of coal at power plants includes cost of coal and transportation cost of coal and hence, in the case of power plants located far off from the mine, the landed cost of coal increases. The power companies take into account the costs of landed fuel in the tariff for supply of power to the DISCOMs and the power is dispatched to the grid as per merit order.

(c): The following steps have been taken by the Government to reduce the transportation cost:

- i. Rationalization of coal linkages is a policy introduced in order to reduce the distance in transportation of coal from the coal mines to the consumer.
- ii. The Government in May, 2016 allowed flexibility in utilization of domestic coal by State/Central Gencos amongst their generating stations to reduce

the cost of power generation by allocating more coal to their most efficient plants as well as by saving in transportation cost.

(d): The Central Public Sector Enterprises (CPSEs) including Coal India Limited (CIL) sign Memorandum of Understanding (MoU) with the Ministry as per the framework specified by Department of Public Enterprises (DPE), which covers the physical and financial performance parameters. To meet the performance parameters of MoU and overall performance of the companies, the reviews are taken by the Ministry and the necessary facilitation is provided. The companies adopt latest technological interventions and have also adopted Enterprise Resource Planning (ERP) for enhanced operational efficiency which would result in increased productivity and profitability.

STATEMENT

Commodity – Coal and Coke

Freight Rate Table (Per Tonne)

Distance slab (Kms)			Class- 145A	Class-145B	Distance slab (Kms)			Class- 145A	Class- 145B
			Trainload	Wagonload				Trainload	Wagonload
1	-	100	216.00	226.80	1501	-	1510	2706.70	2842.10
101	-	125	389.60	409.10	1511	-	1520	2719.00	2854.90
126	-	150	448.90	471.30	1521	-	1530	2726.10	2862.50

151	-	175	488.70	513.10	1531	-	1540	2733.40	2870.10
176	-	200	532.20	559.00	1541	-	1550	2740.60	2877.70
201	-	275	672.50	706.10	1551	-	1560	2747.80	2885.10
276	-	350	797.20	837.10	1561	-	1570	2755.10	2892.90
351	-	425	926.00	972.30	1571	-	1580	2762.30	2900.50
426	-	500	1054.70	1107.40	1581	-	1590	2769.50	2908.10
501	-	600	1228.00	1289.40	1591	-	1600	2776.70	2915.50
601	-	700	1398.70	1468.70	1601	-	1610	2783.90	2923.10
701	-	730	1435.60	1507.40	1611	-	1620	2791.20	2930.70
731	-	760	1484.00	1558.30	1621	-	1630	2798.40	2938.40
761	-	790	1537.90	1614.80	1631	-	1640	2805.60	2945.80
791	-	820	1586.70	1665.90	1641	-	1650	2812.80	2953.40
821	-	850	1640.30	1722.40	1651	-	1660	2820.10	2961.00
851	-	880	1688.60	1773.00	1661	-	1670	2827.30	2968.70
881		910	1737.00	1823.70	1671	-	1680	2834.50	2976.20
911	-	940	1790.20	1879.90	1681	-	1690	2841.70	2983.80
941	-	970	1838.60	1930.30	1691	-	1700	2848.90	2991.40
971	-	1000	1891.80	1986.30	1701	-	1710	2856.20	2999.00
1001	-	1020	1919.90	2015.90	1711	-	1720	2863.40	3006.50
1021	-	1040	1955.20	2052.90	1721	-	1730	2870.60	3014.10

1041	-	1060	1990.50	2090.00	1731	-	1740	2877.90	3021.70
1061	-	1080	2025.70	2126.90	1741	-	1750	2885.00	3029.30
1081	-	1100	2061.00	2164.10	1751	-	1760	2892.30	3036.80
1101	-	1120	2090.00	2194.50	1761	-	1770	2899.50	3044.50
1121	-	1140	2125.10	2231.30	1771	-	1780	2906.80	3052.10
1141	-	1160	2160.30	2268.40	1781	-	1790	2914.00	3059.70
1161	-	1180	2195.60	2305.30	1791	-	1800	2921.10	3067.20
1181	-	1200	2230.70	2342.10	1801	-	1810	2928.40	3074.80
1201	-	1220	2259.40	2372.30	1811	-	1820	2935.60	3082.40
1221	-	1240	2294.40	2409.10	1821	-	1830	2942.90	3090.00
1241	-	1260	2329.40	2445.90	1831	-	1840	2950.10	3097.50
1261	-	1280	2364.60	2482.70	1841	-	1850	2957.20	3105.10
1281	-	1300	2399.60	2519.60	1851	-	1860	2964.50	3112.80
1301	-	1320	2427.70	2549.00	1861	-	1870	2971.70	3120.40
1321	-	1340	2462.60	2585.70	1871	-	1880	2979.00	3127.90
1341	-	1360	2497.60	2622.40	1881	-	1890	2986.20	3135.50
1361	-	1380	2532.60	2659.20	1891	-	1900	2993.30	3143.10
1381	-	1400	2567.60	2695.90	1901	-	1910	3000.60	3150.70
1401	-	1420	2596.10	2725.80	1911	-	1920	3007.80	3158.20
1421	-	1440	2630.90	2762.40	1921	-	1930	3015.10	3165.80

1441	-	1460	2665.80	2799.00	1931	-	1940	3022.30	3173.40
1461	-	1480	2680.90	2814.90	1941	-	1950	3029.60	3181.00
1481	-	1500	2695.00	2829.80	1951	-	1960	3036.70	3188.60

Commodity – Coal and Coke

Freight Rate Table (Per Tonne)

Distance slab (Kms)	Class-145A	Class-145B
	Trainload	Wagonload
1961 - 1970	3043.90	3196.20
1971 - 1980	3051.20	3203.80
1981 - 1990	3058.40	3211.40
1991 - 2000	3065.70	3218.90
2001 - 2010	3072.80	3226.50
2011 - 2020	3080.00	3234.10
2021 - 2030	3087.30	3241.70
2031 - 2040	3094.50	3249.20
2041 - 2050	3101.80	3256.80

Distance slab (Kms)	Class-145A	Class-145B
	Trainload	Wagonload
2401 - 2410	3361.70	3529.80
2411 - 2420	3369.00	3537.40
2421 - 2430	3376.10	3545.00
2431 - 2440	3383.40	3552.50
2441 - 2450	3390.60	3560.10
2451 - 2460	3397.90	3567.80
2461 - 2470	3405.10	3575.40
2471 - 2480	3412.20	3582.90
2481 - 2490	3419.50	3590.50

2051	-	2060	3108.90	3264.50
2061	-	2070	3116.10	3272.10
2071	-	2080	3123.40	3279.60
2081	-	2090	3130.60	3287.20
2091	-	2100	3137.90	3294.80
2101	-	2110	3145.10	3302.40
2111	-	2120	3152.30	3309.90
2121	-	2130	3159.50	3317.50
2131	-	2140	3166.70	3325.10
2141	-	2150	3174.00	3332.80
2151	-	2160	3181.20	3340.10
2161	-	2170	3188.40	3347.90
2171	-	2180	3195.60	3355.50
2181	-	2190	3202.80	3363.10
2191	-	2200	3210.10	3370.50
2201	-	2210	3217.30	3378.10
2211	-	2220	3224.50	3385.70
2221	-	2230	3231.70	3393.40
2231	-	2240	3238.90	3400.80
2241	-	2250	3246.20	3408.40

2491	-	2500	3426.70	3598.10
2501	-	2510	3434.00	3605.70
2511	-	2520	3441.20	3613.20
2521	-	2530	3448.40	3620.80
2531	-	2540	3455.60	3628.40
2541	-	2550	3462.80	3636.10
2551	-	2560	3470.10	3643.60
2561	-	2570	3477.30	3651.20
2571	-	2580	3484.60	3658.80
2581	-	2590	3491.70	3666.40
2591	-	2600	3498.90	3673.90
2601	-	2610	3506.20	3681.50
2611	-	2620	3513.40	3689.10
2621	-	2630	3520.70	3696.70
2631	-	2640	3527.90	3704.20
2641	-	2650	3535.00	3711.90
2651	-	2660	3542.30	3719.50
2661	-	2670	3549.50	3727.10
2671	-	2680	3556.80	3734.60
2681	-	2690	3564.00	3742.20

2251	-	2260	3253.40	3416.10	2691	-	2700	3571.10	3749.80
2261	-	2270	3260.70	3423.70	2701	-	2710	3578.40	3757.40
2271	-	2280	3267.80	3431.20	2711	-	2720	3585.60	3764.90
2281	-	2290	3275.10	3438.80	2721	-	2730	3592.90	3772.50
2291	-	2300	3282.30	3446.40	2731	-	2740	3600.10	3780.20
2301	-	2310	3289.50	3454.00	2741	-	2750	3607.30	3787.80
2311	-	2320	3296.80	3461.50	2751	-	2760	3614.50	3795.20
2321	-	2330	3303.90	3469.10	2761	-	2770	3621.70	3802.80
2331	-	2340	3311.20	3476.70	2771	-	2780	3629.00	3810.50
2341	-	2350	3318.40	3484.40	2781	-	2790	3636.20	3818.10
2351	-	2360	3325.60	3491.90	2791	-	2800	3643.50	3825.50
2361	-	2370	3332.90	3499.50	2801	-	2810	3650.60	3833.10
2371	-	2380	3340.00	3507.10	2811	-	2820	3657.80	3840.70
2381	-	2390	3347.30	3514.70	2821	-	2830	3665.10	3848.30
2391	-	2400	3354.50	3522.20	2831	-	2840	3672.30	3855.80

Commodity – Coal and Coke
Freight Rate Table (Per Tonne)

Distance slab (Kms)		Class-145A	Class-145B
		Trainload	Wagonload
2841 - 2850		3679.60	3863.50
2851 - 2860		3686.70	3871.10
2861 - 2870		3693.90	3878.70
2871 - 2880		3701.20	3886.20
2881 - 2890		3708.40	3893.80
2891 - 2900		3715.70	3901.40
2901 - 2910		3722.80	3909.00
2911 - 2920		3730.10	3916.50
2921 - 2930		3737.30	3924.10
2931 - 2940		3744.50	3931.70
2941 - 2950		3751.80	3939.40
2951 - 2960		3758.90	3946.90
2961 - 2970		3766.20	3954.50
2971 - 2980		3773.40	3962.10
2981 - 2990		3780.60	3969.70
2991 - 3000		3787.90	3977.20
3001 - 3010		3795.00	3984.80

Distance slab (Kms)		Class-145A	Class-145B
		Trainload	Wagonload
3171 - 3180		3917.80	4113.80
3181 - 3190		3925.10	4121.40
3191 - 3200		3932.30	4128.90
3201 - 3210		3939.50	4136.50
3211 - 3220		3946.80	4144.10
3221 - 3230		3953.90	4151.70
3231 - 3240		3961.20	4159.30
3241 - 3250		3968.40	4166.90
3251 - 3260		3975.70	4174.50
3261 - 3270		3982.90	4182.10
3271 - 3280		3990.00	4189.60
3281 - 3290		3997.30	4197.20
3291 - 3300		4004.50	4204.80
3301 - 3310		4011.80	4212.40
3311 - 3320		4019.00	4219.90
3321 - 3330		4026.10	4227.50
3331 - 3340		4033.40	4235.20

3011	-	3020	3802.30	3992.40	3341	-	3350	4040.60	4242.80
3021	-	3030	3809.50	4000.00	3351	-	3360	4047.90	4250.20
3031	-	3040	3816.70	4007.50	3361	-	3370	4055.10	4257.80
3041	-	3050	3824.00	4015.20	3371	-	3380	4062.40	4265.50
3051	-	3060	3831.20	4022.80	3381	-	3390	4069.50	4273.10
3061	-	3070	3838.40	4030.40	3391	-	3400	4076.70	4280.50
3071	-	3080	3845.60	4037.90	3401	-	3410	4084.00	4288.10
3081	-	3090	3852.90	4045.50	3411	-	3420	4091.20	4295.70
3091	-	3100	3860.10	4053.10	3421	-	3430	4098.50	4303.30
3101	-	3110	3867.30	4060.70	3431	-	3440	4105.60	4310.90
3111	-	3120	3874.50	4068.20	3441	-	3450	4112.80	4318.50
3121	-	3130	3881.70	4075.80	3451	-	3460	4120.10	4326.10
3131	-	3140	3889.00	4083.50	3461	-	3470	4127.30	4333.70
3141	-	3150	3896.20	4091.10	3471	-	3480	4134.60	4341.20
3151	-	3160	3903.40	4098.60	3481	-	3490	4141.70	4348.80
3161	-	3170	3910.70	4106.20	3491	-	3500	4148.90	4356.40

EXPENDITURE ON ADVERTISING AND PUBLIC RELATIONS

1412. SHRI SHAFI PARAMBIL:

Will the Minister of **INFORMATION AND BROADCASTING** be pleased to state:

- (a) the total expenditure made on Advertising and Public Relations by the Union Government during the last three years;
- (b) the expenditure made on Advertising and Public Relations by each Ministry during the 2023-24 Financial Year; and
- (c) the medium-wise details on expenditure made on Advertising and Public Relations during the 2023-24 financial years (expenditure on print media, visual media, social media etc.)?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c): The Central Bureau of Communication (CBC) under the Ministry of Information and Broadcasting undertakes information/awareness campaigns on behalf of the Ministries/Departments of Government of India to disseminate information and create awareness about the scheme/programmes/initiatives undertaken by them. The expenditure incurred by the CBC on awareness and publicity campaigns during the last three years averages Rs. 460 crore per year.

The Ministry-wise expenditure incurred on information dissemination and awareness campaigns in respect of scheme/programmes/initiatives undertaken by them during 2023-24 is available on the website of CBC i.e. www.davp.nic.in.

पर्यटन एवं सांस्कृतिक महत्व के क्षेत्र में रेल सेवा

1413. श्री सतपाल ब्रह्मचारी :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या गत तीन वर्षों के दौरान देश में पर्यटन एवं सांस्कृतिक महत्व के क्षेत्रों को रेल सेवाओं से जोड़ने के लिए कोई परियोजना स्वीकृत की गई है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या झारखंड के गिरिडीह लोक सभा निर्वाचन क्षेत्र और हरियाणा के सोनीपत लोक सभा निर्वाचन क्षेत्र में पर्यटन एवं सांस्कृतिक महत्व के क्षेत्रों के लिए इस संबंध में कोई परियोजना स्वीकृत की गई है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (घ): रेल परियोजनाओं का सर्वेक्षण/स्वीकृति/निष्पादन राज्य-वार/संसदीय निर्वाचन क्षेत्र-वार नहीं बल्कि क्षेत्रीय रेल-वार किया जाता है क्योंकि भारतीय रेल की परियोजनाएं राज्य सीमाओं/संसदीय निर्वाचन क्षेत्रों के आर-पार फैली हो सकती हैं। रेल परियोजनाओं को लाभप्रदता, यातायात अनुमानों, अंतिम छोर संपर्कता, मिसिंग लिंक और वैकल्पिक मार्गों, संकुलित/संतृप्त लाइनों के संवर्धन, राज्य सरकारों, केन्द्रीय मंत्रालयों, संसद सदस्यों, अन्य जन प्रतिनिधियों, रेलवे की अपनी परिचालनिक

आवश्यकता, सामाजिक-आर्थिक महत्वों, पर्यटक संभावना आदि के आधार पर शुरू किया जाता है, जो चालू परियोजनाओं के थ्रोफॉरवर्ड और निधियों की समग्र उपलब्धता पर निर्भर करता है।

पिछले 03 वर्षों के दौरान अर्थात् वित्त वर्ष 2021-22, 2022-23, 2023-24 और चालू वित्त वर्ष 2024-25 में, देश भर में लगभग 1,44,039 करोड़ रुपये की लागत की कुल 7,697 किलोमीटर लंबाई की 192 परियोजनाओं (नई लाइन, आमान परिवर्तन और दोहरीकरण) को मंजूरी दी गई है, जो अन्य बातों के साथ-साथ पर्यटन और सांस्कृतिक स्थलों से भी संपर्क बढ़ाएगी।

झारखंड

झारखंड राज्य में पूर्णतः/अंशतः रूप से पड़ने वाली रेल अवसंरचना परियोजनाएं भारतीय रेल के पूर्व मध्य रेलवे, पूर्व रेलवे, और दक्षिण पूर्व रेलवे जोनों के अंतर्गत आती हैं। रेल परियोजनाओं का लागत, व्यय और परिव्यय सहित क्षेत्रीय रेल-वार विवरण भारतीय रेल की वेबसाइट पर पब्लिक डोमेन में उपलब्ध कराया जाता है।

01.04.2024 की स्थिति के अनुसार, गिरिडीह सहित झारखंड राज्य में पड़ने वाली पूर्णतः/अंशतः पड़ने वाली 52,885 करोड़ रुपये की लागत वाली 3,070 किलोमीटर कुल लंबाई की 32 परियोजनाएँ (11 नई लाइनें, 01 अमान परिवर्तन और 20 दोहरीकरण), योजना/अनुमोदन/निर्माण चरण में हैं, इनमें से 744 किलोमीटर लंबाई को कमीशन कर दिया गया है और मार्च, 2024 तक 15,986 करोड़ रुपये का व्यय किया जा चुका है। इसका सार निम्नानुसार है:

श्रेणी	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	कमीशन की गई लंबाई (कि.मी.)	मार्च 2024 तक व्यय (करोड़ रुपये में)
नई लाइन	11	1069	156	3549
आमान परिवर्तन	1	159	90	184
दोहरीकरण/मल्टीट्रैकिंग	20	1842	497	12254
कुल	32	3070	744	15986

इनमें सोन नगर-अंडाल (374 कि.मी.), मधुपुर में बाईपास लाइन (7.40 कि.मी.) और गिरिडीह में पूर्णतः/अंशतः रूप से पड़ने वाली पारसनाथ-मधुबन-गिरिडीह नई लाइन (49 कि.मी.) की मल्टीट्रैकिंग शामिल है।

झारखंड में पूर्णतः/अंशतः रूप से पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आवंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	457 करोड़ रु. प्रति वर्ष
2024-25	7,302 करोड़ रु. (लगभग 16 गुना)

वर्ष 2009-14 और 2014-24 के दौरान झारखंड राज्य में पूर्णतः/अंशतः पड़ने वाली नए रेलपथों की कमीशनिंग/बिछाने का विवरण निम्नानुसार है:-

अवधि	कमीशन की गई नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	287 कि.मी.	57.4 कि.मी. प्रति वर्ष
2014-24	1,218 कि.मी.	121.8 कि.मी. प्रति वर्ष (2 गुना से अधिक)

हरियाणा

हरियाणा राज्य में पूर्णतः/अंशतः पड़ने वाली रेल अवसंरचना परियोजनाएं भारतीय रेल के उत्तर रेलवे, उत्तर मध्य रेलवे और उत्तर पश्चिम रेलवे जोनों के अंतर्गत आती हैं। रेल परियोजनाओं का लागत, व्यय और परिव्यय सहित क्षेत्रीय रेल-वार विवरण भारतीय रेल की वेबसाइट पर पब्लिक डोमेन में उपलब्ध कराया गया है।

01.04.2024 की स्थिति के अनुसार, हरियाणा राज्य में पूर्णतः/अंशतः पड़ने वाली 15,875 करोड़ रुपए की लागत वाली 1,195 कि.मी. कुल लंबाई की 14 रेल परियोजनाएं (05 नई लाइनें और 09 दोहरीकरण), योजना/अनुमोदन/निर्माण चरण में हैं और मार्च, 2024 तक 710 करोड़ रुपए का व्यय किया जा चुका है।

हाल ही में, सोनीपत, पानीपत से होकर गुजरने वाली दिल्ली-अंबाला (198 कि.मी.) के बीच तीसरी और चौथी लाइन के सर्वेक्षण को मंजूरी दी गई है।

CSCs IN UTTAR PRADESH

1414. SHRI SHASHANK MANI:

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

(a) whether the Government has data on the number of Common Service Centers (CSCs) currently operational in Uttar Pradesh, if so, the details thereof, district-wise and their impact on rural business activities; and

(b) whether there has been progress in providing high-speed internet and mobile connectivity in villages across Uttar Pradesh along with digital training programmes specifically for rural entrepreneurs with a focus on women and youth and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY; AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI JITIN PRASADA):

(a): Common Services Centres (CSCs) are set up by Village Level Entrepreneurs (VLEs) and are an initiative of Ministry of Electronics and Information Technology, Government of India through CSC e-Governance Services India Limited, a special purpose vehicle (SPV) set up for this purpose. The CSC initiative (i.e. CSC 2.0 project) aims to connect government to rural citizens by delivering services to citizens till Gram Panchayat level. Over 800 services are being delivered through

CSCs, including government services, financial services and services related to Aadhaar, various social welfare schemes, education, telemedicine, travel bookings, utility payments, etc.

CSC e-Governance Services India Limited has apprised that as on 31.10.2024, a total of 1,21,640 CSCs (rural + Urban) are functional in Uttar Pradesh, out of which 95,803 CSCs are functional at the Gram Panchayat (GP) level. District-wise number of functional CSCs in the States of Uttar Pradesh, as on 31.10.2024, are at **Statement-I**.

These centres are run by Village Level Entrepreneurs on a self-sustainable and entrepreneurship model. Further, CSC e-Governance Services India Limited apprised that these CSCs provide approximately 3.5 lakh jobs in rural areas of Uttar Pradesh (on an average of 3–4 individuals per CSC), creating valuable livelihood opportunities. The CSCs have provided a thrust to the several business activities by promoting outreach of Government to Citizen (G2C) and Business to Citizen (B2C) services to the last mile.

(b): Department of Telecommunications (DoT) has apprised that there has been progress in providing high speed internet and mobile connectivity in villages across Uttar Pradesh, as follows:

- Total villages in Uttar Pradesh - 1,05,531
- Total number of villages covered with mobile connectivity as on 31.10.2024 - 1,05,445.

- Total number of villages covered with high-speed mobile internet (3G/4G) as on 31.10.2024 - 1,05,236.

CSC e-Governance Services India Limited apprised that it has provided 'behavioural and soft skills training' to VLEs under the Mission Karmayogi program initiated by the MeitY. Further, apprised that as on 31.10.2024, over 96,000 VLEs have undergone training. These efforts aim to equip VLEs with the skills required to operate CSCs effectively and expand their services, thus promoting digital literacy and entrepreneurship among rural communities, with a focus on women and youth. Details are at **Statement II**.

MeitY has also implemented Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA), was launched by Government of India to promote digital literacy in rural India. The aim was to reach 6 crore rural households (one person per household) nationwide.

The National Sample Survey Office (NSSO) conducted the 'Comprehensive Annual Modular Survey' (CAMS) in its 79th round (July, 2022 to June, 2023) and the data in their report indicated a significant positive trend in digital literacy across both rural and urban areas of India. As against 6 crore, 6.39 crore individuals were trained across the country as on March 31, 2024. From the said report and given the significant rise in smart-phone usage, internet penetration, and digital engagement in rural areas, the objectives of the scheme have been successfully achieved.

In the state of Uttar Pradesh, a total of 1,63,14,369 candidates were enrolled and 1,45,48,273 candidates were trained under the PMGDISHA Scheme.

STATEMENT-I

District-wise functional CSCs in Uttar Pradesh, as on 31.10.2024		
District Name	Total (Urban + Rural)	Rural
Agra	1,776	1,152
Aligarh	1,527	1,050
Ambedkar Nagar	1,506	1,311
Amethi	1,600	1,518
Amroha	1,557	1,211
Auraiya	1,090	825
Ayodhya	1,591	1,425
Azamgarh	2,291	2,052
Baghpat	764	554
Bahraich	2,014	1,788
Ballia	1,653	1,441
Balrampur	1,197	1,055
Banda	908	702
Barabanki	1,980	1,738
Bareilly	3,187	2,207
Basti	1,815	1,653

Bhadohi	951	813
Bijnor	2,574	1,981
Budaun	2,050	1,569
Bulandshahr	2,321	1,695
Chandauli	1,302	1,156
Chitrakoot	561	460
Deoria	2,197	1,857
Etah	1,235	964
Etawah	1,097	786
Farrukhabad	1,326	986
Fatehpur	1,204	968
Firozabad	1,714	1,003
Gautam Buddha Nagar	807	271
Ghaziabad	1,395	394
Ghazipur	1,731	1,547
Gonda	2,217	2,017
Gorakhpur	2,461	2,058
Hamirpur	764	544
Hapur	818	612
Hardoi	2,139	1,819

Hathras	1,067	775
Jalaun	1,036	692
Jaunpur	2,279	2,008
Jhansi	1,001	637
Kannauj	831	625
Kanpur Dehat	1,288	1,080
Kanpur Nagar	1,567	740
Kasganj	995	732
Kaushambi	1,130	971
Kheri	2,031	1,807
Kushi Nagar	2,607	2,267
Lalitpur	775	613
Lucknow	2,596	1,238
Maharajganj	2,162	1,944
Mahoba	684	501
Mainpuri	1,400	1,020
Mathura	1,180	756
Mau	1,218	947
Meerut	1,778	982
Mirzapur	1,390	1,199
Moradabad	2,804	1,893

Muzaffarnagar	1,349	1,038
Pilibhit	1,964	1,616
Pratapgarh	2,387	2,165
Prayagraj	3,418	2,988
Rae Bareli	1,682	1,485
Rampur	2,044	1,580
Saharanpur	2,802	2,098
Sambhal	1,872	1,476
Sant Kabeer Nagar	1,148	1,034
Shahjahanpur	1,989	1,621
Shamli	889	599
Shravasti	702	649
Siddharth Nagar	1,980	1,816
Sitapur	1,965	1,659
Sonbhadra	1,315	1,164
Sultanpur	1,345	1,262
Unnao	1,788	1,495
Varanasi	1,862	1,449
Total	1,21,640	95,803

Source: CSC e-Governance Services India Limited

STATEMENT -II

Status of training of VLEs under Mission Karmayogi			
State/UT	No. of VLEs participated (Male)	No. of VLEs participated (Female)	Total no. of VLEs participated
Andhra Pradesh	1,094	349	1,443
Arunachal Pradesh	25	2	27
Assam	2,277	779	3,056
Bihar	16,362	1,007	17,369
Chhattisgarh	3,795	980	4,775
Delhi	1	0	1
Gujarat	1,461	129	1,590
Haryana	678	63	741
Himachal Pradesh	246	35	281
Jammu And Kashmir	1,261	119	1,380
Jharkhand	13,243	1,961	15,204
Karnataka	1,350	107	1,457
Kerala	132	73	205
Madhya Pradesh	7,039	774	7,813
Maharashtra	9,280	986	10,266

Meghalaya	128	48	176
Mizoram	84	14	98
Nagaland	31	25	56
Odisha	4,688	358	5,046
Punjab	755	129	884
Rajasthan	3,289	390	3,679
Sikkim	88	36	124
Tamil Nadu	1,055	351	1,406
Telangana	1,268	307	1,575
Tripura	284	31	315
Uttar Pradesh	10,211	657	10,868
Uttarakhand	2,153	392	2,545
West Bengal	3,789	300	4,089
Grand Total	86,067	10,402	96,469

Source: CSC e-Governance Services India Limited

QUALITY IMPROVEMENT IN COMMUNICATION SERVICES

1415. SHRI BIBHU PRASAD TARAI:

Will the Minister of **COMMUNICATIONS** be pleased to state:

the measures taken during last five years to enhance quality and timely tele-communication services (especially to address the network issues) in the country?

**THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT; AND
MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS**

(DR. CHANDRA SEKHAR PEMMASANI):

Department of Telecommunications has taken many steps in the last 5 years to enhance the tele-communication services in the country and to improve its quality. Some of the salient measures undertaken are as given below -

(a) Following projects have been initiated under Digital Bharat Nidhi (erstwhile USOF) for provision of high-speed internet/data and Mobile Services in remote and rural areas of the country:

- i. Schemes for providing mobile services in the Left-Wing Extremism affected areas, Border areas and other priority areas and Aspirational Districts.
- ii. 4G Saturation scheme for providing mobile coverage in all uncovered villages.
- iii. Comprehensive Telecom Development Plan (CTDP) for mobile connectivity in the North Eastern Region and Andaman and Nicobar and Lakshadweep Islands.
- iv. BharatNet project for providing broadband connectivity to all the Gram Panchayats (GPs) and villages, including tribal areas. As of Oct-2024; 2,14,283 GPs have been made service ready under

BharatNet project in the country. Further, the Government has approved the Amended BharatNet Program (ABP) covering all GPs in the country on ring network, up-gradation of existing network of BharatNet Phase-I and Phase-II, and connectivity to remaining non-GP villages (about 3.8 lakh) on demand basis at a cost of Rs. 1.39 lakh Cr.

The details of schemes are available under **Statement**.

(b) Quality of Service benchmarks have been revised by the Telecom Regulatory Authority of India (TRAI) recently for various parameters of telecom services to ensure improvement in the quality of telecom services.

(c) Sufficient Access spectrum has been made available for Telecom Services through Spectrum Auctions held in 2021, 2022 and 2024.

(d) Notification of Right of Way (RoW) Rules and launch of PM GatiShakti Sanchar portal has resulted in expeditious clearance for installation of telecom infrastructure.

(e) Restriction regarding installation of Base Transceiver Station (BTS) in border areas has been removed to improve mobile coverage in border villages.

STATEMENT

S.No.	Name of Scheme	No. of	Project Cost (in Cr.)

		Tower / BTS	
1	Left-Wing Extremism affected areas	3,609	4,637
2	Border areas and other priority areas	585	1,546
3	Aspirational Districts	3,928	4,099
4	4G Saturation	17,901	30,620
5	CTDP North Eastern Region	1,216	2,227
6	CTDP Islands	125	166

EVALUATION OF THE PUBLIC DISTRIBUTION SYSTEM

1416. SHRI RAHUL KASWAN:

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

- (a) whether the Government has evaluated the Public Distribution System (PDS) and if so, the details thereof;
- (b) whether the Government has taken any steps to strengthen the PDS and if so, the details thereof;

(c) whether the Government has created any mechanism to redress complaints received regarding corruption in the PDS and if so, the details thereof; and

(d) whether the Government is considering to provide cooking gas or smokeless fuel under the PDS and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a): The Department of Food and Public Distribution engaged Monitoring Institutions (MIs) of repute to undertake a concurrent evaluation of the implementation of the National Food Security Act, 2013 (NFSA) in different States/UTs for Phase-I (2018-20) and Phase-II (2020-23). Reports submitted by the MIs are available in the public domain at https://nfsa.gov.in/portal/Concurrent_Evaluation.

(b): As part of the technology-driven Public Distribution System (PDS) reforms, to improve the efficiency and transparency of the PDS and to address various challenges such as leakages and diversion of foodgrains, ration cards/beneficiaries databases have been completely digitized in all States/UTs. The transparency portal and online grievance redressal facility/Toll-free number have been implemented in all States/UTs. Also, the online allocation has been implemented in all States/UTs (except UTs of Chandigarh, Puducherry and urban areas of Dadra

and Nagar Haveli which have adopted the DBT Cash Transfer scheme) and the supply chain has been computerized in 31 States/UTs. Further, nearly 5.41 Lakh out of a total of 5.43 Lakh Fair Price Shops (FPSs) in the country have been automated by installing ePoS devices for the distribution of foodgrains in a transparent manner (electronically) through biometric/ Aadhaar authentication of beneficiaries.

(c): Public Distribution System (PDS) is operated under the joint responsibility of the Central and State/ UT Governments. Central Govt. is responsible for procurement, allocation and transportation of foodgrains up to the designated depots of the FCI. The operational responsibilities i.e. allocation and distribution of foodgrains within the States/UTs, identification of eligible beneficiaries/ families, issuance of ration cards to them and supervision and monitoring of functioning of Fair Price Shops (FPSs) rest with the concerned State/ UT Government. Helpline number 1967/1800-State series number is operational in all the States/ UTs for contacting and redressal of the complaints in the Public Distribution System and filing any type of complaints by the intended beneficiaries. Moreover, as and when complaints including corruption are received in this Department from any source, they are sent to concerned State/ UT Governments for inquiry and appropriate action.

(d): No such proposal is under consideration.

दूरसंचार के विकास के लिए आवंटित निधि

1417. श्री भाऊसाहेब राजाराम वाकचौरे:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने विगत तीन वर्षों के दौरान दूरसंचार प्रणाली को गति देने, विकसित करने, अधिक प्रभावी बनाने तथा उपभोक्ताओं को लाभ प्रदान करने के लिए निधि आवंटित की है;

(ख) यदि हां, तो तत्संबंधी वर्ष-वार/राज्य-वार ब्यौरा क्या है; और

(ग) टेलीफोन/मोबाइल उपभोक्ताओं की लगातार बढ़ती शिकायतों के निवारण के लिए सरकार द्वारा क्या कदम उठाए जा रहे हैं?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) और (ख) देश के ग्रामीण और दूरदराज के क्षेत्रों में दूरसंचार सेवाएं प्रदान करने के लिए पिछले तीन वित्तीय वर्षों (2021-22 से 2023-24) के दौरान डिजिटल भारत निधि से आवंटित/संवितरित निधि का वर्ष-वार और राज्य-वार विवरण **विवरण -I** पर दिया गया है।

दिनांक 01.10.2022 को, दूरसंचार क्षेत्र में अनुसंधान, डिजाइन, प्रोटोटाइपिंग, अवधारणा के साक्ष्य परीक्षण, आईपीआर सृजन, क्षेत्र परीक्षण, सुरक्षा, प्रमाणन और उत्पादों के विनिर्माण आदि के लिए ईको-सिस्टम को बढ़ावा देने के लिए दूरसंचार विभाग (डीओटी), भारत सरकार के डिजिटल भारत निधि (डीबीएन) के तहत एक दूरसंचार प्रौद्योगिकी विकास निधि(टीटीडीएफ) की स्थापना की गई है। टीटीडीएफ के लिए आवंटित निधियां **विवरण -II** में दी गई हैं।

(ग) केंद्रीकृत लोक शिकायत निवारण और निगरानी प्रणाली (सीपीजीआरएएमएस) एक ऑनलाइन मंच है जो नागरिकों को सेवा सुपुर्दगी से संबंधित किसी भी विषय पर लोक प्राधिकरणों को अपनी शिकायतें दर्ज करने के लिए 24x7 उपलब्ध है। यह भारत सरकार के सभी मंत्रालयों/विभागों और राज्यों से जुड़ा एक एकल पोर्टल है और यह वेबसाइट www.paportal.gov.in पर उपलब्ध है।

सीपीजीआरएएमएस में दर्ज शिकायत की स्थिति को शिकायत के पंजीकरण के समय प्रदान की गई विशिष्ट पंजीकरण आईडी से ट्रैक किया जा सकता है। सीपीजीआरएएमएस नागरिकों को, यदि वे शिकायत अधिकारी द्वारा किए गए समाधान से संतुष्ट नहीं हैं तो, अपील करने की सुविधा भी प्रदान करता है। याचिकाकर्ता द्वारा अपील की स्थिति को भी शिकायत पंजीकरण संख्या के साथ ट्रैक किया जा सकता है।

दूरसंचार विभाग सीपीजीआरएएमएस पोर्टल पर नागरिकों द्वारा पंजीकृत शिकायतों पर कार्रवाई कर रहा है। प्रशासनिक सुधार और लोक शिकायत विभाग (डीएआरपीजी), लोक शिकायत निदेशालय (डीपीजी), पेंशन और पेंशनभोगी कल्याण विभाग (डीओपीपीडब्ल्यू), राष्ट्रपति सचिवालय और प्रधान मंत्री कार्यालय के पोर्टल पर पंजीकृत लोक शिकायतें भी दूरसंचार विभाग के सीपीजीआरएएमएस पोर्टल पर प्राप्त हुईं। पीजी विंग, दूरसंचार विभाग शिकायतों को संबंधित सेवा प्रदाताओं और दूरसंचार विभाग इकाइयों को अग्रेषित करता है और उनके समय पर निवारण के लिए निगरानी करता है।

विवरण - I

पिछले तीन वित्तीय वर्षों (2021-22 से 2023-24) के दौरान डिजिटल भारत निधि से आवंटित और संवितरित निधि का वर्ष-वार और राज्य-वार विवरण

(करोड़ रुपए में)

क्र.सं.	राज्यों/संघ राज्यक्षेत्र के नाम	वर्ष 2021-22	वर्ष 2022- 23	वर्ष 2023-24
1	अंडमान निकोबार द्वीप समूह	86.02	54.43	38.36
2	आंध्र प्रदेश	128.55	806.64	682.28
3	असम	32.74	52.83	247.92
4	बिहार	131.41	132.78	215.62
5	चंडीगढ़	-	0.77	-
6	छत्तीसगढ़	486.92	786.54	296.85
7	गुजरात, दादर और नगर हवेली	200.17	440.42	390.89
8	हरियाणा	30.61	70.87	36.60
9	हिमाचल प्रदेश	10.61	17.51	192.60

क्र.सं.	राज्यों/संघ राज्यक्षेत्र के नाम	वर्ष 2021-22	वर्ष 2022- 23	वर्ष 2023-24
10	जम्मू और कश्मीर	15.91	115.05	153.58
11	झारखंड	218.78	165.22	398.62
12	कर्नाटक	94.53	198.62	241.96
13	केरल	39.70	41.81	62.05
14	लक्षद्वीप	150.44	77.84	663.73
15	लद्दाख	0.69	-	42.18
16	महाराष्ट्र (गोवा सहित)	511.37	547.60	1,549.49
17	मध्य प्रदेश	78.46	367.16	408.50
18	पूर्वोत्तर-1 (मेघालय, मिजोरम, त्रिपुरा)	14.31	153.98	154.98

क्र.सं.	राज्यों/संघ राज्यक्षेत्र के नाम	वर्ष 2021-22	वर्ष 2022- 23	वर्ष 2023-24
19	पूर्वोत्तर-II (अरुणाचल प्रदेश, मणिपुर, नागालैंड)	27.51	166.84	435.42
20	ओडिशा	261.41	370.21	572.68
21	पंजाब	106.27	112.29	100.85
22	पुडुचेरी	-	-	-
23	राजस्थान	132.13	464.33	332.05
24	तमिलनाडु	74.92	107.54	554.14
25	तेलंगाना	1,143.09	63.39	464.14
26	उत्तर प्रदेश	258.61	429.03	305.27
27	उत्तराखंड	9.62	52.98	155.15

क्र.सं.	राज्यों/संघ राज्यक्षेत्र के नाम	वर्ष 2021-22	वर्ष 2022- 23	वर्ष 2023-24
28	पश्चिम बंगाल (सिक्किम सहित)	95.34	117.24	95.26
	कुल योग	4,340.12	5,913.92	8,791.17

विवरण -।।

टीटीडीएफ के तहत आवंटित निधि

क्र.सं.	वित्त वर्ष	आवंटित निधि (करोड़ रुपये में)
1.	2022-23	0.00
2.	2023-24	100
3.	2024-25	400.00

सोलर पीवी मॉड्यूल के लिए पीएलआई योजना

1418. श्री गणेश सिंह:

श्री विजय बघेल:

श्रीमती रिमता उदय वाघ:

श्री कंवर सिंह तंवर:

श्री विश्वेश्वर हेगड़े कागेरी:

श्री जशुभाई भिलुभाई राठवा:

श्री दिनेश भाई मकवाणा:

श्री तेजस्वी सूर्या:

डॉ. हेमंत विष्णु सवरा:

श्री नव चरण माझी:

श्री चन्द्र प्रकाश जोशी:

डॉ. निशिकान्त दुबे:

डॉ. के. सुधाकर:

क्या नवीन और नवीकरणीय ऊर्जा मंत्री यह बताने की कृपा करेंगे कि:

- (क) नेशनल हाई एफिशिएंसी सोलर पीवी मॉड्यूल प्रोग्राम हेतु उत्पादन संपृक्त प्रोत्साहन (पीएलआई) योजनाओं के मुख्य उद्देश्य क्या हैं;
- (ख) यह योजना किस प्रकार भारत में घरेलू विनिर्माण क्षमता को बढ़ाएगी;
- (ग) पीएलआई योजना के अंतर्गत सोलर पीवी निर्माताओं के लिए पारदर्शी चयन प्रक्रिया किस प्रकार भारत में उच्च दक्षता वाले सोलर पीवी मॉड्यूल उत्पादन के लिए समग्र पारिस्थितिकी तंत्र में योगदान देती है;
- (घ) पिछले तीन वर्षों के दौरान विभिन्न राज्यों, विशेष रूप से उत्तर प्रदेश, राजस्थान और महाराष्ट्र में उक्त कार्यक्रम के अंतर्गत आवंटित और उपयोग की गई धनराशि का ब्यौरा क्या है;
- (ङ) सोलर पीवी मॉड्यूल के लिए पीएलआई योजना के सफल कार्यान्वयन के संभावित आर्थिक प्रभाव का ब्यौरा क्या है;
- (च) इस योजना से राजस्थान राज्य को किस प्रकार लाभ हुआ है;

- (छ) क्या भारत में सोलर मॉड्यूल के आयात या सोलर मॉड्यूल के विनिर्माण के लिए आवश्यक घटकों के संबंध में कोई प्रतिबंध लगाया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ज) घरेलू सौर उत्पादन के संबंध में भारत की लक्षित योजना का ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) उच्च दक्षता सौर पीवी मॉड्यूलों के लिए उत्पादन से जुड़ी प्रोत्साहन (पीएलआई) योजना का उद्देश्य भारत में उच्च दक्षता सौर पीवी मॉड्यूलों के लिए विनिर्माण को बढ़ावा देना और इस प्रकार अक्षय ऊर्जा के क्षेत्र में आयात पर निर्भरता को कम करना है।

(ख) और (ग): उच्च दक्षता सौर पीवी मॉड्यूलों के लिए पीएलआई योजना के अंतर्गत, 48,337 मेगावाट की पूर्ण/आंशिक रूप से एकीकृत सौर पीवी मॉड्यूल विनिर्माण इकाइयों की स्थापना के लिए आवंटन पत्र जारी किए गए हैं। उच्च दक्षता सौर पीवी मॉड्यूलों के लिए पीएलआई योजना के तहत, पीएलआई की राशि पारदर्शी चयन प्रक्रिया के माध्यम से योजना के तहत चयनित सौर पीवी निर्माताओं द्वारा निर्मित सौर पीवी मॉड्यूलों में स्थानीय सामग्री से जुड़ी हुई है। सौर पीवी मॉड्यूलों में स्थानीय सामग्री के अनुपात के लिए पीएलआई राशि को जोड़ना देश में समग्र सौर पीवी विनिर्माण पारिस्थितिकी तंत्र के विकास के लिए अवसर पैदा करता है, जिससे भारत में उच्च दक्षता सौर पीवी मॉड्यूलों के उत्पादन के लिए समग्र पारिस्थितिकी तंत्र में योगदान मिलता है।

- (घ) उच्च दक्षता सौर पीवी मॉड्यूलों के लिए पीएलआई योजना के तहत चयनित निर्माता भारत में कहीं भी अपनी विनिर्माण इकाइयाँ स्थापित कर सकते हैं। उच्च दक्षता सौर पीवी मॉड्यूलों के लिए पीएलआई योजना का परिव्यय 24,000 करोड़ रु. है। चूंकि यह योजना अभी निर्माण अवधि में है, इसलिए अभी तक कोई धनराशि वितरित नहीं की गई है।
- (ङ) उच्च दक्षता सौर पीवी मॉड्यूलों के लिए पीएलआई योजना के अंतर्गत विनिर्माण इकाइयाँ स्थापित करने वाले सौर निर्माताओं द्वारा दी गई सूचना के अनुसार, दिनांक 31.10.2024 की स्थिति के अनुसार, योजना के अंतर्गत लगभग 35,000 करोड़ रु. का निवेश किया गया है और लगभग 10,000 व्यक्तियों के लिए प्रत्यक्ष रोजगार सृजित हुआ है।
- (च) निर्माताओं द्वारा दी गई सूचना के अनुसार, दो निर्माताओं अर्थात् - रिन्यू फोटोवोल्टेक्स प्रा. लि. और ग्रु एनर्जी प्रा. लि. ने राजस्थान राज्य में सौर पीवी मॉड्यूल विनिर्माण इकाइयाँ स्थापित की हैं।
- (छ) जी, नहीं।
- (ज) उच्च दक्षता सौर पीवी मॉड्यूलों के लिए उत्पादन से जुड़ी प्रोत्साहन (पीएलआई) योजना का उद्देश्य भारत में उच्च दक्षता वाले सौर पीवी मॉड्यूलों के विनिर्माण को बढ़ावा देना और इस प्रकार अक्षय ऊर्जा के क्षेत्र में आयात निर्भरता को कम करना है। उच्च दक्षता सौर पीवी मॉड्यूलों के लिए पीएलआई योजना के तहत, 48,337 मेगावाट की पूर्ण/आंशिक रूप से एकीकृत सौर पीवी मॉड्यूल विनिर्माण इकाइयों की स्थापना के लिए आवंटन पत्र जारी किए गए हैं। आज तक की स्थिति के अनुसार, सौर पीवी मॉड्यूलों के लिए अनुमोदित मॉडलों और विनिर्माताओं (एएलएमएम) की सूची के अनुसार देश में सौर पीवी मॉड्यूल विनिर्माण क्षमता लगभग 63 गीगावाट है।

SAFETY STANDARDS FOR COAL MINERS

1419. Shri PARBHUBHAI NAGARBHAI VASAVA:

Will the Minister of **COAL** be pleased to state:

- (a) the specific programmes being implemented to improve safety standards for coal miners and reduce occupational hazards like black lung disease;
- (b) whether the Ministry has conducted any studies to assess the impact of coal-fired power plants on the health of nearby communities and if so, the details thereof;
- (c) the measures being taken by the Ministry to improve the safety protocols in coal mines to prevent accidents such as collapses or explosion;
- (d) the current status of compensation schemes for miners affected by workplace accidents or occupational diseases; and
- (e) whether there are any regular training programmes in place for coal miners on occupational hazards and safety practices and if so, the details thereof?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY):

(a): To improve safety standards, the specific programmes and compliances of statutory provisions in place for coal workers and to reduce occupational hazards are as under:

1. Compliance of the statutory provisions under the Mines Act, 1952, the Mines Rules 1955, The Mine Vocational Training Rules, 1966, The Mines Rescue Rules, 1985, The Mines Creche Rules, 1966 and The Coal Mine Regulations 2017, Bye-laws and Standing Orders framed thereunder to ensure safety in coal mines.
2. Preparation and implementation of Site Specific Risk Assessment based Safety Management Plans (SMPs), Standard Operating Procedures (SOPs), Principal Hazards Management Plans (PHMPs), Code of Practices (COPs) and Emergency Response and Evacuation Plan (EREP).
3. Framing and implementing Mine-specific Transport, Traffic Rules. Imparting Simulator based Training to Heavy Earth Moving Machine Operators.
4. Virtual Reality (VR) based Safety Training. Tool Box Safety Talk, Pre-Shift Safety Briefing before starting any operation, Personal and Family Counseling based sensitization programme
5. Monitoring of Safety through National Coal Mines Safety Report Portal
6. Conducting Safety Audit of mines through multi-disciplinary Safety Audit teams as per Guidelines issued by the Ministry of Coal.
7. Persons detected with black lungs disease are provided with suitable jobs, such as surface and in non-dust working places and regularly kept under dust free non-hazardous environment and attend periodical medical examination once every year at Occupational Health and Safety (OHS) centres.

(b): Central Government has not conducted study to assess health impact of coal-fired power plant on nearby population. However, at the initial stage, Environmental Impact Assessment (EIA) studies are conducted for all the thermal power plants and based on that Environment Management Plan (EMP) is prepared and submitted to the competent authority. Besides this, for every thermal power station, there is provision for continuous monitoring of Environmental parameters, Air Quality (CO₂, Oxides of nitrogen and sulfur), Temperature, etc. Conducting Health Survey of the nearby communities.

(c): The following measures are taken by coal companies to improve the safety protocols in coal mines to prevent accidents such as collapses or explosion:

1. All coal mines are scientifically planned and designed by expert agencies, such as Central Mine Planning and Design Institute (CMPDI), based on geo-technical and geo-mining conditions to ensure structural stability and prevent premature collapse of any mine or its sections.
2. Before starting a mechanized Opencast Mine, the working methods, ultimate pit slope, dump slope and slope stability monitoring, is scientifically planned and designed as per the findings of a scientific study done by an expert scientific/ research institutions.
3. In underground mines, Strata Control and Monitoring Plan (SCAMP) is prepared based on scientific study(ies) done by expert scientific / research institutions detailed under Coal mine Regulation numb104. The said SCAMP is comprised of

an approved support plan, which includes the types, specifications, and supports for each working place. The support plan also incorporates the monitoring of the support performance, measurement of strata behaviour, re-setting of supports, provision of temporary support, replacement of old supports, withdrawal of supports etc.

4. Preparation and implementation of Site Specific Risk Assessment based Safety Management Plans (SMPs) including Principal Hazards Management Plans (PHMPs) for strata failure and dump failures and explosions in mines.

5. Mechanism for monitoring of mine environment to avoid explosion inflammable gases:

- Early detection of mine gases by Methanometer, CO-detector, Multi-gas detector etc.
- Continuous monitoring of mine environment by installing Environmental Tele Monitoring System (ETMS) and Local Methane Detectors (LMD) etc.
- Application of the Gas Chromatograph for mine air sample analysis with better accuracy.
- Precautionary measures against spontaneous heating as per reg. 137 of CMR- 2017

(d): The following compensation are provided to the dependent of deceased employee, who died in any mine accident arising out of and in course of employment:

1. Compensation is provided in accordance with the provisions of the Employee's Compensation Act, 1923 (Principal Act), as amended to date.
 2. An amount of ₹15 lakhs is paid to the dependent of the deceased employee as special relief/ ex-gratia. This is in addition to the compensation payable under the Employee's Compensation Act, 1923 (as amended).
 3. Monetary benefits under the Life Cover Scheme (LCS) are provided to the dependent of the deceased departmental employee as per the provisions of the latest National Coal Wage Agreement (NCWA).
 4. Ex-gratia is paid in cases of death or permanent total disablement resulting from an accident arising out of and in the course of employment, as per the provisions of the latest NCWA.
 5. Employment is provided to the eligible dependent of a deceased departmental employee. If no family member qualifies for employment, monetary compensation is paid monthly to the family of the deceased in lieu of employment.
- (e): Regular training programmes are organized as per provisions made under the Mines Vocational Training Rules (MVTR) – 1966.

कांगड़ा-पठानकोट रेल सेवा का बाधित होना

1420. डॉ. राजीव भारद्वाज:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या कांगड़ा रेलवे स्टेशन से पठानकोट रेलवे स्टेशन तक रेल सेवा बाधित है;
- (ख) यदि हां, तो तत्संबंधी कारण क्या हैं; और
- (ग) क्या दौलतपुर में चल रहे चार लेन निर्माण के कारण ट्रैक पर मलबा गिरने से रेल लाइन क्षतिग्रस्त हो गई है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ग): 20.08.2022 को अभूतपूर्व बारिश और इसके परिणामस्वरूप डलहौजी रोड और नूरपुर रोड स्टेशन के बीच पुल संख्या-32 के खंभों के बह जाने के कारण पठानकोट से नूरपुर रोड के बीच गाड़ी सेवाएं बंद कर दी गई थीं।

बहरहाल, नूरपुर रोड-कांगड़ा-बैजनाथ पपरोला पर गाड़ी सेवाएं चालू थीं। इसके अलावा, जुलाई-2024 में अभूतपूर्व बारिश के कारण चार लेन के कार्य से सटे भाग सहित खंड में तटबंध और तट सुरक्षा को व्यापक क्षति हुई, नूरपुर रोड से कांगड़ा स्टेशन के बीच गाड़ी सेवाओं को अस्थायी रूप से बंद कर दी गई हैं। मरम्मत एवं सुदृढ़ीकरण का कार्य किया जा रहा है। फिलहाल, 2 जोड़ी गाड़ियां जोगिंदर नगर-बैजनाथ पपरोला खंड पर और 2 जोड़ी गाड़ियां बैजनाथ पपरोला-कांगड़ा खंड पर चलाई जा रही हैं।

IMPLEMENTATION OF THE DIGITAL MEDIA ETHICS CODE

1421. SHRI ANURAG SINGH THAKUR:

Will the Minister of **INFORMATION AND BROADCASTING** be pleased to state:

- (a) the steps taken by the Government to implement the Digital Media Ethics Code to ensure responsible content on digital platforms;
- (b) the specific measures introduced to balance freedom of expression and regulation;
- (c) the challenges faced in monitoring digital content and the manner in which these are being addressed; and
- (d) the impact observed in terms of compliance and public engagement with ethical digital media?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d):The Government has notified the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021 (IT Rules, 2021) on 25th February, 2021 under Information Technology Act, 2000. Part-III of these Rules administered by the Ministry of Information and Broadcasting provides for a Code of Ethics for publishers of news and current affairs on digital media and publishers of online curated content (OTT platforms) and a Grievance Redressal Mechanism to look into complaints relating to violation of the Code of Ethics. There is a self regulation by the publishers at Level-I and Level-II of the Grievance Redressal

Mechanism thus ensuring artistic freedom and the right to free speech and expression for such publishers.

Various measures for implementation of the IT Rules, 2021 like appointment of Authorized Officer, constitution of Inter Departmental Committee (IDC), registration of Self Regulatory Bodies (SRBs) etc have been taken by the Ministry. More than 3800 publishers have furnished information under rule 18 of IT Rules, 2021.

Writ Petitions were filed in various High Courts challenging maintainability of IT Rules, 2021. These cases, which were transferred to Supreme Court, have now been transferred to Delhi High Court for hearing. In two of these cases, Bombay High Court vide interim order dated 14.08.2021 have stayed the operation of sub-rules (1) and (3) of Rule 9 of the IT Rules, 2021.

DISTRICT MINERAL FOUNDATIONS UNDER PMKKKY

1422. SHRI RAMASAHAYAM RAGHURAM REDDY:

Will the Minister of **MINES** be pleased to state:

(a) the details of the District Mineral Foundations set up under Pradhan Mantri Khanij Kshetra Kalyan Yojana (PMKKKY) for the High Priority regions since 2015, State-wise;

(b) the details of the funds collected and released by the DMFs for Pradhan Mantri Khanij Kshetra Kalyan Yojana in High Priority regions since 2015; and

(c) whether the Government has planned any other policy intervention for the welfare of mining workers across the country and if so, the details thereof?

THE MINISTER OF COAL; AND MINISTER OF MINES (SHRI G. KISHAN REDDY):

(a) and (b) The section 9B of MMDR Act 1957 empowers State Governments to establish District Mineral Foundations (DMF) in each district affected by mining-related operations. As per information provided by the State Governments, District Mineral Foundations (DMFs) have been constituted in 645 districts across 23 States.

The Pradhan Mantri Khanij Kshetra Kalyan Yojana (PMKKKY) provides implementation framework for schemes to be undertaken for welfare and development of mining-affected areas and people through the funds collected under DMFs. PMKKKY mandates DMF to spend at least 70% of the funds on High Priority sectors i.e. Drinking Water, Environment Preservation and Pollution Control measures, Health Care, Education, Welfare of Women and Children, Welfare of aged and differently-abled, Skill Development, Sanitation, housing, agriculture, animal husbandry. State-wise details of funds collected, and amount spent under DMF in High Priority sectors since 2015 are provided as Statement.

(c) The provision for the welfare of workers employed in the mining has been made in the Mines Act, 1952 and rules and regulations framed thereunder which is administered by Ministry of Labour and Employment. The provisions for the welfare of persons employed in mines are implemented through the Directorate General of Mines Safety (DGMS).

STATEMENT

Sr. No.	State	Total number of districts in which DMF has been set up	Amount Collected under DMF (till 30th Sep 2024) (in ₹ Cr.)	Total Amount Spent (till 30th Sep 2024) (in ₹ Cr.)	Amount spent in high priority Sector (till 30th Sep 2024) (in ₹ Cr.)
1	Andhra Pradesh	26	2,022.04	859.23	384.13
2	Chhattisgarh	33	13,984.69	10,465.30	7,006.87
3	Goa	2	243.47	59.05	50.62
4	Gujarat	32	1,704.72	755.15	545.27
5	Jharkhand	24	13,764.81	6,677.82	5,209.88
6	Karnataka	31	5,256.03	1,998.59	959.61
7	Maharashtra	35	5,607.25	2,197.87	1,351.75

8	Madhya Pradesh	52	7,755.91	3,163.66	2,023.09
9	Odisha	30	28,953.90	16,587.71	12,503.83
10	Rajasthan	33	10,199.77	4,842.82	1,790.81
11	Tamil Nadu	37	1,512.66	883.54	467.32
12	Telangana	33	5,429.08	3,951.70	1,174.96
13	Assam	33	150.31	99.76	64.46
14	Bihar	38	165.15	57.34	46.83
15	Himachal Pradesh	12	360.93	53.61	24.44
16	Jammu and Kashmir	20	78.51	30.85	21.88
17	Kerala	14	90.90	0.00	0
18	Meghalaya	6	89.18	7.68	3.14
19	Uttarakhand	13	449.49	147.95	47.14
20	Uttar Pradesh	75	1,840.82	804.32	408.47
21	West Bengal	22	169.80	43.90	28.29
22	Punjab	22	237.50	42.05	--
23	Haryana	22	91.24	14.91	--
Total		645	1,00,158.16	53,744.85	34,112.79

GREEN ENERGY CORRIDOR SCHEME**1423. SUSHRI S. JOTHIMANI:**

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

(a) the status of the implementation of Phase II of the Green Energy Corridor (GEC) Scheme in Tamil Nadu;

(b) whether it is a fact that an Inter-State Transmission System (ISTS) project for evacuation of 2.5 GW renewable energy capacity is in the works; and

(b) if so, the details thereof including the timeline for implementation of the same?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) Green Energy Corridor (Intra-State Transmission System) scheme Phase II is under implementation in Tamil Nadu for setting up of 624 ckm transmission lines and 2200 MVA capacity for substations. The scheme is scheduled to be completed by March 2026. As on 31.10.2024, all nine packages under the scheme have been tendered and one package out of these nine has been awarded.

(b) and (c) Inter-State Transmission System (ISTS) scheme has been planned for evacuation of power for 2.5 GW RE Capacity in Karur RE Zone, Tamil Nadu. Transmission system for evacuation of 1 GW RE capacity is commissioned and

evacuation of additional 1 GW RE capacity is under construction with implementation timeframe of 2025-26. Transmission system for balance 0.5 GW RE capacity would be taken up subsequently.

CPENGRAMS

1424. DR. SHRIKANT EKNATH SHINDE:

SHRIMATI SHAMBHAVI:

SHRI NARESH GANPAT MHASKE:

SHRI RAJESH VERMA:

Will the **PRIME MINISTER** be pleased to state:

- (a) whether Centralized Pension Grievance Redress and Monitoring System (CPENGRAMS) has effectively reduced the backlog of long-pending pension grievances and if so, the number of cases resolved during the last two years;
- (b) the details of specific measures taken through CPENGRAMS to financially empower family pensioners and super-senior pensioners, particularly those facing delays in pension disbursement;
- (c) whether there are any cases where pension grievances remain unresolved despite CPENGRAMS intervention and if so, the reasons therefor;

- (d) the manner in which the Government ensures timely and effective resolution of pension related grievances through CPENGRAMS and the improvements made in the grievance redressal process recently; and
- (e) the details of future plans the Government has formulated for further enhancing CPENGRAMS and ensuring financial security for pensioners?

**THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY;
MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF
STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE
MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER
OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF
STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):**

(a): Yes Sir. Centralized Pension Grievance Redress and Monitoring System (CPENGRAMS) has reduced the backlog with no case pending for more than 2 years as on date. 1,68,964 grievances have been resolved during last two years (from 01.11.2022 to 31.10.2024).

(b): For the redressal of grievances of family pensioners and super-senior pensioners, specific categorization of such grievances, including the delay in starting of family pension and additional pension, has been done for better monitoring. Further, regular reminders are issued and monthly Inter-Ministerial Review Meetings (IMRMs) are conducted for such cases. Also, under 100 days

action plan, a month long Special Campaign, for redressal of family pension grievances, was launched in July, 2024, which achieved 94% redressal.

(c): Redressal of pension grievances is an on-going process. As per the policy, all the pension grievances are redressed in the decentralized and time bound manner by the concerned Ministries/Departments as per the extant rules and in case final redressal is not done within the time limit, an interim reply with reason for delay is to be provided.

(d): The Department has issued instructions from time to time with emphasis on ultimate and conclusive redressal of the grievances within 21 days from earlier 30 days. Quality of redressal is monitored through feedback centre and Appeals are filed in the cases graded as 'Poor'. These initiatives have helped in improving the redressal time and quality of redressal.

(e): Technological advancements, covering auto forwarding and auto lateral movement of the grievances, are the initiatives which will further reduce the redressal time and increase the quality of redressal.

NATIONAL POLICY ON CRITICAL MINERALS

1425. SHRI MANICKAM TAGORE B:

SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

Will the Minister of **MINES** be pleased to state:

(a) the specific steps the Government is taking to formalize and prioritize its list of critical minerals to better align with national economic and security needs;

(b) manner in which the Government plans to address the policy gaps in its National Mission on Critical Minerals particularly in relation to tax incentives, Foreign Direct Investment (FDI) reforms and the establishment of strategic reserves;

(c) the details of strategies being considered to enhance domestic mining and processing capabilities and the manner in which the Government proposes to attract foreign investment and technology transfers to support these efforts;

(d) the manner in which India's participation in international collaborations such as the U.S.- led Mineral Security Partnership (MSP) influence its ability to secure critical mineral supplies and reduce dependency on specific countries like China; and

(e) the details of measures being proposed to integrate innovation and sustainability into India's critical minerals strategy including research in sustainable mining practices, recycling technologies and environmental regulations?

THE MINISTER OF COAL; AND MINISTER OF MINES (SHRI G. KISHAN REDDY)

(a) The Mines and Minerals (Development and Regulation) Act, 1957 (MMDR) has been amended through the MMDR Amendment Act, 2023 w.e.f 17.08.2023. The Amendment Act, 2023 provides for:

i) A list of critical and strategic minerals in Part D of Schedule-I.

ii) Omission of six minerals from the list of 12 atomic minerals in Part B of Schedule-I namely Lithium, Titanium, Beryl and beryllium bearing minerals, Niobium, Tantalum and Zirconium bearing minerals and their inclusion in the list of 24 critical and strategic minerals.

iii) Section 11D of the Act, which empowers Central Government to exclusively auction mining lease and composite licence for critical and strategic minerals specified in Part D of the Schedule-I.

iv) Exploration licence for 29 minerals included in Schedule-VII of the Act.

In Addition, Ministry of Mines has been empowered to auction blocks for grant of Exploration Licence through an order dated 21st Oct 2024 under section 20A of MMDR Act 1957.

(b) and (c) Union Finance Minister in the Union Budget 2024-25 has announced the setting up of a Critical Mineral Mission for domestic production, recycling of critical minerals and overseas acquisition of critical mineral assets on 23rd July, 2024.

In order to enhance the domestic mining and processing capabilities and attract foreign investment and technology transfer, Ministry of Mines is taking a multipronged approach, as following:

- i. To enhance the exploration program for identifying potential mining sites in order to boost domestic production for the critical and strategic minerals, Geological Survey of India (GSI), in current year 2024-25, has taken up 195 mineral exploration projects for critical and strategic minerals across the country.
- ii. Ministry has also focused on funding various projects of mining exploration through National Mineral Exploration Trust (NMET). So far, NMET has funded 139 projects of critical minerals through various exploration agencies.
- iii. To encourage private participation in exploration, Ministry of Mines has notified 28 private exploration agencies (NPEAs). These agencies are taking up exploration projects through funding from NMET.
- iv. Central Government has auctioned 24 blocks for critical and strategic minerals.
- v. Further, 100% FDI is allowed under 'Automatic' route for mining and exploration of metal and non-metal ores. A foreign company may incorporate an Indian subsidiary company or invest in an existing Indian company to become eligible for grant of mining and exploration rights.

- vi. To support the critical minerals sector, Government has eliminated customs duties on 25 minerals and reduced Basic Customs Duties (BCD) on 2 minerals.
- vii. Ministry of Mines is engaged in various multilateral and bilateral platforms for strengthening the critical minerals value chain, focusing on multiple objectives, including the processing and recycling of critical minerals such as Minerals Security Partnership (MSP) and the Indo-Pacific Economic Framework (IPEF), initiative on Critical and Emerging Technologies (iCET) and others.

(d) The Ministry of Mines has also entered into bilateral agreements with the resource rich countries and multilateral platforms like MSP, IPEF to secure critical minerals and access to the latest technologies in the exploration and development of critical minerals.

Further, KABIL, a JV of Ministry of Mines, has acquired an area of 15703 Ha in the Catamarca province of Argentina, for exploration and mining Lithium.

(e) Ministry of Mines has been promoting R & D and technological innovation in mining and metallurgy sector through its Science and Technology Programme. It has recently been decided that due to increased emphasis on critical minerals in emerging technologies and innovation, more and more projects on critical minerals are being encouraged under Science and Technology (S and T) Programme of Ministry of Mines. Accordingly, focus on extraction of strategic and critical minerals

has been added in the thrust area of the Programme. A total of 11 projects related to Critical Minerals have been sanctioned under said Programme during 2024-25 till 28.11.2024.

Ministry of Mines has implemented Sustainable Mining by making provisions under Chapter-V of Mineral Conservation and Development Rules (MCDR), 2017. Provisions have been incorporated in the Rules for precaution against air pollution, prevention of discharge of toxic liquid, precaution against noise, control of surface subsidence etc.

Rule 35 of MCDR, 2017 provides for star rating of the mining leases based on the sustainable mining practices adopted by the miners. Further, as per Rule 35 (4) of MCDR, 2017, every holder of a mining lease shall achieve at least three-star rating within a period of four years from the date of commencement of mining operations and thereafter maintain the same on year-on-year basis.

प्रारूप द्रुत प्रजनक रिएक्टर

1426. श्री विजय बघेल:

श्री शंकर लालवानी:

क्या **प्रधानमंत्री** यह बताने की कृपा करेंगे कि :-

(क) प्रारूप द्रुत प्रजनक रिएक्टर की क्षमता का ब्यौरा क्या है और उक्त रिएक्टर के कब तक कार्यात्मक होने की संभावना है; और

(ख) आने वाले दशक के दौरान ऊर्जा सुरक्षा और जलवायु लक्ष्यों की चुनौतियों का सामना करने में परमाणु ऊर्जा की भूमिका क्या होगी?

विज्ञान और प्रौद्योगिकी मंत्रालय के राज्य मंत्री; पृथ्वी विज्ञान मंत्रालय के राज्य मंत्री; प्रधानमंत्री कार्यालय में राज्य मंत्री; कार्मिक, लोक शिकायत और पेंशन मंत्रालय में राज्य मंत्री; परमाणु ऊर्जा विभाग में राज्य मंत्री; तथा अंतरिक्ष विभाग में राज्य मंत्री (डॉ. जितेंद्र सिंह):

(क) प्रोटोटाइप द्रुत प्रजनक रिएक्टर (पीएफबीआर) का कमीशनन पूरा होने पर, परियोजना 500 मेगावाट बिजली का उत्पादन करेगी। पीएफबीआर के 2025 के अंत तक प्रचालनरत होने की उम्मीद है।

(ख) नाभिकीय ऊर्जा 24 x 7 उपलब्ध आधार भार बिजली का स्वच्छ और पर्यावरण-अनुकूल स्रोत है। इसमें अपार संभावनाएं हैं और यह देश को संधारणीय तरीके से दीर्घकालिक ऊर्जा संरक्षा प्रदान कर सकती है। चल रहे नाभिकीय क्षमता विस्तार कार्यक्रम का उद्देश्य ऊर्जा संरक्षा की दोहरी चुनौतियों का सामना करना और वर्ष 2070 तक शुद्ध शून्य की दिशा में बदलाव लाना है।

ONSHORE WIND ENERGY POTENTIAL

1427. SHRI G LAKSHMINARAYANA:

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

(a) the details of the estimated potential for onshore wind energy generation, State-wise;

(b) the total installed capacity of onshore wind energy in the country, State-wise;

(c) the total installed capacity of wind energy projects in Andhra Pradesh along with the details of existing projects, their location and contribution to the State's renewable energy output;

(d) whether the Government has assessed the wind energy potential in Anantapur district of Andhra Pradesh;

(e) if so, the details of the estimated wind energy capacity and the steps taken to harness this potential; and

(f) the specific measures being implemented to promote onshore wind energy projects in Anantapur including financial or policy incentives for developers?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) The wind resource assessment conducted by the National Institute of Wind Energy indicates an estimated wind power potential of about 1164 GW at 150 meter above ground level in the country. The state-wise details are given in **Statement – I**.

(b) The total installed capacity of onshore wind energy in the country is about 47.71 GW, as on 31.10.2024. The State-wise details are given in **Statement – II**.

(c) The total installed capacity of wind energy projects in Andhra Pradesh is about 4.1 GW located in the districts of Anantapur, Chittoor, Kurnool, Nellore and Kadapa, which contributes around 45.31% in the State's renewable energy capacity.

(d) to (f) National Institute of wind Energy has conducted wind resource assessment at 32 locations in Anantapur district of Andhra Pradesh and has estimated wind energy potential of about 25.58 GW in the district. The Government of India has taken several steps and initiatives as given in **Statement – III** to promote and accelerate renewable energy capacity, including wind energy, in the country to realize the commitment of 500 GW non-fossil energy capacity by 2030. Further, Government of Andhra Pradesh has notified the Andhra Pradesh Integrated Clean Energy Policy, 2024 vide G.O.Ms. No.37 dated 30.10.2024 to promote Clean Energy Projects in the state including wind power projects in Anantapur. The policy aims to promote new as well as repowering of existing wind power projects in the state of Andhra Pradesh, including Anantapur District.

STATEMENT – I

State-wise estimated potential of Wind Power

Sl. No.	STATES / UTs	Wind Power Potential at 150m above ground level (MW)
1	Andhra Pradesh	123336

2	Arunachal Pradesh	246
3	Assam	459
4	Bihar	4023
5	Chhattisgarh	2749
6	Goa	14
7	Gujarat	180790
8	Haryana	593
9	Himachal Pradesh	239
10	UT of Jammu and Kashmir (including Ladakh)	1 (Ladakh)
11	Jharkhand	16
12	Karnataka	169251
13	Kerala	2621
14	Madhya Pradesh	55423
15	Maharashtra	173868
16	Manipur	0
17	Meghalaya	55
18	Mizoram	0
19	Nagaland	0
20	Orissa	12129
21	Punjab	428

22	Rajasthan	284250
23	Sikkim	0
24	Tamil Nadu	95107
25	Telangana	54717
26	Tripura	0
27	Uttar Pradesh	510
28	Uttarakhand	49
29	West Bengal	1281
30	Andaman and Nicobar	1245
31	Chandigarh	0
32	Dadar and Nagar Haveli and Daman and Diu	17
33	Delhi	0
34	Lakshadweep	31
35	Pondicherry	408
	Total	1163856

STATEMENT – II

State-wise wind power installed capacity

STATE	Cumulative wind power capacity as on 31.10.2024 (MW)
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Andhra Pradesh	4096.65
Gujarat	12314.48
Karnataka	6724.36
Kerala	63.5
Madhya Pradesh	2844.29
Maharashtra	5216.38
Rajasthan	5195.82
Tamil Nadu	11128.84
Telangana	128.1
Others	4.3
Total	47716.72

STATEMENT – III

The Government of India has taken several steps and initiatives to promote and accelerate renewable energy capacity, including wind energy, in the country to realize the commitment of 500 GW non-fossil energy capacity by 2030. These include, inter-alia, the following:

- Notification of trajectory for RE power bids of 50 GW/annum to be issued by Renewable Energy Implementation Agencies [REIAs: Solar Energy Corporation

of India Limited (SECI), NTPC Limited, NHPC Limited, SJVN Limited] from FY 2023-24 to FY 2027-28.

- Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.
- Inter State Transmission System (ISTS) charges have been waived for inter-state sale of solar and wind power for projects to be commissioned by 30th June 2025, for Green Hydrogen Projects till December 2030 and for offshore wind projects till December 2032.
- To boost RE consumption, Renewable Purchase Obligation (RPO) followed by Renewable Consumption Obligation (RCO) trajectory has been notified till 2029-30. The RCO which is applicable to all designated consumers under the Energy Conservation Act 2001 will attract penalties on non-compliance. RCO also includes specified quantum of consumption from Decentralized Renewable Energy sources.
- Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar Hybrid and Firm and Dispatchable RE (FDRE) Projects have been issued.
- Schemes such as Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM), PM Surya Ghar Muft Bijli Yojana, National Programme on High Efficiency Solar PV Modules, National Green Hydrogen

Mission, Viability Gap Funding (VGF) scheme for offshore wind energy projects, have been launched.

- Scheme for setting up of Ultra Mega Renewable Energy Parks is being implemented to provide land and transmission to RE developers for installation of RE projects at large scale.
- Laying of new transmission lines and creating new sub-station capacity has been funded under the Green Energy Corridor Scheme for evacuation of renewable power.
- Electricity (Rights of Consumers) Rules, 2020 has been issued for net-metering up to five hundred Kilowatt or up to the electrical sanctioned load, whichever is lower.
- “National Repowering and Life Extension Policy for Wind Power Projects, 2023” has been issued.
- “Strategy for Establishments of Offshore Wind Energy Projects” has been issued indicating a bidding trajectory of 37 GW by 2030 and various business models for project development.
- The Offshore Wind Energy Lease Rules, 2023 have been notified vide Ministry of External Affairs notification dated 19th December 2023, to regulate the grant of lease of offshore areas for development of offshore wind energy projects.

- Uniform Renewable Energy Tariff (URET) has been introduced through which a uniform tariff will be provided to the consumer by averaging tariffs of individual RE projects of similar type awarded via tariff based competitive bidding process. Implementation of URET for “Solar Power Central Pool” and “Solar-Wind Hybrid Central Pool” from 15th February 2024 has been notified.
- Standard and Labelling (SandL) programs for Solar Photovoltaic modules and Grid-connected Solar Inverters have been launched.
- To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2030.
- The Electricity (Late Payment Surcharge and related matters) Rules (LPS rules) have been notified.
- Electricity (Promoting Renewable Energy Through Green Energy Open Access) Rules, 2022, has been notified on 06th June 2022 with objective of ensuring access to affordable, reliable, and sustainable green energy for all. Green Energy Open Access is allowed to any consumer with contract demand of 100 kW or above through single or multiple single connection aggregating Hundred kW or more located in same electricity division of a distribution licensee.
- Green Term Ahead Market (GTAM) has been launched to facilitate sale of Renewable Energy Power through exchanges.

- Government has issued orders that power shall be dispatched against Letter of Credit (LC) or advance payment to ensure timely payment by distribution licensees to RE generators.

TELECOM CONNECTIVITY IN RURAL AND REMOTE AREAS

1428. DR. BHOLA SINGH:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) whether the Government is taking steps to improve telecom connectivity in rural and remote areas, particularly through State-owned enterprises like BSNL and MTNL;
- (b) if so, the details thereof including the projects undertaken and progress made; and
- (c) whether the Government has set specific timelines for the nationwide rollout of 5G services to ensure affordable access for all; and
- (d) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT; AND
MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR.
CHANDRA SEKHAR PEMMASANI):**

- (a) and (b) To improve the telecom connectivity in rural and remote areas, Government is implementing various projects under Digital Bharat Nidhi (erstwhile

USOF). Such projects awarded to BSNL include 4G Saturation, Border Out Posts (BOP)/ Border Intelligence Posts (BIP), Left Wing Extremism(Phase-I) upgradation and Augmentation of telecom infrastructure in Lakshadweep Island.

(c) and (d) The Telecom Service Providers (TSPs) have expanded 5G services beyond the minimum rollout obligations. 5G Services have been rolled out in almost all districts of the country.

RAIL COACH FACTORY IN KOKRAJHAR

1429. SHRI JOYANTA BASUMATARY:

Will the Minister of **RAILWAYS** be pleased to state:

(a) whether it is a fact that one Rail Coach Factory was announced to establish in the year 2022 at Kokrajhar under Bodoland Territorial Region;

(b) if so, the details of present status of this proposed factory at Kokrajhar;

(c) whether it is a fact that this project is running behind its timeline; and

(d) if so, the reasons therefor and the expected timeline for completion of the project?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d) Rail Coach factories are set up keeping in view the Railways' overall requirement of Rolling Stock. Presently, the existing Production Units and those already planned are sufficient to meet the Railways' overall requirement of Rolling Stock in near future.

However, Ministry of Railways has granted in principle approval for setting up a new Wagon POH Workshop in Bodoland area.

छत्तीसगढ़ में एफसीआई और सीडब्ल्यूसी गोदाम

1430. श्रीमती रूपकुमारी चौधरी:

क्या उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्तमान में भारतीय खाद्य निगम (एफसीआई) और केंद्रीय भंडारण निगम (सीडब्ल्यूसी) द्वारा छत्तीसगढ़ में संचालित गोदामों की क्षमता सहित संख्या और स्थान क्या हैं;

(ख) संरक्षित की जाने वाली प्रस्तावित खाद्य वस्तुओं की प्रकृति सहित गोदामों का निर्माण किए जाने के संभावित स्थानों के नाम और संख्या क्या हैं;

(ग) सरकार द्वारा राज्य में इन गोदामों की सुरक्षा और निगरानी सुनिश्चित करने के लिए क्या उपाय किए गए हैं; और

(घ) अत्याधुनिक सीसीटीवी कैमरों की परिचालन स्थिति सहित उन से युक्त गोदामों की संख्या कितनी है?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री (श्रीमती निमुबेन

जयंतीभाई बांभणिया):

(क): दिनांक 28.11.2024 तक, भारतीय खाद्य निगम (एफसीआई) के 104 गोदाम (स्वामित्व वाले-21 और किराए पर लिए गए-83) वर्तमान में छत्तीसगढ़ में 19.25 लाख टन (स्वामित्व वाले-6.32 लाख

टन और किराए पर लिए गए-12.93 लाख टन) की कुल भंडारण क्षमता के साथ संचालित किए जा रहे हैं। स्थानवार ब्यौरा **विवरण -I** और **II** में हैं।

इसके अलावा, छत्तीसगढ़ में केंद्रीय भंडारण निगम (सीडब्ल्यूसी) के पास उपलब्ध स्थानवार क्षमता नीचे दी गई है:-

क्र. सं.	सीडब्ल्यूसी वेयरहाउस	क्षमता लाख टन में	एफसीआई द्वारा उपयोग की गई लाख टन में
1	सीडब्ल्यू रायपुर I	21800	0
2	सीडब्ल्यू रायपुर III	34235	0
3	सीडब्ल्यू रायपुर IV	27950	6264
4	सीडब्ल्यू धामतरी	40716	40716
5	सीडब्ल्यू भाटपाड़ा I	28263	16530
6	सीडब्ल्यू भाटपाड़ा II	35610	29694
7	सीडब्ल्यू बिलासपुर I	33714	28710
8	सीडब्ल्यू बिलासपुर II	43362	27318
9	सीडब्ल्यू रायगढ़ I	13746	4176
10	सीडब्ल्यू रायगढ़ II	36891	25056
	कुल	316287	178464

(ख): एफसीआई ने परिसंपत्ति मुद्रीकरण योजना के अंतर्गत एफएसडी अर्जुनी (1120 लाख टन) और एफएसडी दुर्ग (2310 लाख टन) में अतिरिक्त क्षमता निर्माण का प्रस्ताव दिया है।

(ग): स्वामित्व वाले गोदामों की सुरक्षा और निगरानी सुनिश्चित करने के लिए एफसीआई द्वारा किए गए उपाय नीचे दिए गए हैं:

1. डीजीआर सुरक्षा गार्डों की तैनाती।
2. सीसीटीवी कैमरे लगाकर।

इसके अलावा, स्वामित्व वाले गोदामों की सुरक्षा और निगरानी सुनिश्चित करने के लिए सीडब्ल्यूसी द्वारा किए गए उपाय नीचे दिए गए हैं:

- i) सीडब्ल्यूसी डीजीआरप्रायोजित सुरक्षा गार्डों के माध्यम से सीडब्ल्यूसी गोदामों में संग्रहीत स्टॉक की 24x7 सुरक्षा और निगरानी प्रदान करता है।
- ii) गोदाम संचालन की प्रभावी निगरानी के लिए सीडब्ल्यूसी के सभी गोदामों में रणनीतिक स्थानों पर सीसीटीवी लगाए गए हैं।
- iii) सीडब्ल्यूसी ने किसी भी तरह के आग के जोखिम को रोकने के लिए अपने गोदामों में अग्निशमन प्रणालियों की उचित व्यवस्था की है।
- iv) गोदामों में संग्रहीत स्टॉक सामान्यतः आग, बाढ़, चोरी, संधमारी और डकैती के जोखिम के विरुद्ध बीमाकृत और क्षतिपूरित होते हैं।
- v) उचित निगरानी और भंडारण परिचालन को सुदृढ़ बनाने के लिए निवारक उपायों के रूप में गोदामों में आवधिक निरीक्षण अर्थात् सामान्य और तकनीकी निरीक्षण किया जा रहा है।

(घ): छत्तीसगढ़ में एफसीआई के स्वामित्व वाले सभी 21 गोदामों की संबंधित परिसरों में अत्याधुनिक सीसीटीवी कैमरे लगे हुए हैं।

छत्तीसगढ़ में एफसीआई के स्वामित्व वाले गोदामों में लगाए गए सीसीटीवी कैमरों तथा उनकी परिचालन स्थिति का विवरण **विवरण -III** में दिया गया है।

छत्तीसगढ़ में स्थित सभी सीडब्ल्यूसी भंडारण सुविधाएं सीसीटीवी कैमरों से सुसज्जित हैं, जो परिचालन में हैं/स्थापना के अधीन हैं।

विवरण -I

छत्तीसगढ़ में एफसीआई के स्वामित्व वाले गोदाम

क्षेत्र- छत्तीसगढ़

दिनांक 28.11.2024 की स्थिति के अनुसार

क्र. सं.	मण्डल कार्यालय का नाम	स्वामित्व वाले एफएसडी के नाम	क्षमता (टन में)
			कवर्ड
1	रायपुर	एफएसडी रायपुर	27898
2		एफएसडी नेओरा	14500
3		एफएसडी नेओरा (नया कॉम्प्लेक्स)	29232
4		एफएसडी मंदिरहसौद	156600
5		एफएसडी राजिम	19372
6		एफएसडी बागबहरा	12673
7		एफएसडी महासमुंद	16994
8		एफएसडी धमतरी	14268
9		एफएसडी अर्जुनी (डीटीआर)	18792
10	बिलासपुर	एफएसडी बिलासपुर	43384
11		एफएसडी कारगी रोड	18733
12		एफएसडी बेलहा	10440
13		एफएसडी नैला	17864
14		एफएसडी सक्ती	15660
15		एफएसडी रायगढ़	12528
16		एफएसडी खरसिया	17226
17		एफएसडी बिश्रामपुर	16704
18	दुर्ग	एफएसडी दुर्ग	65946
19		एफएसडी राजनांदगांव	77256
20		एफएसडी एबी शेड राजनांदगांव	12528
21		एफएसडी जगदलपुर	13224
एफसीआई के कुल 21 स्वामित्व वाले गोदाम			631822

विवरण-II

छत्तीसगढ़ में एफसीआई द्वारा किराये पर लिए गए और संचालित गोदाम

दिनांक 28.11.2024 की
स्थिति के अनुसार

क्र. सं.	मंडल कार्यालयों का नाम	सीडब्ल्यूसी गोदाम के नाम	क्षमता (टन में)
1.	रायपुर	भाटापारा, सीडब्ल्यूसी-I	16530
2.	रायपुर	भाटापारा, सीडब्ल्यूसी-II	29696
3.	रायपुर	सीडब्ल्यूसी सोरम	40716
4.	रायपुर	रायपुर, सीडब्ल्यूसी-IV	6264
5.	बिलासपुर	बिलासपुर, सीडब्ल्यूसी द्वितीय तिफरा	27318
6.	बिलासपुर	सीडब्ल्यूसी प्रथम देवरीखुर्द	28710
7.	बिलासपुर	रायगढ़, सीडब्ल्यूसी-II	18792
8.	बिलासपुर	रायगढ़, सीडब्ल्यूसी-II	6264
9.	बिलासपुर	सीडब्ल्यूसी । रायगढ़	4176
10.	रायपुर	एसडब्ल्यूसी बसना(मुख्य)	11832
11.	रायपुर	एसडब्ल्यूसी बसना खेमदा	8352
12.	रायपुर	एसडब्ल्यूसी सरायपाली	14616
13.	रायपुर	एसडब्ल्यूसी बालोदिया	5568
14.	रायपुर	एसडब्ल्यूसी खपरी	18792
15.	रायपुर	एसडब्ल्यूसी नेओरा	8352

16.	रायपुर	एसडब्ल्यूसी अर्जुनी	20880
17.	रायपुर	एसडब्ल्यूसी राजिम	12528
18.	रायपुर	एसडब्ल्यूसी अभनपुर	10440
19.	रायपुर	एसडब्ल्यूसी बागबहरा	7569
20.	रायपुर	एसडब्ल्यूसी दरगांव	37280
21.	रायपुर	एसडब्ल्यूसी महासमुंद	18792
22.	रायपुर	एसडब्ल्यूसी महासमुंद शेर	16704

23.	रायपुर	एसडब्ल्यूसी आरंग (अमेठी)	6264
24.	रायपुर	एसडब्ल्यूसी भलेसर	4176
25.	रायपुर	एसडब्ल्यूसी कुरुद	37584
26.	रायपुर	एसडब्ल्यूसी भोयना	6264
27.	रायपुर	एसडब्ल्यूसी चितोड़	32538
28.	रायपुर	एसडब्ल्यूसी मंडी	6264
29.	बिलासपुर	एसडब्ल्यूसी मंडी कारगी रोड	5481
30.	बिलासपुर	एसडब्ल्यूसी लोरमी	6264
31.	बिलासपुर	एसडब्ल्यूसी कारगीकला	6264
32.	बिलासपुर	एसडब्ल्यूसी बेल्हा	6264
33.	बिलासपुर	एसडब्ल्यूसी सरगांव (बेल्हा)	6264
34.	बिलासपुर	एसडब्ल्यूसी बनारी	12528
35.	बिलासपुर	एसडब्ल्यूसी नैला केरा रोड	11513

36.	बिलासपुर	एसडब्ल्यूसी उरगा	18792
37.	बिलासपुर	एसडब्ल्यूसी खोखरा	23490
38.	बिलासपुर	एसडब्ल्यूसी उचभीठी	6264
39.	बिलासपुर	एसडब्ल्यूसी - I अकलतरा	6873
40.	बिलासपुर	एसडब्ल्यूसी II मुरलीडीह (अकलतरा)	40194
41.	बिलासपुर आर	एसडब्ल्यूसी पीटीसी अकलतरा	4176
42.	बिलासपुर	एसडब्ल्यूसी मार्कफेड मुरलीडीह	10440
43.	बिलासपुर	एसडब्ल्यूसी मदन केडिया परिसर	8340
44.	बिलासपुर	एसडब्ल्यूसी मंडी अकलतरा	3480
45.	बिलासपुर	एसडब्ल्यूसी मुरलीडीह परिसर II	8352
46.	बिलासपुर	एसडब्ल्यूसी बाराद्वार	16182
47.	बिलासपुर	एसडब्ल्यूसी द्वितीय सक्ती	8352
48.	बिलासपुर	एसडब्ल्यूसी टेमर सक्ती	16182
49.	बिलासपुर	एसडब्ल्यूसी सारागांव	18792
50.	बिलासपुर	एसडब्ल्यूसी II पुरस्कार	25056
51.	बिलासपुर	एसडब्ल्यूसी प्रथम लोहारसिंह	15138
52.	बिलासपुर	एसडब्ल्यूसी चैपल	7656
53.	बिलासपुर	एसडब्ल्यूसी-I रानीसागर	11832
54.	बिलासपुर	एसडब्ल्यूसी II भालुचूहा	12528
55.	बिलासपुर	एसडब्ल्यूसी बोडसागर	16704

56.	बिलासपुर	एसडब्ल्यूसी चठिरमा अंबिकापुर	4176
57.	बिलासपुर	एसडब्ल्यूसी डिग्मा	22968
58.	बिलासपुर	एसडब्ल्यूसी नमदगिरि	16704
59.	बिलासपुर	एसडब्ल्यूसी बेलकोटा	23490
60.	बिलासपुर	एसडब्ल्यूसी गीतपुरी	20880
61.	बिलासपुर	एसडब्ल्यूसी जयरामनगर	10440
62.	बिलासपुर	एसडब्ल्यूसी बिजोर	12528
63.	बिलासपुर	एसडब्ल्यूसी पहाड़गांव	6264
64.	बिलासपुर	एसडब्ल्यूसी पीढ़ा	8294
65.	बिलासपुर	एसडब्ल्यूसी राजपुर डकवा	6264
66.	बिलासपुर	एसडब्ल्यूसी उंचडीह	4176
67.	बिलासपुर	एसडब्ल्यूसी पांडवनगर	4176
68.	दुर्ग	एसडब्ल्यूसी दुर्ग (मुख्य परिसर)	11152
69.	दुर्ग	एसडब्ल्यूसी करंजा भिलाई	20880
70.	दुर्ग	एसडब्ल्यूसी बसंतपुर राजनांदगांव	28014
71.	दुर्ग	एसडब्ल्यूसी तिलाई	10440
72.	दुर्ग	एसडब्ल्यूसी डोंगरगढ़	10179
73.	दुर्ग	एसडब्ल्यूसी कवर्धा	20880
74.	दुर्ग	एसडब्ल्यूसी बीजाभाठा बेमेतरा	29232
75.	दुर्ग	एसडब्ल्यूसी मगरदा कवर्धा	6351
76.	दुर्ग	एसडब्ल्यूसी जगतारा ।	60552

77.	दुर्ग	एसडब्ल्यूसी मार्कफेड जगतारा	14616
78.	दुर्ग	एसडब्ल्यूसी चितौड़	22098
79.	दुर्ग	एसडब्ल्यूसी कराप कांकेर	16704
80.	दुर्ग	एसडब्ल्यूसी घाटलोहंगा	4872
81.	रायपुर	एसडब्ल्यूसी भोयना (पीईजी)	25056
82.	रायपुर	पीडब्लूएस राजिम	23080
83.	रायपुर	मार्कफेड बोराई	52200
एफसीआई द्वारा किराए पर लिए गए और संचालित कुल 83 गोदाम			1293328

विवरण -III

छत्तीसगढ़ में एफसीआई के स्वामित्व वाले गोदामों में लगाए गए सीसीटीवी कैमरों का विवरण और उनकी परिचालन स्थिति

क्र. सं.	एफसीआई जिला	डिपो के नाम	स्थापित कैमरों की संख्या	कार्यरत कैमरों की संख्या	Date of Non functionality	लाइव वेब फीडिंग की स्थिति	टिप्पण
I	डीओ रायपुर	एफएसडी रायपुर	20	19		लाइव	एनालॉग
		नेओरा ओ/सी	18	17		लाइव	एनालॉग
		नेओरा एन/सी	10	7		लाइव	आईपी आधारित सीसीटीवी कैमरे
		मंदिरहसौद	3	3		लाइव	आईपी आधारित सीसीटीवी कैमरे
		धमतरी	22	22		लाइव	एनालॉग
		अर्जुनी	18	18		लाइव	एनालॉग
		राजिम	11	11		लाइव	एनालॉग
		महासमुंद	18	18		लाइव	एनालॉग

		बागबाहरा	18	17		लाइव	एनालॉग
2	डीओ बिलासपुर	एफएसडी बिलासपुर	38	33		लाइव	एनालॉग
		रायगढ़	13	13		लाइव	*नोट: कैमरा जीडी 1क क्षतिग्रस्त हो गया है जिसे ठीक नहीं किया जा सकता है इसलिए इसे हटा दिया गया है।
		शक्ति	14	14		लाइव	एनालॉग
		करगीरोड	16	12		लाइव	एनालॉग
		बिश्रामपुर	16	16		लाइव	एनालॉग
		बेल्हा	14	14		लाइव	एनालॉग
		खरसिया	10	5		लाइव	आईपी आधारित सीसीटीवी कैमरे
		नैला	10	8		लाइव	आईपी आधारित सीसीटीवी कैमरे
3	डीओ दुर्ग	एफएसडी दुर्ग	24	24		लाइव	आईपी आधारित सीसीटीवी कैमरे
		राजनंदागांव	48	42		लाइव	एनालॉग
		एबी शेड राजनंदागांव	12	12		लाइव	आईपी आधारित सीसीटीवी कैमरे
		जगदलपुर	6	6		लाइव	एनालॉग
		कुल	359	331	345		

DNA APTAMER TECHNOLOGY

1431. SHRIMATI SMITA UDAY WAGH;

SHRI VIJAY KUMAR DUBEY;

DR. HEMANT VISHNU SAVARA:

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

- (a) the key features and potential applications of the indigenous healthcare technologies, such as the DNA Aptamer for prostate cancer detection and the

Photonic Chip-based spectrometric biosensor, recently transferred to industry by IIT Delhi under the Nano electronics Network for Research Application (NNetRA) project;

- (b) whether the DNA Aptamer technology contribute to prostate cancer detection and if so, its advantages over existing methods;
- (c) the role of the Photonic Chip-based spectrometric biosensor in healthcare along with its broader potential applications; and
- (d) the manner in which the Government is facilitating the commercialization and adoption of these technologies and its likely impact on the healthcare industry?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY;
AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND
INFORMATION TECHNOLOGY (SHRI JITIN PRASADA):**

(a): Key features and potential applications of the indigenous healthcare technologies:

i. Deoxyribonucleic acid (DNA) Aptamer for prostate cancer detection:

Aptamers:

Aptamers are small molecules that can bind to specific targets such as proteins, carbohydrates and even live cells with high affinity.

Role of Aptamers in Cancer:

In cancer cells, some proteins, specific to the type of cancer, are at abnormally high level as compared to in the normal cells. These proteins can be used to identify the presence of the cancer cells, their localisation throughout the body and for cancer therapy. Since aptamers can bind to specific targets such as proteins, carbohydrates and even live cells with high affinity, therefore they may be used to target this specific protein on the surface of the cancer cells.

Contribution of IITD:

Researchers at IIT Delhi have fabricated DNA aptamers to target the proteins on the surface of prostate cancer cells. It can work as an excellent sensing element for biosensors due to its small size (2 nm), high affinity towards specific ligand/binder and stability.

Potential applications:

Along with the detection, fabricated DNA aptamers at IIT Delhi may provide the functionality to act for prostate cancer cells. For this, the fabricated aptamer has been conjugated/bound with a drug used to treat the prostate cancer. Due to small size, (approximately one fifth size of antibodies), aptamer has additional advantages as sensing layer for photonic biosensor devices; and can help as drug delivery agent.

Potential applications of this technology are in the development of point-of-care in vitro diagnostics especially in low-resource settings due to its robust nature.

ii. Photonic Chip-based spectrometric biosensor:

The photonic chip based spectrometric biosensor developed at IIT Delhi are portable, light weight, show quick response, highly sensitive for accurate detection of pathogens. The biosensor utilises Guided Mode Resonance (GMR) technology. The GMR technology entails etching of the special pattern and engrooves on the substrate which uses light waves and sensing layer to make a precise biosensor.

Advantages and Applications of Chips:

The fabricated chips are reusable and provide rapid detection of number of pathogens by using a very low sample volumes required to obtain the information on the presence of pathogens. This sensor may prove extremely useful for food and health industry.

(b): Contribution of the DNA Aptamer technology to prostate cancer detection and its advantages over existing methods**Contribution of the DNA Aptamer technology:**

DNA aptamer technology has huge potential to contribute to prostate cancer detection as well as treatment.

Existing Methods:

Traditionally, "Prostate Specific Antigen (PSA)" is used as the biomarker for prostate cancer. However, PSA level in the body has been reported to be affected by several

factors such as obesity or some medications. This has resulted in false positives in many cases.

Advantages of DNA Aptamers technology over existing methods:

DNA aptamer technology is advantageous over the PSA based technique as it overcomes the challenges due to its high affinity towards prostate cells.

In addition, this technology provides greater stability, minimal immunogenicity, and scalability.

(c): Role of the Photonic Chip-based spectrometric biosensor in healthcare and its potential applications

The biosensor is extremely sensitive to the presence of pathogens as well as other disease biomarkers that binds with high selectivity of antibody immobilized/bound on sensing layer hence can be used for wide range of healthcare applications.

This sensor may have potential applications in food industry as well.

Advantages over existing methods:

The advantages over the other existing detection schemes are its high selectivity, rapid detection and reusable nature.

(d): Government support in facilitating the commercialization and adoption of these technologies and the impact expected on the healthcare industry

The technologies developed have been transferred to interested private companies and start-ups through Foundation for Innovation and Technology Transfer (FITT)

section of IIT Delhi. Incubation of a new startup for the same is also under process at IIT Delhi.

MeitY along-with other Govt agencies such as DBT, ICMR etc. have schemes to support for clinical trials, certification, prototyping etc for startups and industries to commercialise these technologies.

Through adoption of these new indigenous technologies for healthcare industry, early cancer detection, disease monitoring, food quality, and many more such applications may be feasible.

EMPLOYMENT OPPORTUNITIES FOR MINORITIES

1432. DR.KIRSAN NAMDEO:

SHRI RAMVIR SINGH BIDHURI:

Will the Minister of **MINORITY AFFAIRS** be pleased to state:

(a) whether any scheme has been launched by the Government to increase the employment opportunities for the minority communities;

(b) if so, the details of the people belonging to minority communities employed across the various sectors, State-wise, area-wise and Religion-wise; and

(c) the details of the number of students belonging to minority communities who have received scholarships from the Government during the last five years, State-wise including Maharashtra?

THE MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF MINORITY AFFAIRS (SHRI KIREN RIJJU):

(a) and (b) Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS) is a flagship Scheme of the Ministry of Minority Affairs (MoMA) which converges five erstwhile schemes and focuses on upliftment of minorities through skill development; entrepreneurship and leadership of minority women; and education support for school dropouts. Skill training were provided to youth from minority communities to increase employment and livelihood opportunities under the 'Seekho Aur Kamao', 'Nai Manzil', and 'USTTAD' schemes, which have now been converged into PM VIKAS scheme. A brief of these schemes along with achievements made therein is as under:

i) Seekho aur Kamao (SAK) scheme, started in 2013-14, targeted to upgrade the skills of minority youth (14-45 years) in various modern/ traditional skills depending upon their qualification, prevailing economic trends, and market potential, that could earn them suitable employment or make them suitably skilled to take up self-employment. Since inception, about 4.68 lakh beneficiaries have been trained, and as reported on scheme portal 2.90 lakh beneficiaries have been placed under the scheme. However, details of people employed across sectors, State-wise, area-wise and religion-wise not maintained.

ii) Nai Manzil scheme started in 2015, and was implemented with an objective to benefit the minority youth who do not have formal school leaving certificate. The

scheme provided a combination of formal education (Class VIII or X) and skills and enabled the beneficiaries to seek better employment and livelihoods. Since inception, 98,712 beneficiaries have been trained, and as reported on scheme portal 58,168 beneficiaries have been placed under the scheme. However, details of people employed across sectors, State-wise, area-wise and religion-wise not maintained.

iii) USTTAD scheme started in 2015 and targeted capacity building and upgrading of the traditional skills of master craftsmen/ artisans. Since inception, about 21,611 beneficiaries have been trained and placed/self employed/organised into Self Help Groups under the scheme.

(c) State-wise number of students belonging to minority communities who have received scholarships under the 03 scholarship schemes of the Ministry viz. (i) Pre-Matric, (ii) Post-Matric and (iii) Merit-cum-Means during the last five years (i.e., 2018-19 to 2022-23), are placed at **Statement**.

STATEMENT

I. Number of Scholarships sanctioned under the Pre-Matric Scholarship Scheme for AY 2018-19 to 2022-23						
S.No.	States/ UTs	2018-19	2019-20	2020-21	2021-22	2022-23*
1	Andaman and Nicobar	56	107	2796	3272	97

2	Andhra Pradesh	129589	161555	152714	175563	8573
3	Arunachal Pradesh	0	0	0	0	0
4	Assam	116564	290719	250267	235337	4706
5	Bihar	222209	245662	134270	175287	3001
6	Chandigarh	1342	1461	1913	1783	44
7	Chhattisgarh	5595	4839	4308	4453	412
8	Delhi	2216	4928	8328	12302	546
9	Goa	349	497	772	1111	77
10	Gujarat	128432	134907	102873	89543	2796
11	Haryana	6259	8860	9396	25011	994
12	Himachal Pradesh	1541	2056	1985	1790	193
13	Jammu And Kashmir	155312	523653	466290	389132	8402
14	Jharkhand	50466	84133	14332	14146	683
15	Karnataka	433314	507463	517527	566291	47922
16	Kerala	573776	593531	599692	634299	52879
17	Ladakh	0	0	14862	11884	292
18	Lakshadweep	0	0	0	0	0
19	Madhya Pradesh	108841	137269	113780	139638	8573
20	Maharashtra	688310	744273	734816	802121	35502
21	Manipur	14882	44390	47526	52432	4275

22	Meghalaya	5392	9865	14630	15462	613
23	Mizoram	42696	52652	53129	60784	1236
24	Nagaland	28156	53156	69053	77882	4551
25	Odisha	10611	12934	17470	25620	700
26	Puducherry	2331	3223	3963	4318	319
27	Punjab	409392	468622	447136	503179	15748
28	Rajasthan	135980	165049	146296	188827	14881
29	Sikkim	392	716	102	513	22
30	Tamil Nadu	325580	376543	381455	448485	49824
31	Telangana	169146	171908	156037	177571	9453
32	The Dadra and Nagar Haveli and Daman and Diu	134	468	275	318	9
33	Tripura	3283	3525	5723	7109	391
34	Uttar Pradesh	691804	727980	747354	842938	40303
35	Uttarakhand	21275	30197	18621	21812	556
36	West Bengal	1206629	884	273	576	3
Total		5691854	5568025	5239964	5710789	318576

* AY 2022-23 data provisional

II. Number of Scholarships sanctioned under the Post-Matric Scholarship

Scheme for AY 2018-19 to 2022-23

S.No.	States/ UTs	2018-19	2019-20	2020-21	2021-22	2022-23*
1	Andaman And Nicobar	18	9	278	295	44
2	Andhra Pradesh	13292	15408	12661	15216	3159
3	Arunachal Pradesh	0	0	0	0	0
4	Assam	27856	38531	30456	49106	254
5	Bihar	49333	48456	43512	19642	1455
6	Chandigarh	115	154	123	117	6
7	Chhattisgarh	2114	2202	2198	2744	786
8	Delhi	2063	2261	3518	2908	372
9	Goa	140	218	349	458	84
10	Gujarat	20652	23445	21289	23519	4353
11	Haryana	3792	4703	5194	7824	1206
12	Himachal Pradesh	430	534	500	637	157
13	Jammu And Kashmir	28536	111052	53725	47574	5722
14	Jharkhand	12616	13182	5918	5494	761
15	Karnataka	48924	74944	55081	73830	17262
16	Kerala	65875	65635	67583	74271	15787
17	Ladakh	0	0	1593	905	63
18	Lakshadweep	0	0	0	0	0
19	Madhya Pradesh	18536	22038	20430	23622	5255

20	Maharashtra	48332	48331	47333	42110	7137
21	Manipur	3860	5599	4497	4629	701
22	Meghalaya	6563	7533	7254	5306	614
23	Mizoram	1300	1309	1144	1702	192
24	Nagaland	4360	5332	6029	6421	1272
25	Odisha	2134	2738	3146	4030	779
26	Puducherry	516	572	596	629	115
27	Punjab	55829	56646	53450	55430	7570
28	Rajasthan	24437	27933	27404	30012	7256
29	Sikkim	104	52	85	289	35
30	Tamil Nadu	36628	43241	44319	52409	14056
31	Telangana	15597	17393	18372	20843	1736
32	The Dadra and Nagar Haveli and Daman and Diu	59	81	57	78	12
33	Tripura	1164	1067	1004	1766	226
34	Uttar Pradesh	86303	94291	4646	134433	24639
35	Uttarakhand	2830	4521	114388	5296	729
36	West Bengal	99957	3730	5184	6548	812
Total		684265	743141	663316	720093	124607
* AY 2022-23 data provisional						

III. Number of Scholarships sanctioned under Merit-cum-Means based Scholarship Scheme for AY 2018-19 to 2022-23						
S.No.	States/ UTs	2018-19	2019-20	2020-21	2021-22	2022-23*
1	Andaman And Nicobar	2	3	4	3	1
2	Andhra Pradesh	2599	3476	1808	2118	957
3	Arunachal Pradesh	0	0	0	0	0
4	Assam	4437	6158	7216	9287	1263
5	Bihar	11144	6985	7933	6733	2876
6	Chandigarh	8	2	6	7	5
7	Chhattisgarh	421	432	441	516	265
8	Delhi	459	384	376	295	111
9	Goa	76	76	116	50	25
10	Gujarat	3437	3037	2722	2731	1006
11	Haryana	821	821	772	1029	516
12	Himachal Pradesh	48	30	32	51	20
13	Jammu And Kashmir	5794	7702	8898	9392	2837
14	Jharkhand	1264	1501	232	685	263
15	Karnataka	15979	20779	22510	22161	9727
16	Kerala	22038	26205	29630	32790	19890
17	Ladakh	0	0	130	81	9

18	Lakshadweep	0	0	0	0	0
19	Madhya Pradesh	2154	2448	2216	2530	1263
20	Maharashtra	4336	2814	4	3	1
21	Manipur	364	348	1808	2118	957
22	Meghalaya	1182	1322	0	0	0
23	Mizoram	543	1115	7216	9287	1263
24	Nagaland	1186	1193	7933	6733	2876
25	Odisha	537	436	6	7	5
26	Puducherry	57	62	441	516	265
27	Punjab	3273	2410	376	295	111
28	Rajasthan	3555	3241	116	50	25
29	Sikkim	21	18	2722	2731	1006
30	Tamil Nadu	5475	5685	772	1029	516
31	Telangana	2854	3311	32	51	20
32	The Dadra and Nagar Haveli and Daman and Diu	1	5	8898	9392	2837
33	Tripura	125	125	232	685	263
34	Uttar Pradesh	9901	9901	22510	22161	9727
35	Uttarakhand	526	526	29630	32790	19890
36	West Bengal	13154	13154	130	81	9

Total	117771	118359	120371	131810	58430
* AY 2022-23 data provisional					

COAL RESERVES IN ANDHRA PRADESH

1433. DR. GUMMA THANUJA RANI:

Will the Minister of **COAL** be pleased to state:

- (a) the details of total coal production in Andhra Pradesh during the last three years;
- (b) the details of coal reserves measured/indicated in Andhra Pradesh;
- (c) the details of the grade of the reserves, if any; and
- (d) whether the Government is trying to explore or identify new locations of the coal reserves in Andhra Pradesh and if so, the details thereof?

THE MINISTER OF COAL: AND MINISTER OF MINES

(SHRI G. KISHAN REDDY)

- (a): There is no coal production in Andhra Pradesh during the last three years.
- (b) and (c): The grade-wise details of the coal resources measured and indicated in the State of Andhra Pradesh as per the National Inventory for Coal and Lignite as on 01.04.2024 is as under:

[Figure in Million Tonne (MT)]

Measured						
G 1- G 3	G 4- G 5	G 6	G7 - G 8	G 9 - G 14	G 15 – G 17	Total
0.00	0.06	0.45	14.94	892.81	116.39	1024.65

[Figure in Million Tonne (MT)]

Indicated						
G 1- G 3	G 4- G 5	G 6	G7 - G 8	G 9 - G 14	G 15 – G 17	Total
0.00	0.00	2.89	22.84	2128.72	214.49	2368.94

(d): Finding new areas for mining coal through exploration is a continuous process. Government is undertaking exploration for identification of new locations of coal resources in the entire country including Andhra Pradesh. There are two sub schemes i.e. Promotional (Regional) exploration continuing through Central Sector Scheme (CSS) of Ministry of Coal for exploration of new areas of coal and lignite and Detailed Exploration in Non-CIL Blocks.

Central Mine Planning and Design Institute Limited (CMPDIL) and Geological Survey of India (GSI) carries out exploration and investigation of minerals including coal. At present, no coal exploration is being carried out by the CMPDIL in the State of Andhra Pradesh.

ONGOING/PENDING RAILWAY PROJECTS IN UTTAR PRADESH**1434. SHRI PRAVEEN PATEL:**

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the current status of ongoing and pending railway projects in various railway zones in the country including Uttar Pradesh;
- (b) the details of funds allocated and released for the development of these projects particularly for the said State;
- (c) whether the Government has taken any steps to ensure timely completion of these projects; and
- (d) if so, the details in this regard?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d): Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise as the Railway projects may span across State boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own

operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

As on 01.04.2024, across Indian Railways, 488 Railway infrastructure projects (187 New Line, 40 Gauge Conversion and 261 Doubling) of total length 44,488 Km, costing approx. Rs7.44 lakh crore are in planning/approval/construction stage, out of which, 12,045 Km length has been commissioned and an expenditure of approx. Rs.2.92 lakh crore has been incurred upto March, 2024. The summary is as under:-

Category	No of Projects	Total Length NL/GC/DL (Km)	Length Commissioned till Mar'24 (Km)	Total Exp upto Mar'24 (Rs. in Crore)
New Lines	187	20,199	2,855	1,60,022
Gauge Conversion	40	4,719	2,972	18,706
Doubling / Multitracking	261	19,570	6,218	1,13,742
Total	488	44,488	12,045	2,92,470

Zone-wise/year-wise details of all Railway Projects including cost, expenditure and outlay are made available in public domain on Indian Railway's website.

The details of outlay for infrastructure projects across Indian Railways is as under:

Period	Outlay
2009-14	Rs.11,527 crore/year
2024-25	Rs.68,634 crore (about 6 times)

The details of commissioning / laying of new track across Indian Railways is given below:-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-24	31,180 Km	8.54 Km/day (more than 2 times)

Uttar Pradesh

Railway infrastructure projects falling fully/partly in the State of Uttar Pradesh are covered under Northern Railway, North Central Railway, North Eastern Railway, East Central Railway and West Central Railway zones of Indian Railways. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain.

As on 01.04.2024, 68 Railway projects (16 New Line, 03 Gauge Conversion and 49 Doubling), of total length of 5,874 Km costing ₹92,001 crore falling fully/partly in the State of Uttar Pradesh, are at various stages of planning and implementation, out of which 1,313 Km length has been commissioned and an expenditure of ₹28,366 crore has been incurred upto March' 2024. The status of work is summarized as under:-

Plan Head	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (Rs. in crore)
New lines	16	1740	297	8672
Gauge Conversion	3	261	0	26
Doubling / Multitracking	49	3873	1016	19668
Total	68	5874	1313	28366

Budget allocation for infrastructure projects and safety works, falling fully/ partly in the State of Uttar Pradesh is as under:

Period	Outlay
---------------	---------------

2009-14	Rs.1,109 crore/year
2024-25	Rs.19,848 crore (More than 17 times)

The details of commissioning / laying of new track falling fully/partly in the State of Uttar Pradesh during 2009-14 and 2014-24 is as under :-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	996 Km	199.2 Km/year
2014-24	4,902 Km	490.2 Km/year (More than 2.4 times)

The completion of any Railway project(s) depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.

Various steps taken by the Government for speedy approval and implementation of rail projects include (i) setting up of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects (iv) delegation of powers at field level (v) close monitoring of progress of project at various levels, and (vi) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects. This has led to substantial increase in rate of commissioning since 2014.

LAYING OF TRACKS FOR TRANSPORTATION OF GOODS

1435. SHRI CHARANJIT SINGH CHANNI:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the length of tracks laid for transport goods during the last five years;
- (b) whether goods trains and passenger trains run on the same track, if so, the details thereof; and
- (c) whether the Government gives compensation to the public in case trains run delayed, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c): Normally, Indian Railways network carries mixed traffic, i.e. for both passenger and goods. However, exclusively for Goods Traffic, Ministry of Railways has taken up construction of two Dedicated Freight Corridors (DFC) viz. Eastern Dedicated Freight Corridor (EDFC) from Ludhiana to Sonnagar (1337 Km) and the Western Dedicated Freight Corridor (WDFC) from Jawaharlal Nehru Port Terminal (JNPT) to Dadri (1506 Km). Out of total 2843 Km, 2741 Route Kilometers (96.4%) has been commissioned and operational, which carried 72,617 freight trains during FY 2024-25 (April to October).

In case of passenger train running late for more than three hours of the scheduled departure from the station commencing journey and where passengers do not want to travel, no cancellation or clerkage is levied and full fare is refunded on surrendering of ticket or TDR filed as the case may be upto actual departure of train as per applicable refund rules.

भिंड और दतिया जिलों में आरओबी/आरयूबी

1436. श्रीमती संध्या राय:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) मध्य प्रदेश में विशेष रूप से भिंड और दतिया जिलों में ओवर ब्रिज और अंडर ब्रिज के निर्माण के लिए किए जा रहे कार्यों की स्थिति सहित उनका ब्यौरा क्या है;
- (ख) उक्त जिलों में ओवर ब्रिज और अंडर ब्रिज के निर्माण के लिए कितनी निधियाँ स्वीकृत की गई हैं;

- (ग) उक्त जिलों में अमृत भारत स्टेशन योजना के अंतर्गत किए गए कार्यों का ब्यौरा क्या है;
- (घ) उक्त ओवर ब्रिज/अंडर ब्रिज का निर्माण कर रही कंपनी का नाम क्या है; और
- (ङ) उक्त कार्य को पूरा करने के लिए तय की गई समय-सीमा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिक्स और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ङ): समपार के बदले ऊपरी सड़क पुल/निचले सड़क पुल के कार्यों को मंजूरी देना भारतीय रेल की एक सतत् और गतिशील प्रक्रिया है। ऐसे कार्यों को गाड़ी परिचालन में संरक्षा पर इसके प्रभाव, गाड़ियों की गतिशीलता और सड़क उपयोगकर्ताओं पर पड़ने वाले प्रभाव और व्यवहार्यता, निधियों की उपलब्धता आदि के आधार पर शुरू किए जाते हैं।

वर्ष 2004-14 की तुलना में 2014-24 के दौरान भारतीय रेल पर निर्मित ऊपरी सड़क पुल/निचले सड़क पुल की संख्या निम्नानुसार है:

अवधि	निर्मित ऊपरी/निचले सड़क पुलों की संख्या में
2004-14	4148
2014-24	11945 (लगभग तीन गुना)

वर्ष 2014-24 की अवधि के दौरान मध्य प्रदेश राज्य में कुल 1062 अदद ऊपरी सड़क पुल/निचली सड़क पुल का निर्माण किया गया जिनमें क्रमशः दतिया में 01 अदद ऊपरी सड़क पुल और 03 अदद निचले सड़क पुल तथा भिंड जिले में 04 ऊपरी सड़क पुल शामिल हैं।

दिनांक 01.04.2024 की स्थिति के अनुसार, मध्य प्रदेश राज्य में 6200 करोड़ रुपए की लागत पर 306 अदद ऊपरी सड़क पुल/निचले सड़क पुल स्वीकृत किए गए हैं, जिनमें दतिया जिले में 57.48 करोड़ रु. की लागत से 04 अदद ऊपरी सड़क पुल/निचले सड़क पुल कार्य और भिंड जिले में 177.53 करोड़ रु. की लागत पर 04 अदद ऊपरी सड़क पुल कार्य शामिल हैं। दतिया और भिंड जिले में सभी ऊपरी सड़क पुल/निचले सड़क पुल कार्य रेलवे द्वारा अपनी लागत पर निष्पादित किए जा रहे हैं।

किसी भी ऊपरी सड़क पुल/निचले सड़क पुल कार्य का पूरा होना समपार फाटक को बंद करने की सहमति के लिए राज्य सरकारों का सहयोग, पहुंच संरक्षण को निश्चित करना, सामान्य व्यवस्था आरेखण (जीएडी) की मंजूरी, भूमि अधिग्रहण, अतिक्रमण को हटाना, अतिलंघनकारी जनसुविधाओं को स्थानांतरित करना, विभिन्न प्राधिकरणों से वैधानिक मंजूरी, परियोजना/कार्य स्थलों के क्षेत्र में कानून और व्यवस्था की स्थिति, जलवायु परिस्थितियों के कारण विशिष्ट परियोजना/कार्य स्थलों के लिए एक वर्ष में कार्य महीनों की संख्या आदि जैसे विभिन्न कारकों पर निर्भर करता है। ये सभी कारक परियोजनाओं/कार्यों के पूरा होने के समय को प्रभावित करते हैं।

रेल मंत्रालय ने भारतीय रेल पर रेलवे स्टेशनों के विकास के लिए 'अमृत भारत स्टेशन योजना' शुरू की है। इस योजना में दीर्घकालिक दृष्टिकोण के साथ निरंतर आधार पर स्टेशनों के विकास की परिकल्पना की गई है।

इसमें प्रत्येक रेलवे स्टेशन की आवश्यकता को देखते हुए स्टेशनों पर सुविधाओं जैसे स्टेशन तक पहुंच, परिचलन क्षेत्रों, प्रतीक्षालयों, शौचालयों, आवश्यकतानुसार लिफ्टों/स्वचालित सीढ़ियों, प्लेटफॉर्म की

सतह और प्लेटफॉर्म के ऊपर कवर, स्वच्छता, निःशुल्क वाई-फाई, 'एक स्टेशन एक उत्पाद' जैसी योजनाओं द्वारा स्थानीय उत्पादों के लिए कियोस्क, बेहतर यात्री सूचना प्रणाली, एकजीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए निर्दिष्ट स्थान, लैंडस्केपिंग आदि में सुधार लाने के लिए मास्टर प्लान तैयार करना और उनका चरणबद्ध कार्यान्वयन करना शामिल हैं।

इस योजना में आवश्यकता, चरणबद्ध रूप से एवं व्यवहार्यता के अनुसार स्टेशन भवन में सुधार, स्टेशन का शहर के दोनों छोरों के साथ एकीकरण, मल्टी-मोडाल एकीकरण, दिव्यांगजनों के लिए सुविधाएं, दीर्घकालिक और पर्यावरण अनुकूल समाधान, गिट्टी रहित पटरियों की व्यवस्था आदि और दीर्घावधि में स्टेशन पर सिटी सेन्टर बनाने की भी परिकल्पना की गई है।

अब तक, इस योजना के अंतर्गत 1337 स्टेशनों को चिह्नित किया गया है, जिनमें से भिंड और दतिया सहित 80 स्टेशन मध्य प्रदेश राज्य में स्थित हैं। मध्य प्रदेश राज्य में अमृत भारत स्टेशन

योजना के अंतर्गत विकास के लिए चिह्नित स्टेशनों के नाम इस प्रकार हैं:

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
मध्य प्रदेश	80	अकोदिया, अमला, अनूपपुर, अशोकनगर, बालाघाट, बानापुरा, बरगवां, ब्योहारी, बेरछा, बेतूल, भिंड, भोपाल, बिजुरी, बीना, बियावरा राजगढ़, छिंदवाड़ा, डबरा, दामोह, दतिया, देवास, गाडरवारा, गंजबासौदा, घोड़ाडोंगरी, गुना, ग्वालियर, हरदा, हरपालपुर, होशंगाबाद, इंदौर, इटारसी जंक्शन, जबलपुर, जुन्नारदेव, करेली, कटनी जंक्शन, कटनी मुरवारा, कटनी साउथ, खाचरोड, खजुराहो, खंडवा, खिरकिया, लक्ष्मीबाई नगर, मैहर, मक्सी,

	मंडलाफोर्ट, मंदसौर, एमसीएस छतरपुर, मेघनगर, मुरैना, मुलताई, नागदा, नैनपुर, नरसिंहपुर, नीमच, नेपानगर, ओरछा, पांडुर्ना, पिपरिया, रतलाम, रीवा, रूठियाई, सांची, संत हिरदाराम नगर, सतना, सागर, सीहोर, सिवनी, शहडोल, शाजापुर, शामगढ़, श्योपुर कलां, शिवपुरी, श्रीधाम, शुजालपुर, सिहोरा रोड, सिंगरौली, टीकमगढ़, उज्जैन, उमरिया, विदिशा, विक्रमगढ़ आलोट
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भिंड और दतिया स्टेशन पर विकास कार्यों के लिए निविदाएं प्रदान की जा चुकी हैं और मौजूदा स्टेशन भवन में सुधार, द्वितीय प्रवेश द्वार का विकास, जल निकासी में सुधार, 12 मीटर

पैदल पार पुल का निर्माण, प्लेटफार्म सतह का निर्माण, लिफ्टों की संस्थापना, नए और बेहतर प्रतीक्षालय, शौचालय ब्लॉक आदि का निर्माण कार्य शुरू किया जा चुका है।

स्टेशनों के विकास और रखरखाव के लिए निधियों का आवंटन का विवरण योजना शीर्ष-53 'ग्राहक सुविधाएं' के अंतर्गत क्षेत्रीय रेलवे-वार रखा जाता है न कि कार्य-वार या स्टेशन-वार या राज्य-वार। मध्य प्रदेश राज्य सात क्षेत्रों अर्थात् मध्य रेलवे, पूर्व मध्य रेलवे, उत्तर मध्य रेलवे, दक्षिण मध्य

रेलवे, दक्षिण पूर्व मध्य रेलवे, पश्चिम रेलवे और पश्चिम मध्य रेलवे द्वारा कवर किया जाता है। वित्तीय वर्ष 2024-25 के लिए इन क्षेत्रों के लिए आवंटन 6339 करोड़ रुपये हैं।

RESEARCH ON RENEWABLE ENERGY SOURCES

1437. SHRI MADDILA GURUMOORTHY:

Will the Minister of **SCIENCE AND TECHNOLOGY** be pleased to state:

- (a) the initiatives taken to promote research on renewable energy sources suitable for Andhra Pradesh's geographical conditions;
- (b) the collaboration, if any, with local institutions and involvement of researchers from minority communities in these efforts; and
- (c) the plans to implement the finding of such research for the benefit of rural and tribal areas?

**THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY;
MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF
STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY
OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN
THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE
DEPARTMENT OF SPACE (DR. JITENDRA SINGH):**

(a) and (b): Yes Sir. Government of India has taken several initiatives to promote research on renewable energy sources across various states in the country. In Andhra Pradesh, 18 projects have been supported by Department of Science and Technology (DST) - Anusandhan National Research Foundation (ANRF) and Science for Equity Empowerment and Development (SEED) program in the area of renewable energy. The following projects/collaborations were engaged in Andhra Pradesh:

- ANRF's program on Empowerment and Equity Opportunities for Excellence in Science (EMEQ) provided support to researchers from minority communities.
- Project on Low-cost fish dryer to enhance socio-economic status of ST fishing community in Kona Seema Region of Andhra Pradesh
- Project on low-cost Lantern to improve quality livelihood of fishermen in Kona Seema Region of Andhra Pradesh

(c) The findings of research and development related to renewable energy are being disseminated to all sections of the society, including rural and tribal areas, through workshops/ stakeholder meetings and by engaging with local stakeholders.

NUMBER OF REDEVELOPED RAILWAY STATIONS BY RLDA

1438. SHRI VISHNU DAYAL RAM:

Will the Minister of **RAILWAYS** be pleased to state:

(a) the number of stations assigned to RLDA for redevelopment that have been completed;

(b) whether there is a timeline and budget allocation for the remaining stations and if so, the details thereof and if not, the reasons therefor; and

(c) whether any stations have been prioritized for redevelopment and if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c): Redevelopment work of three Railway Stations viz. Rani Kamlapati, Bhopal; Gandhinagar (Capital) and Gomti Nagar Lucknow (Phase-I) assigned to Rail Land Development Authority (RLDA) have been completed and commissioned.

Modernisation/Upgradation of Railway Stations is complex in nature involving safety of passengers and trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. and different stations have different project schedules, therefore, timelines cannot be indicated at this stage.

The allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise and not State-wise/UT-wise or Station-wise, generally under Plan Head - 53 'Customer Amenities'. Remaining railway stations assigned to RLDA fall under the jurisdiction of Northern Railway (NR), North East Railway (NER), Central Railway (CR), East Central Railway (ECR) and Western

Railway (WR) Zones and the total allocation of fund under Plan-Head-53 to these Railway Zones in Budget 2024-25 is ₹8119.57Cr.

Further, development/redevelopment of stations on Indian Railways is a continuous and on-going process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. The priority for development/redevelopment of stations is accorded to higher category of station over lower category of station while sanctioning and executing the work.

AWARENESS ABOUT WELFARE SCHEMES

1439. SHRI ANUP SANJAY DHOTRE:

Will the Minister of **MINORITY AFFAIRS** be pleased to state:

- (a) whether the Government has evaluated the performance of its awareness campaign initiated to create awareness among the minority communities regarding the schemes/programmes meant for their welfare in the country and if so, the details and the outcome thereof;
- (b) whether there is an increase in the number of beneficiaries of the said schemes/programmes after such awareness campaign and if so, the details thereof, State/UT-wise and Scheme/Programme-wise during each of the last three years and the current year; and
- (c) the details of other steps taken by the Government in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF MINORITY AFFAIRS (SHRI KIREN RIJIJU):

- (a) to (c): The awareness campaign is carried out under the Scheme of Research / Studies, Monitoring and Evaluation of Development Schemes including Publicity of the Ministry to create awareness among the six centrally notified minority communities. The Government has taken up multi-media campaigns to spread awareness of welfare schemes meant for minorities through print and electronic media, FM Channels all over the country. Pocket booklets and pamphlets on various schemes / programmes of the Ministry are published in Hindi, English, Urdu and other regional languages. In order to directly reach out to the public, especially minority communities, and spread awareness among them, 'Hunar Haats' have been organized at various locations. In addition, Ministry also supports conducting of workshops / seminars through Project Implementing Agencies (PIAs) to create more awareness about the schemes / programmes implemented by this Ministry.

5जी नेटवर्क शुरू करना

1440. श्री उम्मेदा राम बेनीवाल:

एडवोकेट अदूर प्रकाश:

डॉ. एम. पी. अब्दुस्समद समदानी:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) संपूर्ण भारत में नवंबर 2024 तक कवर किए गए शहरों और जिलों की राज्य-वार संख्या के साथ-साथ देश में विशेष रूप से राजस्थान में कवर किए गए जिलों और शहरों के नाम सहित 5जी नेटवर्क रोलआउट की वर्तमान स्थिति क्या है;

(ख) वंचित और ग्रामीण क्षेत्रों में डिजिटल विभाजन को पाटने के लिए विशेष रूप से 5जी पहुंच में असमानताओं को दूर करने के लिए किए गए उपाय क्या हैं;

(ग) सरकार द्वारा 5जी सेवाओं तक सामाजिक-आर्थिक क्षेत्रों की पहुंच सुनिश्चित करने के लिए क्या पहल की गई है;

(घ) तटीय बस्तियों में 5जी संयोजकता सुनिश्चित करने के लिए कार्यान्वित पहल क्या है;

(ङ) सरकार की बाड़मेर संसदीय निर्वाचन क्षेत्र में आर्थिक विकास, डिजिटल साक्षरता और प्रौद्योगिकी संबंधी नवाचार और 5जी परिधान के प्रभाव की निगरानी के लिए विद्यमान रणनीतियां क्या हैं;

(च) पिछले पांच वर्षों में बाड़मेर संसदीय निर्वाचन क्षेत्र में 4जी और 5जी नेटवर्क से युक्त किए गए गांव और इस संपर्क के लिए शेष गांवों की संख्या कितनी है; और

(छ) क्या सरकार का विचार शेष गांवों को 4जी और 5जी नेटवर्क से युक्त करने का है और यदि हां, तो इन्हें कब तक यह संपर्क प्रदान किये जाने की संभावना है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) राजस्थान के सभी जिलों में 5जी सेवाएं शुरू कर दी गई हैं। इसके अलावा, देश भर के सभी राज्यों/संघ राज्य क्षेत्रों में 5जी नेटवर्क शुरू किए गए हैं और वर्तमान में देश के 783 जिलों में से 779

जिलों में 5जी सेवाएं उपलब्ध हैं। दिनांक 31 अक्टूबर 2024 तक, देश में 4.6 लाख से अधिक 5जी बेस ट्रांसीवर स्टेशन (बीटीएस) संस्थापित किए जा चुके हैं जिनमें राजस्थान के 27,508 बीटीएस शामिल हैं।

(ख) से (ड) सरकार ने 5जी सेवाओं के प्रसार के लिए कई पहल की हैं जिनमें अन्य बातों के साथ-साथ निम्नलिखित शामिल हैं:

- i. नीलामी के माध्यम से मोबाइल सेवाओं के लिए पर्याप्त स्पेक्ट्रम का आवंटन।
- ii. वित्तीय सुधारों के परिणामस्वरूप समायोजित सकल राजस्व (एजीआर), बैंक गारंटी (बीजी), ब्याज दरों और जुर्माना युक्तिसंगत हो गए हैं।
- iii. स्पेक्ट्रम के कुशल उपयोग के लिए स्पेक्ट्रम शेयरिंग, व्यापार और सरेंडर की अनुमति दी गई है।
- iv. एसएसीएफए (रेडियो फ्रीक्वेंसी आवंटन संबंधी स्थायी सलाहकार समिति) क्लीयरेंस की प्रक्रिया का सरलीकरण।
- v. दूरसंचार (मार्ग का अधिकार) नियमों की अधिसूचना और पीएम गतिशक्ति संचार पोर्टल लॉन्च करने से आरओडब्ल्यू अनुमतियां को सुव्यवस्थित बनाया गया है और दूरसंचार अवसंरचना की संस्थापना के लिए क्लीयरेंस प्रक्रिया में तेजी आई है।
- vi. स्मॉल सेल और दूरसंचार लाइन की संस्थापना के लिए स्ट्रीट फर्नीचर के उपयोग के लिए समयबद्ध अनुमति के लिए आरओडब्ल्यू नियमों में प्रावधान किया गया है।

डिजिटल भारत निधि (डीबीएन) द्वारा चल रही परियोजनाओं के साथ-साथ इन उपायों से डिजिटल कनेक्टिविटी गैप और कम होने की उम्मीद है।

दूरसंचार सेवा प्रदाताओं (टीएसपी) ने तटीय क्षेत्रों सहित पूरे देश में 5जी सेवाओं का विस्तार किया है और स्पेक्ट्रम नीलामी के लिए आवेदन आमंत्रण सूचना (एनआईए) में निर्धारित न्यूनतम रोलआउट दायित्वों से बढ़कर इसका विस्तार किया है। इन दायित्वों से परे मोबाइल सेवाओं का विस्तार करना दूरसंचार सेवा प्रदाताओं की तकनीकी-वाणिज्यिक प्रतिफलों पर निर्भर करता है।

4जी और 5जी नेटवर्क की उपलब्धता से प्रयोक्ताओं के मध्य ऑनलाइन बैंकिंग सेवाओं, ई-कॉमर्स, ऑनलाइन शिक्षा के साथ-साथ ऑनलाइन सरकारी सेवाओं के प्रयोग को अपनाये जाने में वृद्धि हुई है। इसके अलावा, विभिन्न सामाजिक-आर्थिक क्षेत्रों में नवाचार को बढ़ावा देने के लिए पूरे भारत में 100 संस्थाओं में 5जी प्रयोगशालाएँ स्थापित की जा रही हैं। इससे नई दूरसंचार तकनीकों के लिए दक्षता विकसित करने में मदद मिलेगी और राष्ट्रीय एवं वैश्विक आवश्यकताओं के लिए यूज केस विकसित करने के लिए स्टार्टअप्स और शिक्षाविदों को शामिल किया जाएगा। इनमें से चार 5G प्रयोगशालाएँ राजस्थान में बिरला इंस्टीट्यूट ऑफ टेक्नोलॉजी एंड साइंस पिलानी, भारतीय प्रौद्योगिकी संस्थान जोधपुर, मालवीय राष्ट्रीय प्रौद्योगिकी संस्थान जयपुर और एमबीएम यूनिवर्सिटी जोधपुर में स्थापित की गई हैं।

(च) और (छ) दिनांक 31 अक्टूबर 2024 तक बाड़मेर संसदीय निर्वाचन क्षेत्र के कुल 3285 गांवों को पहले ही 4जी तकनीक से कवर किया जा चुका है।

भारत सरकार ने '4जी सेचुरेशन परियोजना' शुरू की है जिसका उद्देश्य देश के सेवा से वंचित सभी गांवों में 4जी मोबाइल सेवाएं प्रदान करना है। 26,316 करोड़ रुपये के वित्तीय परिव्यय से ऐसे 24,680 गांवों को कवर किया जाएगा। इस परियोजना के तहत, बाड़मेर संसदीय निर्वाचन क्षेत्र में 4जी कवरेज के लिए 214 गांवों की पहचान की गई है। इसके अलावा, दूरसंचार सेवा प्रदाता भी अपने मोबाइल नेटवर्क का लगातार विस्तार कर रहे हैं।

NUCLEAR POWER PLANT**1441. KUMARI SELJA**

Will the **PRIME MINISTER** be pleased to state:-

- (a) the status and progress of 2800 MW Nuclear Power Plant at Village Gorakhpur, district Fatehabad, Haryana;
- (b) the details of amount sanctioned and utilised so far for the construction of this plant; and
- (c) the time by when the work of this plant is likely to be completed and power generation to start along with the number of MWs of power to be generated?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

- (a) The 2800 MW nuclear power project at Gorakhpur in Fatehabad district of Haryana is being set up in two phases of twin units, GHAVP 1and2 (2X700 MW) and GHAVP 3and4 (2X700 MW). Presently, in GHAVP 1and2, major contracts

such as Main Plant Civil Package, Nuclear Island Package, Main Plant Electrical and Switchyard Package, Turbine Island Package, IDCT package, water conveyance system have been awarded. Construction of various buildings is in progress. Orders for long delivery equipment have been placed and receipts of some of the equipment at site have commenced. In GHAVP-3and4 (2 X 700 MW), geotechnical investigation has been completed and other pre-project activities are in progress.

(b) The sanctioned cost of GHAVP 1and2 and GHAVP 3and4 is Rs. 20,594 crore and Rs. 21,000 crore respectively. The cumulative expenditure till September, 2024 had been Rs. 7161 crore in GHAVP 1and2 and Rs. 201 crore in GHAVP 3and4 respectively.

(c) GHAVP-1and2 is expected to be completed in the year 2031 and GHAVP-3and4 in 2032. On successful completion, GHAVP-1 to 4 will produce 2800 MW of electricity.

जोधपुर मंडल और अजमेर मंडल में चल रही रेल परियोजनाएँ

1442. श्री लुम्बा राम:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) राजस्थान में उत्तर पश्चिम रेलवे के जोधपुर मंडल और अजमेर मंडल में चल रही रेल परियोजनाओं का परियोजना-वार ब्यौरा क्या है;
- (ख) चालू वित्तीय वर्ष के दौरान उत्तर पश्चिम रेलवे के जोधपुर रेल मंडल और अजमेर रेल मंडल के विकास के लिए अब तक कुल कितना बजट आवंटित किया गया है, जारी किया गया है और उपयोग में लाया गया है; और
- (ग) उक्त परियोजनाओं को पूरा करने के लिए क्या समय-सीमा निर्धारित की गई है और इसकी वर्तमान स्थिति क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ग): रेल परियोजनाओं का सर्वेक्षण/स्वीकृत/निष्पादन राज्य-वार नहीं, बल्कि क्षेत्रीय रेल-वार किया जाता है क्योंकि रेल परियोजनाएं राज्य की सीमाओं के आर-पार फैली हो सकती हैं। रेल परियोजनाएं को चालू परियोजनाओं के थ्रोफारवर्ड और धनराशि की समग्र उपलब्धता के आधार पर लाभप्रदता, यातायात अनुमान, अंतिम स्थान तक संपर्क, मिसिंग लिंक और वैकल्पिक मार्गों, संकुलित/संतृप्त लाइनों का संवर्धन, राज्य सरकारों, केंद्रीय मंत्रालयों, संसद सदस्यों, अन्य जनप्रतिनिधियों द्वारा उठाई गई मांगों, रेलवे की अपनी परिचालनिक आवश्यकताओं, सामाजिक-आर्थिक कारकों आदि के आधार पर शुरू किया जाता है।

राजस्थान का जोधपुर और अजमेर मंडल उत्तर पश्चिम रेलवे के क्षेत्राधिकार में आता है। इसके अलावा, राजस्थान राज्य में पूर्णतः/आंशिक रूप से पड़ने वाली रेल अवसंरचना परियोजनाएं भारतीय रेल के उत्तर पश्चिम रेलवे, उत्तर रेलवे, उत्तर मध्य रेलवे, पश्चिम मध्य रेलवे और पश्चिम रेलवे जोनों के अंतर्गत

आती हैं। लागत, व्यय और परिव्यय सहित रेल परियोजनाओं का क्षेत्र-वार ब्यौरा भारतीय रेल की वेबसाइट पर सार्वजनिक रूप से उपलब्ध कराया गया है।

01.04.2024 तक, जोधपुर मंडल और अजमेर मंडल सहित राजस्थान राज्य में पूर्णतः/आंशिक रूप से पड़ने वाली 51,814 करोड़ रुपए की लागत वाली कुल 4,191 किलोमीटर लंबाई की 32 रेल परियोजनाएं (15 नई लाइनें, 05 आमामान परिवर्तन और 12 दोहरीकरण) योजना और कार्यान्वयन के विभिन्न चरणों में हैं, जिनमें से 1,183 किलोमीटर लंबाई कमीशन की जा चुकी है और मार्च 2024 तक 14,785 करोड़ रुपये का व्यय किया जा चुका है। कार्य की स्थिति का सार निम्नानुसार है: -

योजना शीर्ष	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	कमीशन की गई लंबाई (कि.मी. में)	मार्च 2024 तक व्यय (करोड़ रु. में)
नई लाइन	15	1230	134	3593
आमामान परिवर्तन	5	1252	759	5398
दोहरीकरण/ मल्टीट्रैकिंग	12	1709	290	5794
कुल	32	4191	1183	14875

राजस्थान राज्य में पूर्णतः/आंशिक रूप से पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आबंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	682 करोड़ रु. प्रति वर्ष
2024-25	9959 करोड़ रु. (15 गुना से अधिक)

वर्ष 2009-14 और 2014-24 के दौरान राजस्थान राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथों का कमीशन/बिछाने का ब्यौरा निम्नानुसार है:-

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	798 कि.मी.	159.6 कि.मी./वर्ष
2014-24	3742 कि.मी.	374.2 कि.मी./वर्ष (2 गुना से अधिक)

रेल परियोजना(ओं) का पूरा होना राज्य सरकार द्वारा शीघ्र भूमि अधिग्रहण, वन विभाग के पदाधिकारियों द्वारा वन संबंधी स्वीकृति, लागत भागीदारी परियोजनाओं में राज्य सरकार द्वारा लागत हिस्सेदारी जमा करना, परियोजनाओं की प्राथमिकता, बाधक जनोपयोगी सेवाओं का स्थानान्तरण, विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां, क्षेत्र की भूवैज्ञानिक और स्थलाकृतिक स्थितियां, परियोजना (परियोजनाओं के) स्थल में कानून व्यवस्था की स्थिति, जलवायु परिस्थितियों के कारण परियोजना विशेष स्थल के लिए वर्ष के दौरान कार्य के महीनों की संख्या आदि जैसे विभिन्न कारकों पर निर्भर करता है।

SEEKHO AUR KAMAO/NAI MANZIL SCHEMES**1443. SHRI YUSUF PATHAN:**

Will the Minister of **MINORITY AFFAIRS** be pleased to state:

- (a) the details of the candidates trained under the Seekho aur Kamao Scheme and Nai Manzil Scheme, State-wise and district-wise particularly in West Bengal;
- (b) the details of the fund allocated and released for the said two schemes, State-wise and district-wise particularly the State of West Bengal;
- (c) whether the Government prepares religious minority-wise data of the beneficiaries of the scheme; and
- (d) if so, the details of beneficiaries, Religion-wise and State-wise?

THE MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF MINORITY AFFAIRS (SHRI KIREN RIJJU):

- (a) to (d): Under the Seekho aur Kamao (SAK) scheme, which was launched in 2013-14, about 32,477 beneficiaries were trained in the State of West Bengal. Similarly, under the Nai Manzil scheme, which was launched in 2015, about 5,730 beneficiaries were trained in the State of West Bengal. State-wise and religious minority-wise number of beneficiaries trained under the Schemes is placed at Statement. Since inception, a total of Rs. 1860.96 crores and Rs.

864.05 crores were allocated under the Seekho aur Kamao (SAK) and Nai Manzil schemes, out of which Rs. 1534.94 crores and Rs. 456.19 crores have been utilised respectively. These schemes were Central Sector Schemes and no State-wise funds/targets were allocated.

STATEMENT

State-wise and Religious Minority-wise no. of beneficiaries trained since inception under the Seekho aur Kamao scheme								
Sr. No.	State	Muslim	Christian	Sikh	Buddhist	Parsi	Jain	Total Trained
I.	Seekho Aur Kamao	366825	30937	43563	9253	85	5600	468170
1	Andhra Pradesh	10007	5693	80	0	0	9	15958
2	Arunachal Pradesh	8	1042	1	110	0	0	1164
3	Assam	17820	1811	29	61	0	5	20243
4	Bihar	35914	339	17	4	5	10	38681
5	Chandigarh	115	14	69	4	11	0	226
6	Chhattisgarh	2385	375	211	232	0	70	3338

7	Delhi	10309	51	331	9	0	81	10920
8	Goa	195	285	0	0	0	0	480
9	Gujarat	11531	290	30	3	8	536	12701
10	Haryana	5477	351	7546	13	10	283	13926
11	Himachal Pradesh	2180	47	1051	1	1	0	3301
12	Jammu and Kashmir	37683	411	2857	1107	1	2	42372
13	Jharkhand	13607	1607	268	0	0	4	15996
14	Karnataka	9023	239	4	14	1	42	9478
15	Kerala	1699	1549	1	1	0	0	3348
16	Ladakh	2	0	0	1	0	0	3
17	Madhya Pradesh	38952	304	267	1161	21	367 0	45980
18	Maharashtra	10585	1614	49	3496	4	96	15980
19	Manipur	1741	2037	17	20	0	0	3848
20	Meghalaya	42	2395	3	6	0	20	2477
21	Mizoram	3	1286	0	1	0	0	1290
22	Nagaland	11	1316	0	14	0	0	1348

23	Odisha	2019	490	2	188	4	5	2734
24	Puducherry	49	53	2	0	0	0	104
25	Punjab	2206	376	2824 5	22	9	94	31230
26	Rajasthan	13388	16	1504	3	3	526	15899
27	Sikkim	18	266	4	1160	0	0	1449
28	Tamil Nadu	1281	2284	2	6	0	6	3977
29	Telangana	12906	3190	18	24	1	7	16935
30	Dadra and Nagar Haveli and Daman and Diu	2	0	0	0	0	0	2
31	Tripura	2093	218	0	119	0	0	2430
32	Uttar Pradesh	88638	217	572	713	6	102	92223
33	Uttarakhan d	5215	18	352	3	0	1	5652
34	West Bengal	29721	753	31	757	0	31	32477

State-wise and Religious Minority-wise no. of beneficiaries trained since inception under the Nai Manzil scheme								
Sr . No	State	Musli m	Christia n	Sik h t	Buddhis	Par si	Jai n	Total Traine d
I.	Nai Manzil	77364	5545	835 6	1374	17	251	98712
1	Andaman and Nicobar	114	177	1	1	1	0	413
2	Andhra Pradesh	768	45	0	0	0	0	826
3	Arunachal Pradesh	1	491	0	328	0	0	820
4	Assam	5273	211	16	2	1	0	5917
5	Bihar	8331	4	0	1	0	0	9220
6	Chhattisgarh	1258	57	46	388	0	12	2039
7	Delhi	3715	9	36	0	0	1	3882
8	Goa	370	3	32	0	0	0	413
9	Gujarat	2791	6	0	0	0	1	2957

10	Haryana	2341	59	651	8	1	104	3323
11	Himachal Pradesh	848	0	29	0	0	0	968
12	Jammu and Kashmir	6670	81	518	14	3	71	7767
13	Jharkhand	6110	120	26	1	0	4	6913
14	Karnataka	2367	1	0	0	0	0	2368
15	Kerala	1930	22	0	0	0	0	2065
16	Madhya Pradesh	3573	2	0	8	0	15	3644
17	Maharashtra	2487	3	0	100	0	1	2604
18	Manipur	1218	128	17	5	7	0	1383
19	Meghalaya	46	2109	55	4	0	0	2353
20	Nagaland	16	756	0	1	0	0	826
21	Odisha	1144	8	9	0	0	0	1240
22	Punjab	311	7	671 6	2	0	3	7171
23	Rajasthan	2437	9	147	6	0	0	2766
24	Tamil Nadu	1940	752	1	1	0	23	2910
25	Telangana	5142	162	8	0	3	2	5877

26	Tripura	217	0	0	256	0	0	502
27	Uttar Pradesh	10332	46	1	18	0	4	10846
28	Uttarakhand	867	2	46	0	0	0	969
29	West Bengal	4747	275	1	230	1	10	5730

महत्वपूर्ण और कार्यनीतिक महत्व के खनिज ब्लॉकों की ई-नीलामी

1444. श्री हरीश चंद्र मीना:

क्या खान मंत्री यह बताने की कृपा करेंगे कि :

- (क) उन खनिज ब्लॉकों का राज्य-वार ब्यौरा क्या है जिनके लिए सरकार ने निविदाएं आमंत्रित की हैं;
- (ख) खान मंत्रालय द्वारा घोषित 20 महत्वपूर्ण और रणनीतिक महत्व के खनिज ब्लॉकों की ई-नीलामी प्रक्रिया की वर्तमान स्थिति क्या है और कितने ब्लॉकों की सफलतापूर्वक नीलामी की गई है और कितने आवंटन की प्रतीक्षा की जा रही है;
- (ग) इन खनिज ब्लॉकों के लिए निविदाएं प्राप्त करने वाली इकाइयों का ब्यौरा क्या है और कंपनियों के नाम क्या हैं और उनमें से प्रत्येक को आवंटित ब्लॉकों का ब्यौरा क्या है;
- (घ) आवंटित ब्लॉकों में खनन कार्य आरंभ करने की संभावित समय-सीमा क्या है; और
- (ङ) सरकार द्वारा यह सुनिश्चित करने के लिए क्या उपाय किए गए हैं कि सामाजिक और आर्थिक क्षति को कम किया जाए?

कोयला मंत्री ;तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) से (ग) अब तक खान मंत्रालय ने चार चरणों में 48 महत्वपूर्ण खनिज ब्लॉकों के लिए निविदा आमंत्रण सूचनाएं (एनआईटी) जारी की हैं। इनमें से 24 ब्लॉकों (4 खनन पट्टे (एमएल) और 20 संयुक्त लाइसेंस (सीएल)) की सफलतापूर्वक नीलामी की गई है और अधिमानित बोलीदाताओं की घोषणा की गई है। राज्यवार ब्यौरा **विवरण -I** में दिया गया है।

(घ) खनन पट्टे के लिए नीलाम किए गए ब्लॉक के मामले में, खनिज (नीलामी) नियम, 2015 के नियम 10 के अनुसार, खनन पट्टे को आशय पत्र (एलओआई), जिसे राज्य सरकार द्वारा लेखबद्ध कारणों से 2 वर्ष तक बढ़ाया जा सकता है, जारी होने की तिथि से 3 वर्ष के भीतर निष्पादित किया जाना है, इसके अलावा, इन ब्लॉकों से उत्पादन खनन पट्टे के निष्पादन के 2 वर्ष के भीतर शुरू करना है, जिसे एक वर्ष तक बढ़ाया जा सकता है।

संयुक्त लाइसेंस के लिए नीलाम किये गये ब्लॉक के मामले में, आशय पत्र (एलओआई) जारी करने के बाद, अधिमानित बोलीदाता को पूर्वक्षण कार्यों को शुरू करने के लिए लागू कानूनों के तहत यथा अपेक्षित सभी सहमतियां, अनुमोदन, परमिट, अनापत्तियां प्राप्त करनी हैं और संयुक्त लाइसेंस, जिसे 6 माह तक बढ़ाया जा सकता है, के निष्पादन के लिए आशय पत्र की तारीख से 01 वर्ष के भीतर पूर्वक्षण की योजना प्रस्तुत करनी है। इसके बाद, संयुक्त लाइसेंस धारक को 3 वर्ष के भीतर खनिज तत्वों के साक्ष्य का पता लगाने के लिए क्षेत्र का भूवैज्ञानिक गवेषण करना होगा, जिसे 2 वर्ष तक बढ़ाया जा सकता है। पूर्वक्षण कार्य पूरा करने और भूवैज्ञानिक रिपोर्ट प्रस्तुत करने के बाद, राज्य सरकार पंद्रह दिनों की अवधि के भीतर खनन पट्टे के लिए आशय पत्र जारी करेगी और खनिज (नीलामी) नियम, 2015 के नियम 10(6) के अनुसार अगला खनन पट्टा विलेख निष्पादित किया जाएगा।

(ड.) मौजूदा कानून के अनुसार, खनन पट्टे के निष्पादन से पहले, प्रत्येक खान को केंद्र सरकार और संबंधित राज्य सरकारों के विभिन्न विभागों से पर्यावरण मंजूरी और वन मंजूरी जैसी अपेक्षित वैधानिक मंजूरी प्राप्त करना आवश्यक है।

इसके अतिरिक्त, खान और खनिज (विकास और विनियमन) अधिनियम, 1957 [एमएमडीआर अधिनियम, 1957] की धारा 24क में प्रावधान है कि रियायत धारक भूमि की सतह के अधिभोगी को किसी नुकसान या क्षति के लिए मुआवजा देने के लिए उत्तरदायी हैं, जो सर्वेक्षण, खनन या पूर्वेक्षण कार्यों से उत्पन्न होने की संभावना है या उत्पन्न हुई है।

खान मंत्रालय ने खनिज संरक्षण और विकास नियम (एमसीडीआर), 2017 के अध्याय-V के तहत प्रावधान करके सतत खनन को कार्यान्वित किया है। वायु प्रदूषण से बचाव, जहरीले तरल के स्राव की रोकथाम, ध्वनि प्रदूषण से बचाव, सतह के धंसने पर नियंत्रण आदि के लिए नियमों में प्रावधान शामिल किए गए हैं।

एमसीडीआर, 2017 के नियम 35 में खनिकों द्वारा अपनाई गई सतत खनन पद्धतियों के आधार पर खनन पट्टों की स्टार रेटिंग का प्रावधान है। इसके अतिरिक्त, एमसीडीआर, 2017 के नियम 35 (4) के अनुसार, प्रत्येक खनन पट्टाधारक खनन कार्य शुरू करने की तारीख से चार वर्ष की अवधि के भीतर कम से कम तीन-स्टार रेटिंग प्राप्त करेगा और उसके बाद उसे वर्ष-दर-वर्ष आधार पर बनाए रखेगा।

विवरण - I

सं.	राज्य	ब्लॉक का नाम	एमएल/सीएल	अधिमानित बोलीदाता का नाम
1.	आंध्र प्रदेश	बालेपालयम टंगस्टन एंड एसोसिएटेड मिनरल ब्लॉक	सीएल	हिंदुस्तान जिंक लिमिटेड
2.	अरुणाचल प्रदेश	डिपो वैनेडियम एंड ग्रेफाइट ब्लॉक	सीएल	वेदांता लिमिटेड

सं.	राज्य	ब्लॉक का नाम	एमएल/सीएल	अधिमानित बोलीदाता का नाम
3.	अरुणाचल प्रदेश	एंडोलिन-इशोलिन ग्रेफाइट ब्लॉक	सीएल	मैम्को माइनिंग प्राइवेट लिमिटेड
4.	अरुणाचल प्रदेश	लोडोसो ईस्ट आरईई एंड एसोसिएटेड मिनरल ब्लॉक	सीएल	--
5.	अरुणाचल प्रदेश	फॉप ग्रेफाइट एंड वैनेडियम ब्लॉक	सीएल	ऑयल इंडिया लिमिटेड
6.	अरुणाचल प्रदेश	राधपु ग्रेफाइट एंड वैनेडियम ब्लॉक	सीएल	उड़ीसा मेटालिक्स प्राइवेट लिमिटेड
7.	बिहार	चुटिया-नौहट्टा ग्लौकोनाइट ब्लॉक	सीएल	रुंगटा संस प्राइवेट लिमिटेड
8.	बिहार	जेनजाना निकेल, क्रोमियम एंड पीजीई ब्लॉक	सीएल	वेदांता लिमिटेड
9.	बिहार	पिपराडीह-भुर्वा ग्लौकोनाइट ब्लॉक	सीएल	रुंगटा संस प्राइवेट लिमिटेड
10.	छत्तीसगढ़	भालुकोना ग्लौकोनाइट ब्लॉक	सीएल	--
11.	छत्तीसगढ़	चिकनीपानी टंगस्टन ब्लॉक	सीएल	--
12.	छत्तीसगढ़	कटघोरा लिथियम एंड आरईई ब्लॉक	सीएल	मैकी साउथ माइनिंग

सं.	राज्य	ब्लॉक का नाम	एमएल/सीएल	अधिमानित बोलीदाता का नाम
				प्राइवेट लिमिटेड
13.	छत्तीसगढ़	केलेंडा ग्लौकोनाइट ब्लॉक	सीएल	--
14.	छत्तीसगढ़	रायपुरा फॉस्फोराइट एंड लाइमस्टोन ब्लॉक	सीएल	--
15.	छत्तीसगढ़	सेमहरडीह. फॉस्फोराइट एंड लाइमस्टोन ब्लॉक	सीएल	--
16.	गुजरात	कुंडोल निकल एंड क्रोमियम ब्लॉक	सीएल	--
17.	झारखंड	मुस्कानिया-गड़ेरियाटोला-बरवरी पोटाश ब्लॉक	सीएल	--
18.	झारखंड	पोंची ग्रेफाइट ब्लॉक	एमएल	सतगुरु माइनिंग प्राइवेट लिमिटेड
19.	कर्नाटक	डोम्बराहल्ली फॉस्फेट और आरईई ब्लॉक	सीएल	--
20.	कर्नाटक	गोल्लारहट्टी-मल्लेनहल्ली निकल, क्रोमियम एंड पीजीई ब्लॉक	सीएल	वेदांता लिमिटेड

सं.	राज्य	ब्लॉक का नाम	एमएल/सीएल	अधिमानित बोलीदाता का नाम
21.	कर्नाटक	होलालकेरे-डोड्डाघट्टा निकल एंड पीजीई ब्लॉक	सीएल	--
22.	कर्नाटक	संयासिकोप्पा कोबाल्ट, मैंगनीज एंड आयरन ब्लॉक	सीएल	वेदांता लिमिटेड
23.	मध्य प्रदेश	बहेरा-गोरियारा ग्रेफाइट एंड बेसमेटल ब्लॉक	सीएल	विनमिर रिसोर्सज प्राइवेट लिमिटेड
24.	मध्य प्रदेश	गोलीघाट ग्रेफाइट एंड वैनैडियम ब्लॉक	एमएल	शांति जीडी इस्पात एंड पावर प्राइवेट लिमिटेड
25.	मध्य प्रदेश	खट्टाली छोटी ग्रेफाइट ब्लॉक	सीएल	कोल इंडिया लिमिटेड
26.	महाराष्ट्र	कनकौली पीजीई, निकल, क्रोमियम एंड एसोसिएटेड मिनेरल ब्लॉक	सीएल	--
27.	महाराष्ट्र	वडाखोल-असोली निकल, क्रोमियम और एसोसिएटेड खनिज ब्लॉक	सीएल	असम मिनेरल डेवलपमेंट कॉरपोरेशन लिमिटेड

सं.	राज्य	ब्लॉक का नाम	एमएल/सीएल	अधिमानित बोलीदाता का नाम
28.	ओडिशा	अखरकाटा ग्रेफाइट ब्लॉक	सीएल	कुन्दन गोल्ड माइन्स प्राइवेट लिमिटेड
29.	ओडिशा	बाबजा ग्रेफाइट एंड मैंगनीज ब्लॉक	एमएल	अग्रसेन स्पंज प्राइवेट लिमिटेड
30.	ओडिशा	बियारपल्ली ग्रेफाइट एंड मैंगनीज ब्लॉक	एमएल	अग्रसेन स्पंज प्राइवेट लिमिटेड
31.	ओडिशा	दुधियासोल ईस्ट निकल एंड कॉपर ब्लॉक	एमएल	--
32.	राजस्थान	भरुसारी. पोटाश एंड हैलाइट ब्लॉक	सीएल	--
33.	राजस्थान	लखासर पोटाश एंड हैलाइट ब्लॉक	सीएल	--
34.	राजस्थान	झंडावाली-सतीपुरा एमालगैमेटेड पोटाश एंड हैलाइट ब्लॉक	सीएल	--
35.	राजस्थान	जोर्कियन-सतीपुरा-खुंजा एमालगैमेटेड पोटाश एंड हैलाइट	सीएल	--

सं.	राज्य	ब्लॉक का नाम	एमएल/सीएल	अधिमानित बोलीदाता का नाम
		ब्लॉक		
36.	तमिलनाडु	इलुप्पाकुडी ग्रेफाइट ब्लॉक	सीएल	डालमिया भारत रिफ़्रेक्टरीज लिमिटेड
37.	तमिलनाडु	कुरुन्जाकुलम ग्रेफाइट ब्लॉक	सीएल	--
38.	तमिलनाडु	मन्नादिपट्टी मध्य मोलिब्डेनम ब्लॉक	सीएल	--
39.	तमिलनाडु	मरुडीपट्टी (मध्य) मोलिब्डेनम ब्लॉक	एमएल	--
40.	तमिलनाडु	नयक्करपट्टी टंगस्टन ब्लॉक	सीएल	हिंदुस्तान जिंक लिमिटेड
41.	तमिलनाडु	नोचिपट्टी मोलिब्डेनम ब्लॉक	सीएल	--
42.	तमिलनाडु	वेलमपट्टी उत्तर ए एंड बी मोलिब्डेनम ब्लॉक	सीएल	--
43.	तमिलनाडु	वेल्लाक्कल मध्य (सेगमेंट-ए) मोलिब्डेनम ब्लॉक	सीएल	--
44.	उत्तर प्रदेश	बरवार फॉस्फोराइट ब्लॉक	सीएल	मैम्को माइनिंग प्राइवेट लिमिटेड

सं.	राज्य	ब्लॉक का नाम	एमएल/सीएल	अधिमानित बोलीदाता का नाम
45.	उत्तर प्रदेश	कुरछा ग्लौकोनाइट ब्लॉक	सीएल	शोभा मिनरल्स
46.	उत्तर प्रदेश	नवाटोला-लाबंद आरईई ब्लॉक	सीएल	--
47.	उत्तर प्रदेश	पहाड़ीकलां-गोरा कलां फॉस्फोराइट ब्लॉक	सीएल	सागर स्टोन इंडस्ट्रीज
48.	संघ राज्य क्षेत्र: जम्मू और कश्मीर	सलाल-हैम्ना लिथियम, टाइटेनियम एंड बॉक्साइट (एल्युमिनस लेटराइट) ब्लॉक	सीएल	--

मध्य प्रदेश तथा मुंबई, कोकण और संभाजी नगर (औरंगाबाद) सहित

महाराष्ट्र में लंबित रेल लाइन

1445. श्री ज्ञानेश्वर पाटील:

श्री रविन्द्र दत्ताराम वायकर:

श्री संदिपनराव आसाराम भुमरे:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) विगत पांच वर्षों के दौरान महाराष्ट्र और मध्य प्रदेश में कितनी नई रेल लाइनें बिछाई गई हैं;

- (ख) कितनी रेल लाइनों के आमान परिवर्तन, दोहरीकरण, विद्युतीकरण और सिगनल प्रणाली का कार्य प्रारंभ हो गया है;
- (ग) विशेषकर संभाजी नगर (औरंगाबाद) जिले का तत्संबंधी ब्यौरा क्या है;
- (घ) मध्य प्रदेश तथा मुंबई, कोंकण और संभाजी नगर (औरंगाबाद) सहित महाराष्ट्र में कितनी रेल लाइनों का कार्य लंबित है और इन्हें पूरा करने के लिए क्या समय-सीमा निर्धारित की गई है;
- (ङ) तत्संबंधी ब्यौरा क्या है और उक्त लंबित परियोजनाओं के परियोजना-वार कब तक पूरा होने की संभावना है; और
- (च) तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (च): रेल परियोजनाओं का सर्वेक्षण/स्वीकृति/निष्पादन क्षेत्रीय रेल-वार किया जाता है न कि राज्य-वार क्योंकि रेल परियोजनाएं राज्य की सीमाओं के आर-पार फैली हो सकती हैं। रेल परियोजनाओं को लाभप्रदता, यातायात अनुमानों, अंतिम छोर संपर्कता, मिसिंग लिंक और वैकल्पिक मार्गों, संकुलित/संतृप्त लाइनों के संवर्धन, राज्य सरकारों, केन्द्रीय मंत्रालयों, संसद सदस्यों, अन्य जन प्रतिनिधियों द्वारा की गई मांगों, रेलवे की अपनी परिचालनिक आवश्यकताओं, सामाजिक-आर्थिक महत्वों आदि के आधार पर शुरू किया जाता है, जो चालू परियोजनाओं के थ्रोफारवर्ड और निधियों की समग्र उपलब्धता पर निर्भर करता है।

महाराष्ट्र

महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाली रेल अवसंरचना परियोजनाएं भारतीय रेल के मध्य रेलवे, दक्षिण मध्य रेलवे, पश्चिम रेलवे, दक्षिण पूर्व मध्य रेलवे जोनों में आती हैं। लागत, व्यय और परिव्यय सहित रेल परियोजनाओं का जोन-वार ब्यौरा भारतीय रेल की वेबसाइट पर पब्लिक डोमेन में उपलब्ध है।

01.04.2024 की स्थिति के अनुसार, पिछले 5 वर्षों में स्वीकृत परियोजनाओं और संभाजीनगर (औरंगाबाद) जिला सहित महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाली 81,580 करोड़ रुपए लागत की 5,877 कि.मी. कुल लंबाई वाली 41 परियोजनाएं (16 नई लाइन, 02 आमान परिवर्तन 23 दोहरीकरण) योजना और कार्यान्वयन के विभिन्न चरणों में हैं, जिसमें से 1,926 कि.मी. लंबाई को कमीशन कर दिया गया है और मार्च, 2024 तक 31,236 करोड़ रुपए का व्यय किया गया है।

इस कार्य की स्थिति का सारांश निम्नानुसार है:-

कोटि	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	कमीशन की गई लंबाई (कि.मी.)	मार्च, 2024 तक किया गया व्यय (करोड़ रुपये में)
नई लाइन	16	2017	166	8,529
आमान परिवर्तन	2	609	312	3,332
दोहरीकरण/मल्टीट्रैकिंग	23	3251	1448	19,376
कुल	41	5877	1926	31,236

इसके अलावा, महाराष्ट्र में महत्वपूर्ण उच्च गति बुलेट गाड़ी परियोजना पर निर्माण कार्य ने गति पकड़ ली है। अब 100 प्रतिशत भूमि अधिग्रहण पूरा हो चुका है। पुलों, जल सेतुओं आदि का कार्य आरंभ कर दिया गया है। समुद्र के नीचे लगभग 21 किलोमीटर लंबी सुरंग बनाने के लिए 3 टीबीएम के ऑर्डर भी दे दिए गए हैं। इसी बीच, टीबीएम के कार्य के लिए आवश्यक सभी प्रारंभिक कार्य जैसे शॉफ्ट का निर्माण आदि भी शुरू कर दिए गए हैं।

पश्चिमी समर्पित माल यातायात गलियारा भी महाराष्ट्र से होकर गुजरता है। पश्चिमी समर्पित माल यातायात गलियारों के लगभग 178 मार्ग कि.मी. महाराष्ट्र में स्थित है, जो पश्चिमी समर्पित माल यातायात गलियारे की कुल मार्ग लंबाई का लगभग 12% है। महाराष्ट्र में न्यू घोलवड से न्यू वैतरणा तक इस परियोजना का 76 कि.मी. हिस्सा पहले ही कमीशन कर दिया गया है। पश्चिमी समर्पित माल यातायात गलियारा की जेएनपीटी से संपर्कता होने से बंदरगाह से दिल्ली एनसीआर तक कार्गो और कंटेनर यातायात को संभालने की क्षमता में वृद्धि करेगी।

महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाली निम्नलिखित प्रमुख परियोजनाएं हाल ही में स्वीकृत की गई हैं:-

क्रम सं.	परियोजनाओं का नाम	लागत (करोड़ रुपये में)
1.	मनमाड़-इंदौर नई लाइन (309 कि.मी.)	16,321
2.	जालना-जलगांव नई लाइन (174 कि.मी.)	5,804
3.	औरंगाबाद- अंकाई दोहरीकरण (98 कि.मी.)	961
4.	परभणी – परली – बैजनाथ दोहरीकरण (65 कि.मी.)	770
5.	जलगांव – मनमाड़ चौथी लाइन (160 कि.मी.)	2,574

6.	भुसावल – खंडवा तीसरी और चौथी लाइन (131 कि.मी.)	3,285
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महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और अन्य निर्माण कार्यों के लिए औसत बजट आबंटन निम्नानुसार है :-

अवधि	परिव्यय
2009-14	1171 करोड़ रुपए/वर्ष
2024-25	15,940 करोड़ रुपए (13 गुना से अधिक)

2009-14 और 2014-2024 के दौरान महाराष्ट्र राज्य में पूर्णतः/अंशतः पड़ने वाले खंडों (नई लाइन, आमान परिवर्तन और दोहरीकरण) की कमीशनिंग का विवरण निम्नानुसार है:-

अवधि	कमीशन किए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	292 कि.मी.	58.4 कि.मी./वर्ष
2014-24	1830 कि.मी.	183 कि.मी./वर्ष (3 गुना से अधिक)

मुंबई और निकटवर्ती क्षेत्रों में संकुलन कम करने और यात्रियों की भावी मांगों को पूरा करने के लिए, 8,087 करोड़ रुपए की लागत पर मुंबई शहरी परिवहन परियोजना (एमयूटीपी)-II, 10,947 करोड़ रुपए

की लागत पर एमयूटीपी-III और 33,690 करोड़ रुपए की लागत पर एमयूटीपी-IIIए को स्वीकृत किया गया है। मुंबई और निकटवर्ती क्षेत्रों में शुरू की गई परियोजनाओं की सूची निम्नानुसार है:-

क्र.सं.	परियोजना का नाम	लागत (₹ करोड़ में)
1	सीएसएमटी-कुर्ला पांचवीं एवं छठी लाइन (एमयूटीपी-II) (17.5 कि.मी.)	891
2	मुंबई सेंट्रल-बोरीवली छठी लाइन (एमयूटीपी-II) (30 किलोमीटर)	919
3	गोरेगांव-बोरीवली से हार्बर लाइन का विस्तार (एमयूटीपी-IIIए) (7 किलोमीटर)	826
4	बोरीवली-विरार पांचवीं एवं छठी लाइन (एमयूटीपी-IIIए) (26 कि.मी.)	2184
5	विरार-दहाणु रोड की तीसरी एवं चौथी लाइन (एमयूटीपी-III) (64 कि.मी.)	3587
6	पनवेल-करजत उपनगरीय गलियारा (एमयूटीपी-III) (30 किलोमीटर)	2782
7	एरोली-कलवा (एलीवेटेड) उपनगरीय गलियारा लिंक (एमयूटीपी-III) (4 कि.मी.)	476
8	कल्याण-आसनगांव चौथी लाइन (एमयूटीपी-IIIए)	1759

	(32 कि.मी.)	
9	कल्याण-बदलापुर तीसरी और चौथी लाइन (एमयूटीपी-IIIए) (14 कि.मी.)	1510
10	कल्याण-कसारा तीसरी लाइन (67 कि.मी.)	792
11	नायगांव-जूचन्द्रा दोहरी कॉर्ड लाइन (6 कि.मी.)	176
12	निलाजे-कोपर दोहरी कॉर्ड लाइन (5 कि.मी.)	338

मध्यप्रदेश

मध्यप्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली रेल अवसंरचना परियोजनाएं भारतीय रेल के उत्तर मध्य रेलवे, पश्चिम मध्य रेलवे, पूर्व मध्य रेलवे, पश्चिम रेलवे, मध्य रेलवे, दक्षिण मध्य रेलवे, और दक्षिण पूर्व मध्य रेलवे जोनों में आती हैं। लागत, व्यय और परिव्यय सहित रेल परियोजनाओं का जोन-वार ब्यौरा भारतीय रेल की वेबसाइट पर पब्लिक डोमेन में उपलब्ध है।

01.04.2024 की स्थिति के अनुसार, पिछले 5 वर्षों में स्वीकृत परियोजनाओं सहित मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली 81,797 करोड़ रुपए लागत की 5,345 कि.मी. कुल लंबाई वाली 28 परियोजनाएं (08 नई लाइन, 02 आमामान परिवर्तन 18 दोहरीकरण) योजना और कार्यान्वयन के विभिन्न चरणों में हैं, जिसमें से 1,952 कि.मी. लंबाई को कमीशन कर दिया गया है और मार्च, 2024 तक 36,898 करोड़ रुपए का व्यय किया गया है।

कार्य की स्थिति का सारांश निम्नानुसार है:-

योजना शीर्ष	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	कमीशन की गई लंबाई (कि.मी.)	मार्च, 2024 तक किया गया व्यय (करोड़ रुपये में)
नई लाइन	08	1962	468	11,091
आमान परिवर्तन	02	809	380	5,220
दोहरीकरण/मल्टीट्रैकिंग	18	2574	1104	20,587
कुल	28	5345	1952	36,898

मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली निम्नलिखित प्रमुख परियोजनाएं हाल में स्वीकृत की गई हैं:-

क्रम सं.	परियोजना का नाम	लागत (करोड़ रुपए में)
1.	मनमाड़-इंदौर नई लाइन (309 कि.मी.)	16,321
2.	भुसावल-खंडवा तीसरी और चौथी लाइन (131 कि.मी.)	3,285

मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली निम्नलिखित अवसंरचना परियोजनाओं के लिए औसत बजट आबंटन निम्नानुसार हैं:-

अवधि	परिव्यय
2009-14	632 करोड़/वर्ष
2024-25	14,738 करोड़ रुपए (23 गुना से अधिक)

वर्ष 2009-14 और 2014-24 के दौरान मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाले खंडों (नई लाइन, आमान परिवर्तन और दोहरीकरण) की कमीशनिंग का ब्यौरा इस प्रकार है:

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	145 कि.मी.	29 कि.मी./वर्ष
2014-24	2249 कि.मी.	224.9 कि.मी./वर्ष (लगभग 8 गुना)

महाराष्ट्र और मध्य प्रदेश में बड़ी लाइन नेटवर्क को 100 प्रतिशत विद्युतीकृत कर दिया गया है।

रेल परियोजना का पूरा होना राज्य सरकार द्वारा तीव्र भूमि अधिग्रहण, वन विभाग के पदाधिकारियों द्वारा वानिकी स्वीकृतियां, लागत में भागीदारी वाली परियोजनाओं में राज्य सरकार द्वारा लागत के भाग को जमा करना, परियोजनाओं की प्राथमिकता, अतिलंघनकारी जनोपयोगी सेवाओं का स्थानांतरण, विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां, क्षेत्र की भूविज्ञानी और स्थलाकृतिक परिस्थिति, परियोजना/परियोजनाओं स्थल में कानून एवं व्यवस्था की स्थिति, जलवायु परिस्थितियों आदि के

कारण परियोजना विशेष स्थल के लिए वर्ष में कार्य करने के महीनों की संख्या जैसे विभिन्न कारकों पर निर्भर करता है।

SPACE DEBRIS MANAGEMENT

1446. SHRI BAIJAYANT PANDA:

Will the **PRIME MINISTER** be pleased to state:

- (a) the details of the efforts the Government has made to address challenges related to space debris management, space traffic management and sustainable use of space?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

- (a) Recognising the growing importance of Space Situational Awareness (SSA) for space sustainability, ISRO System for Safe and sustainable Space Operations Management (IS4OM) has been established to focus all efforts related to spaceflight safety and debris mitigation and for dealing with the emerging challenges in operating in a congested space environment.

Network for Space object TRacking and Analysis (NETRA) has been approved by GOI for SSA capacity building.

ISRO adheres to the internationally accepted space debris mitigation guidelines recommended by UN -COPOUS and Inter-Agency Space Debris Coordination Committee (IADC) to the maximum possible extent.

For all Indian launch vehicles, Collision Avoidance Analysis (COLA) is performed to select collision threat-free lift-off time within the launch window. Continual assessments of any close approach risk to ISRO's operational satellites are carried out and Collision Avoidance Manoeuvres (CAM) are performed as and when needed. In case the object posing close approach risk is another active satellite, the required coordination is carried out with the owner/operator so that only one of the satellites performs the CAM. Continual efforts to improve the operational methodologies for close approach assessment are pursued to adapt to the challenges posed by the surging space traffic, apart from modelling on-orbit break-up events and prediction of atmospheric re-entries of space objects etc.

ISRO contributes substantially to shaping the pertinent guidelines and recommendations for sustainable use of space as an active member of various international agencies dealing with safety and sustainability of outer space activities, such as IADC, IAA (International Academy of Astronautics, ISO (International Organization for Standardization), IAF (International Astronautical Federation), UN Long Term Sustainability Working Group.

The Indian Space Policy places significant importance in space debris mitigation requirements and SSA capacity building.

The recently unveiled Debris Free Space Mission (DFSM) initiative is also spearheaded by ISRO with an aim to achieve debris-free space missions by all Indian space actors, both governmental and non-governmental, by 2030. The initiative aligns with global efforts for space sustainability, positioning India as a nation prioritizing safety, security, and sustainability in outer space activities.

भोपाल से लखनऊ और भोपाल से पटना के बीच वंदे-भारत रेलगाड़ी

1447. श्री आलोक शर्मा:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या बजट में की गई घोषणा के अनुसार विभिन्न मार्गों पर नई वंदे भारत रेलगाड़ियां शुरू की जानी थीं और यदि हां, तो घोषणा के अनुसार चालू वित्तीय वर्ष के दौरान अब तक कितनी वंदे भारत रेलगाड़ियां शुरू की गई हैं;
- (ख) भोपाल से लखनऊ और भोपाल से पटना के बीच वंदे-भारत रेलगाड़ी कब तक शुरू किए जाने की संभावना है और इस संबंध में नवीनतम ब्यौरा क्या है; और

(ग) भोपाल के निकट निशातपुरा रेलवे स्टेशन का कार्य कब तक पूरा होने की संभावना है, इसके विस्तार से संबंधित ब्यौरा क्या है और उक्त स्टेशन को कब तक आरंभ किए जाने की संभावना है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) और (ख) 28 नवंबर, 2024 की स्थिति के अनुसार, भारतीय रेल में 136 वंदे भारत रेल सेवाएं चल रही हैं, जिनमें चालू वित्त वर्ष के दौरान शुरू की गई 34 वंदे भारत सेवाएं शामिल हैं। वर्तमान में, भोपाल लखनऊ क्षेत्र से 28 जोड़ी मेल/एक्सप्रेस सेवाओं और पटना क्षेत्र से 08 जोड़ी मेल/एक्सप्रेस सेवाओं के माध्यम से जुड़ा हुआ है। इसके अलावा, इन क्षेत्रों में यात्रियों की अतिरिक्त आवश्यकताओं को पूरा करने के लिए भोपाल और लखनऊ के बीच 04 जोड़ी विशेष रेलगाड़ी सेवाएं चलाई जा रही हैं, जबकि भोपाल और पटना क्षेत्र के बीच 06 जोड़ी विशेष रेलगाड़ी सेवाएं चलाई जा रही हैं। इसके अलावा, भारतीय रेल पर वंदे भारत गाड़ियों सहित नई गाड़ी सेवाएं शुरू करना और गाड़ियों के ठहराव देने की व्यवस्था करना परिचालनिक व्यवहार्यता, यातायात औचित्य आदि के अध्यधीन सतत प्रक्रियाएं हैं।

(ग) भारतीय रेल पर स्टेशनों का उन्नयन/आधुनिकीकरण एक सतत और निरंतर चलने वाली प्रक्रिया है और इस संबंध में ये कार्य पारस्परिक प्राथमिकता और निधियों की उपलब्धता के अध्यधीन आवश्यकता के अनुसार किए जाते हैं। बहरहाल, स्टेशनों के उन्नयन/आधुनिकीकरण के लिए कार्यों को स्वीकृति देने और निष्पादित करते समय निम्न कोटि के स्टेशनों की तुलना में उच्च कोटि के स्टेशनों को प्राथमिकता दी जाती है।

निशातपुरा रेलवे स्टेशन पर विकास कार्यों के लिए, निविदाएं प्रदान की गई हैं और प्लेटफॉर्म की सतह संबंधी कार्यों में सुधार, प्लेटफॉर्मों के विस्तार, प्लेटफॉर्म शेल्टर, पेयजल बूथ, एलईडी लाइट, छत के पंखे, सवारी डिब्बा गाइडेंस प्रणाली, कम्प्यूटरीकृत घोषणा प्रणाली आदि के कार्य शुरू किए गए हैं।

इसके अलावा, रेलवे स्टेशनों का विकास/पुनर्विकास/उन्नयन जटिल प्रकृति का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए दमकल विभाग, धरोहर, पेड़ों की कटाई, विमानपत्तन संबंधी स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। इनकी प्रगति जनोपयोगी सेवाओं को स्थानांतरित करना (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं), अतिलंघन, यात्रियों के आवागमन को बाधित किए बिना रेलगाड़ियों का परिचालन, उच्च वोल्टेज बिजली लाइनों के निकट सान्निध्य में किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों के कारण भी प्रभावित होती है और ये कारक कार्य के पूरा होने के समय को प्रभावित करते हैं। अतः इस समय कोई समय-सीमा नहीं बताई जा सकती है।

कोविड-19 के दौरान विशेष रेलगाड़ियों के टैग

1448. श्री अमरा राम:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का विचार उन सभी यात्री रेलगाड़ियों को मेल और एक्सप्रेस रेलगाड़ियों के रूप में श्रेणीबद्ध करने का है जिन्हें कोविड-19 के दौरान विशेष रेलगाड़ियों के टैग दिए गए थे; और
- (ख) यदि हां, तो कब तक और यदि नहीं, तो इसके क्या कारण हैं?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) और (ख) कोविड-19 महामारी के फैलाव को रोकने के उद्देश्य से भारतीय रेल द्वारा 23 मार्च, 2020 से सभी नियमित यात्री रेलगाड़ियों को बंद कर दिया था और केवल स्पेशल रेलगाड़ी सेवाएं चलाई जा रही थीं। इसी दौरान, भारतीय रेल द्वारा आईआईटी-बॉम्बे की सहायता से समय-सारणी को भी युक्तिकरण किया गया। युक्तिकरण बनाने की प्रक्रिया के परिणामस्वरूप, नवम्बर, 2021 से सभी मेल/एक्सप्रेस गाड़ी सेवाओं को परिवर्तित समय सारिणी और नियमित गाड़ी संख्या के साथ परिचालित किया जा रहा है।

AURANGABAD-BIHATA RAILWAY LINE

1449. SHRI RAJA RAM SINGH:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the status of pending projects in Karakat and adjoining area in regard to demands of the people which have been raised with the Government from time to time;
- (b) the status of construction of Aurangabad-Bihata railway line project along with the anticipated target date of completion of the same;
- (c) the current construction status of Dalmianagar-Dihri Rail Factory which is a major demand of the people; and
- (d) the status of Dehri railway bridge construction and by when it will be operational?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) and (b): Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise/Constituency-wise as the Railways' projects may span across State/Constituency boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

As on 01.04.2024, 55 projects (31 New Lines, 02 Gauge Conversions and 22 Doubling), of total length of 5,064 Km, costing Rs. 79,356 crore falling fully/partly in the State of Bihar including those falling fully/partly in Karakat area are in planning/approval/construction stage, out of which, 1194 km length has been commissioned and an expenditure of Rs. 26,983 crore has been incurred upto March, 2024. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2024 (in Km)	Total Exp. upto March, 2024 (Rs. in Cr.)
New Lines	31	2712	464	13629
Gauge Conversion	2	348	288	1520
Doubling/Multi-tracking	22	2005	442	11834
Total	55	5064	1194	26983

Zone-wise/year-wise details of all Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railway's website.

The details of outlay for infrastructure projects falling fully/partly in the State of Bihar is as under:-

Period	Outlay
2009-14	Rs. 1132 Cr./year
2024-25	Rs. 10,033 Cr. (Nearly 9 times)

The details of commissioning/ laying of new track falling fully/partly in the State of Bihar is as under:-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	318 Km	63.6 Km
2023-24	361 Km	361 Km (More than 5 times)

A Final Location Survey for Bihta-Aurangabad (120 Km) New Line project has been sanctioned for preparation of Detailed Project Report (DPR).

Meanwhile, Anugrah Narayan Road to Aurangabad (12.90 Km) New Line, a part of Bihta – Aurangabad New Line, has been sanctioned at a cost of Rs. 440.59 Crore recently.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.

(c): Creation/upgradation of Rolling stock manufacturing/maintenance infrastructure is a continuous process in Indian Railways and is based on operational, traffic requirements etc.

(d): The said location is at Road over Bridge (ROB) No. 33 at Km 55/27-29 between Manpur-Pt. Deen Dayal Upadhy Jn. During periodical inspection of the ROB, the condition of the girder was not found satisfactory. Accordingly, a work of replacement of this girder has been sanctioned.

DISTRESS OF PADDY FARMERS IN KERALA

1450. ADV. ADOOR PRAKASH:

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

- (a) whether the Government is aware of the struggle of paddy farmers in Kerala due to crop procurement issues and delayed payments and if so, the details thereof;
- (b) whether the Government has received any request/proposal from the State of Kerala to address paddy procurement issues and if so, the details thereof and the action taken thereon;
- (c) the details of central assistance provided to Kerala for paddy procurement during the last three years and the current year;
- (d) whether the Government will consider any special assistance to the State to support the distressed farmers; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a) to (e): Kerala is a Decentralized Procurement (DCP) State wherein procurement operations are carried out by the State Government and its agencies. The responsibility of payment of Minimum Support Price (MSP) to the farmers rests with the State Government.

Necessary directions have been issued by Government of India to the State Government of Kerala for payment of MSP to farmers preferably within 48 Hours from the issue of procurement receipt and not more than 7 days in any case.

Being a deficit DCP state, the foodgrains procured by the State Govt. of Kerala are consumed within the State. The expenditure (including MSP and other incidental) incurred by the State Government on procurement and distribution of food grains to the beneficiaries of various Central Schemes is reimbursed by the Government of India.

Government of India releases food subsidy as per the relevant clauses of Memorandum of Understanding (MoU) between Govt. of India and State Govt. of Kerala which provide for release of food subsidy on the basis of quarterly claims submitted by the State Govt. for distribution of food grains under Targeted Public

Distribution System (TPDS) and Other Welfare Schemes (OWS). The details of funds released to the State Government of Kerala towards food subsidy during last three years and current year are as under:

Financial Year	Amount released (Rs.in Crores)
2021-22	1777.86
2022-23	1544.89
2023-24	1151.85
2024-25 (As on 31.10.2024)	369.86

DIGITALIZATION OF PDS

1451. SHRI MANI A:

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

- (a) the details of progress of digitalization efforts under the Public Distribution System across States including Dharmapuri district of Tamil Nadu;
- (b) the details and the number of Fair Price Shops (FPS) that have been equipped with digital infrastructure for automated operations;
- (c) the main objectives of digitalizing the PDS and whether the digitalization has impacted the efficiency and transparency of the distribution process;

- (d) if so, whether there have been any measurable reduction in pilferage and leakages of PDS resources since the introduction of digital systems;
- (e) the current status of Aadhaar-based authentication and e-Point of Sale (ePOS) machines at FPSs for beneficiary verification;
- (f) the challenges that have been encountered in implementing digital solutions under the PDS particularly in remote or rural areas; and
- (g) whether the Government has taken steps to improve internet connectivity in rural regions to support uninterrupted digital PDS operations and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a) and (b): Under PDS reforms, ration cards/beneficiaries database have been completely digitized in all States/UTs. So far more than 5.41 lakh out of total 5.43 lakh Fair Price Shops (FPSs) in the country (including the State of Tamil Nadu) have been automated by installing ePoS devices.

Presently, 100% ration cards are seeded with Aadhaar number in the State of Tamil Nadu. All 34,805 Fair Price Shops (FPSs) in the Tamil Nadu have been automated by installing ePoS devices.

(c) and (d): The main objectives of digitalizing the PDS is to improve the efficiency and transparency of the distribution process and to address various challenges such as leakages and diversion of foodgrains. As an outcome of the use of technology in TPDS operations since 2013, i.e., digitization of ration cards/beneficiary databases, Aadhaar seeding, de-duplication process, identification of duplicates, ineligible records, deaths, permanent migration of beneficiaries, etc. all States/UTs have been able to weed-out approx. 5.87 crore ration cards between 2013 to 2024 (till date) in order to achieve rightful targeting.

(e): 5.41 lakh Fair Price Shops (FPSs) have been automated by installing ePoS devices for the distribution of foodgrains with biometric/Aadhaar authentication of beneficiaries.

(f) and (g): To ensure the availability of internet/connectivity for ePoS devices at FPSs in remote locations / shadow/no network areas in some States, the Department of Telecommunications has been requested to resolve the internet/connectivity related issues. The beneficiaries are empowered to lift their entitled foodgrains from any FPS having operational ePoS device without facing any internet/connectivity related challenges. The ePoS devices have a functionality to work in offline mode with limited/ no internet connectivity. The ePOS devices have to come periodically to network area to sync the offline ePOS data with PDS online system.

**ADDRESSING CARBON FOOTPRINT WITH INCREASED COAL
PRODUCTION**

1452. SHRI DAYANIDHI MARAN:

Will the Minister of **COAL** be pleased to state:

- (a) the measures being taken to ensure that the increased coal production aligns with environmental sustainability goals;
- (b) the manner in which the Ministry addressing the carbon footprint associated with this rapid increase in coal production;
- (c) the steps taken/implemented to ensure worker safety and welfare in captive and commercial coal mines in view of the Ministry's goal of reaching a production target of more than 170 million tonnes from captive and commercial coal blocks;
- (d) the data on the economic impact of the thirty three per cent year-on-year growth in coal production;
- (e) the manner in which the increased production affect energy pricing for industries and households;
- (f) the regions which have benefitted the most from increased production and dispatch of coal; and
- (g) whether there any plans/proposals to reinvest the revenue generated into the development of coal-producing regions and if so, the details thereof?

THE MINISTER OF COAL; AND MINISTER OF MINES (SHRI G. KISHAN REDDY) :

(a) and (b): The Coal/Lignite PSUs are undertaking various environmentally sustainable measures which inter-alia include:

- **Greening Initiatives—Bio-Reclamation/Plantation:** The Coal/Lignite PSUs have been constantly making efforts to minimize the footprints of coal mining through sustained reclamation and afforestation of areas in and around their operating mines. In FY 2023-24, about 2,782 Ha were brought under green cover, with 5.45 million saplings planted by Coal/Lignite PSUs.
- **Eco-parks:** In FY 2023-24, Coal/Lignite PSUs developed 3 Eco-parks/Mine Tourism sites in various coalfields. This effort of the Ministry of Coal emphasizes the commitment to creating sustainable and engaging spaces for the local communities.
- **Efficient utilization of mine water:** Mine water after the application of appropriate treatment methods is utilized for various purposes such as - community supply for domestic and irrigation purposes; industrial use for dust suppression, plantation, firefighting, machinery washing, sprinkling in UG workings, creation of recreational areas, fish farming, and groundwater recharge etc. Coal/Lignite PSUs have also entered into an MoU with respective State Governments for community water supply. In FY 2023-24,

about 4,892 lakh kilo litres (LKL) of mine water was offered for community purposes (Domestic/ Drinking - 2389.5 LKL and Irrigation - 2502.82 LKL).

- **Gainful Utilization of Overburden:** Extracting sand from Over Burden (OB) for construction and stowing material supports sustainable development by providing affordable sand and reducing the land required for OB dumps. As of March 2024, Coal/Lignite PSUs have commissioned 4 OB processing plants and 5 OB to M-Sand Plants. This initiative not only helps reduce environmental pollution, improve the riverine ecosystem, enhance water flow, and boost groundwater recharge but also provides a cheaper alternative for construction sand.
- **Energy Efficiency Measures:** Coal/Lignite PSUs have been taking of various energy conservation and efficiency measures over the years. In FY 2023-24, Initiatives such as the replacement of 1.37 lakh conventional lights with LED lights, installation of 2,165 energy-efficient air conditioners, 46,750 super fans, deployment of 153 electric vehicles, and utilization of 531 efficient water heaters, 338 energy-efficient motors for pumps, 1430 auto timer in street lights among others, have resulted in remarkable savings.
- **Green Credit Programme:** CIL and its subsidiaries are also participating in extensive plantation under Green Credit Program launched by MoEFandCC. CIL has already registered for restoration of more than 3200 Ha of degraded forest land.

- **First Mile Connectivity (FMC) projects:** The Coal PSUs have taken steps to upgrade the mechanized coal transportation and loading system under 'First Mile Connectivity' projects. Commissioning of FMC projects in coal mining areas reduces consumption of diesel significantly and therefore reduces carbon emissions.
- **Deployment of Blast free technology in coal mining:** Coal companies are deploying modern equipment having environment friendly features, like Surface Miner, Continuous Miner in coal mining, which eliminates the drilling, blasting and crushing operations in coal and hence, in turn, obviates pollution caused due to these operations. Rippers are also being deployed for blast-less removal of overburden in some mines.
- **Renewable Energy and clean coal initiatives:** Coal PSUs have also started commissioning Renewable Energy power projects. Additionally, they are venturing into various clean coal technologies like coal bed methane (CBM), etc.
- **Scientific Closure of Mines:** Mine Closure Plan is an integral part of the Mining Plan for scientific closure of coal mines.

(c): All coal mines are governed by the Mines Act, 1952 and Rules and regulations framed thereunder. Mines Act, 1952 is administered by DGMS by way of development of suitable legislation, rules, regulations, standard and guidelines,

inspections, investigation of accidents, awareness activities, formulating risk management plans.

To ensure worker safety and welfare in captive and commercial coal mines, safety provisions are included in the Coal Block/Mine Development and Production Agreement for commercial mining executed between successful bidder and Nominated Authority. Safety to the employees/contractors shall be ensured by the successful bidders by following all the statutory provisions and by the regular monitoring by the Directorate General of Mines Safety (DGMS). As per Clause 11.4 of Coal Block/Mine Development and Production Agreement signed between Government and Successful bidder, the Successful Bidder shall comply with all applicable Laws and Good Industry Practice for the protection of the general health, safety, welfare, social security and minimum wages of employees engaged at the Coal Mine, including employees of any contractor or sub-contractor and of all other persons having legal access to the area covered by this Agreement.

(d): Coal mining is a major source of economic growth of the coal producing States in the Country. State Governments are entitled to receive 14% of Royalty on sale price of coal and DMF@30% of royalty, from the coal produced by the coal companies and also the private sector. Also, a contribution of @2% of royalty amount is made to National Mineral Exploration Trust (NMET), which is utilized for further exploration activities. In case of captive/commercial mines, State Governments are also entitled to receive the revenue share offered by the auction

holder in transparent bidding process. The Government also receives revenue from applicable tax, cess, etc. The growth in coal production leads to increase in revenue to the Governments, which is utilized for the benefit of the citizens. It also leads to increased employment, land compensation, increased investment in allied infrastructure like railways, roads and several other economic benefits. Specific data on the impact of year on year growth in coal production is not maintained.

(e): Increased coal production makes the domestic coal available at a lower price in the market for consumption. This will reduce the cost of energy generation.

(f): The State-wise payment of Royalty and District Mineral Foundation (DMF) during the financial year 2023-24 on production and dispatch of coal/lignite are as follows:

(₹ in Crore)

State	2023-24	
	Amount of Royalty Paid	Amount of DMF Paid
Assam	16.84	5.05
Chhattisgarh	3495.38	918.57
Jharkhand	5390.17	1629.01
Maharashtra	3299.53	906.33
Madhya Pradesh	2321.05	667.72
Odisha	3881.79	1010.79

Telangana	2904.23	702.00
Uttar Pradesh	606.12	180.34
West Bengal	18.36	5.23
Gujarat	134.06	40.07
Tamil Nadu	343.86	103.15
Rajasthan	148.29	39.30

Source: Coal Directory

(g): The Government has implemented contribution to District Mineral Foundation (DMF) since year 2015 for the development, rehabilitation and upliftment of the districts affected by coal mining activities. This fund is earmarked for specific district where States spend them in many developmental works concerning the coal producing districts. Additionally, coal companies are contributing for the development of the coal mining areas under Corporate Social Responsibility (CSR).

BHARAT SMALL REACTORS (BSR)

1453. SHRIMATI D K ARUNA:

SHRI EATALA RAJENDER:

SHRI SURESH KUMAR SHETKAR:

Will the **PRIME MINISTER** be pleased to state:-

(a) whether the Government is working out on the expansion of India's nuclear energy sector, partnerships with the private sector for research and developing Bharat Small Reactors (BSR), Bharat Small Modular Reactors (BSMR) as well as newer nuclear energy technologies and if so, the details thereof;

(b) whether the Government is aiming at India's ambitious pursuit of the decarbonisation of energy generation and achieving 500 Gigawatts of non-fossil fuel-based energy generation in India by 2030, as pledged at the COP26 Summit in Glasgow, in 2021 and if so, the details thereof;

(c) whether there is renewed interest in revisiting the existing framework governing the Indian nuclear energy sector and not in conflict with the applicable laws partnering with private participants to attract nearly \$26 billion of investments into the sector; and

(d) if so, the details thereof and the progress made particularly in Maharashtra and Andhra Pradesh, Telangana along with the details of investments made in these projects till now?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC

GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

(a) India is pursuing three stage nuclear power programme to optimally utilise its limited uranium resources and exploit its vast thorium reserves by nearly closed fuel cycle. The first stage involves use of natural uranium in pressurised heavy water reactor (PHWR), the fissile material recovered from spent fuel of first stage is used as fuel in fast breeder reactors (FBRs) in the second stage. The FBRs are also designed for breeding fissile uranium-233 from fertile thorium-232 used as blanket in second stage of nuclear power programme. Thorium utilisation is envisaged using uranium-233 and thorium-232 in the third stage of nuclear power programme for long term energy security in a sustainable manner.

The standard 220 MW Pressurised Heavy Water Reactor (PHWR), which has a proven safety and performance record, is being upgraded to reduce the land requirement and make it deployable close to the industries for use as a captive power plant. These reactors, termed as Bharat Small Reactors (BSR) are planned to address the decarbonisation needs of industries like steel, aluminium, metals etc. Setting up of 220 MW Bharat Small Reactors (BSRs) is envisaged within the existing legal framework, broadly envisaging provision of land, cooling water and capital by the private entity, with the design, quality assurance and operation and

maintenance by Nuclear Power Corporation of India Limited (NPCIL), based on agreed business models.

BARC is developing Small Modular Reactor for repurposing of retiring coal based power plants and catering to power requirements at remote locations in the country.

Apart from the above reactors, DAE has planned to launch new nuclear reactors including high temperature gas cooled reactor for co-generation of hydrogen and molten salt reactor aimed at utilization of the abundantly available thorium in the country.

(b) "Hon'ble Prime Minister in his statement at COP26 Summit held in Glasgow has stated that India will reach its non-fossil energy capacity to 500 GW by 2030 and India will meet 50 percent of its energy requirements from Renewable Energy by 2030". With the progressive deployment of clean technologies like nuclear power and renewable it is envisaged to achieve the objective of a net zero carbon economy by 2070.

(c) and (d) No such investment information is available in Department.

BUYING OF RICE BY STATES DIRECTLY FROM FCI

1454. SHRI V K SREEKANDAN:

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

- (a) whether the Government has allowed the State Governments to buy rice directly from the Food Corporation of India (FCI) under the Open Market Sale Scheme (Domestic) without participating in e-auction;
- (b) if so, whether this decision was taken to reduce the huge surplus stocks ahead of the procurement after kharif season and if so, the details thereof;
- (c) whether State can buy more rice over the stipulated 5 kg of free grain per individual under the Pradhan Mantri Garib Kalyan Anna Yojana at Rs. 2,800 per quintal instead of the earlier price and if so, the details thereof;
- (d) whether it is also true that when the State Governments demanded more rice in the same fashion earlier, the same was not allowed; and
- (e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a) to (c): Yes, Sir. As per the extant Open Market Sale Scheme (Domestic) [OMSS(D)] for year 2024-25, sale of rice to Governments of non-surplus States which require additional rice to meet their requirement, is allowed without participating in e-auction.

The objective of OMSS (D) is to increase the availability of foodgrains in the market and to control the inflationary trend through sale of foodgrains in excess of

requirements of Targeted Public Distribution System (TPDS), Other Welfare Schemes (OWS) and buffer stocks.

(d) to (e): Keeping in view the need to maintain sufficient stocks for necessary market intervention to control prices of rice, sale of rice to State Governments under OMSS(D) 2023-24 was discontinued with effect from 13.06.2023. However, sale of rice continued to North-eastern states, hill states, states facing law and order situations and natural calamities.

REGULATION OF CONTENT ON DIGITAL MEDIA PLATFORMS

1455. CAPTAIN BRIJESH CHOWTA:

Will the Minister of **INFORMATION AND BROADCASTING** be pleased to state:

- (a) the steps being taken to regulate content on digital media platforms while ensuring freedom of expression;
- (b) the measures implemented to curb fake news, misinformation and hate speech on these platforms;
- (c) whether the Government has taken cognizance of the accessibility of inappropriate or underage content on digital platforms and its impact on the mental health and behavior of youth;

(d) if so, the details of any guidelines, safeguards or penalties being planned to address such content effectively; and

(e) the initiatives being undertaken to promote and support indigenous content creators and platforms to enhance local cultural representation in the digital space?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e):- The Government has notified Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021 (IT Rules, 2021) on 25th February, 2021 under Information Technology Act, 2000.

Part-III of these Rules provide for Code of Ethics for publishers of news and current affairs on digital media and publishers of online curated content (OTT platforms). The Code of Ethics for digital news publishers requires such publishers to adhere to the 'Norms of Journalistic Conduct' of the Press Council of India, The Programme Code under the Cable Television (Network Regulation Act, 1995). Similarly, Code of Ethics for OTT platforms requires them not to transmit any content which is prohibited by law for the time being in force and to undertake age based classification of content into 5 categories, based on general guidelines provided in

the Schedule to the Rules. The Code also provides that the OTT Platform will put in place adequate safeguard for restricting age inappropriate content for children.

So far as the content on intermediary platforms like YouTube, Facebook, etc. is concerned, Part-II of IT Rules, 2021 cast obligation on such platforms to make reasonable efforts by itself and to cause the user of their computer resource to not host, display, upload, modify, publish, transmit, etc. knowingly and intentionally any information which is obscene, pornographic, paedophilic, invasive of another's privacy, including bodily privacy, insulting or harassing on the basis of gender, racially or ethnically objectionable, or that is harmful to child and any information which is patently false and untrue, and is written and published in any form with the intent to mislead or harass a person, entity or agency for financial gain or to cause any injury to any person.

STATUS OF ELECTRIFICATION AND EXPANSION OF TRACKS

1456. SHRI DUSHYANT SINGH:

SHRI C N ANNADURAI:

SHRI SELVAM G:

SHRI NAVASKANI K:

Will the Minister of **RAILWAYS** be pleased to state:

(a) the status of railway line electrification projects currently underway in the country;

- (b) the length of railway lines have been electrified in Tamil Nadu and Jhalawar-Baran, Rajasthan during the last five years and the details of the remaining works;
- (c) the targets set for the completion of said line electrification across the country;
- (d) whether there is anticipated reduction in travel times and operational costs as a result of the said rail lines, if so, the details thereof;
- (e) whether the Government has plan to monitor the environmental impact of electrification project, especially about reducing carbon emissions, dependence on fossil fuels and contributing to India's climate action commitments, if so, the details thereof;
- (f) whether high-demand railway corridors have been prioritized for electrification, if so, the details thereof;
- (g) the mechanisms are in place for monitoring the progress of electrification projects across the country; and
- (h) any specific technological innovations or collaborations with global partners being purposed to optimize the electrification process and minimize its ecological footprint in India, if so, the details thereof, if not, the reasons therefor?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (h) Indian Railways (IR) has taken up electrification of Broad Gauge (BG) Railway lines in a Mission mode. Electrification done during 2014-24 and prior to 2014 is as under:

Period	Electrification done (RKM)
Prior to 2014	21,801 RKM
2014-24	44,199 RKM (including 30,512 RKM during 2019-24)

During 2014-2024; 2,152 Route km (RKM) and 4,993 RKM have been electrified, in the states of Tamil Nadu and Rajasthan respectively which includes 1,417 Route RKM and 4,070 RKM electrified during 2019-24.

At present, 97% of the total BG network of the Indian Railways has been electrified.

Jhalawar-Baran (via Kota) railway line has already been electrified.

The completion of Electrification project(s) depends on various factors like forest clearances, right of way for the incoming transmission lines and its commissioning, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc. All these factors affect the completion time of the project(s).

Railway is a more environment friendly and energy efficient mode of transportation with substantially lower CO2 emissions. Further, to lower dependence on the fossil fuels and to

reduce oil imports, 366 Mega Watt (MW) of Solar Plants (both Rooftops and land) and about 103 MW of Wind Power Plants have been commissioned over Indian Railways.

FCI WAREHOUSES

1457. SHRI KOTA SRINIVASA POOJARY:

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

- (a) the details of warehouses of the Food Corporation of India (FCI) which are currently operating in Karnataka, district-wise;
- (b) whether any proposal has been received or lying pending with the Government for construction of new warehouses in Karnataka; and
- (c) if so, the details thereof and the time limit prescribed for construction of the same?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a): As on 01.11.2024, 57 godowns (Owned-21 and Hired-36) with storage capacity of 9.82 LMT (Owned - 4.61 LMT and Hired-5.21 LMT) of Food Corporation of India (FCI) are currently operating in Karnataka.

The revenue district wise FCI Owned and Hired storage capacity is enclosed in **Statement**.

(b) and (c): Requirement of Storage capacity in FCI depends upon the level of procurement, requirement of buffer norms and Public Distribution System (PDS) operations for food grains (Rice and Wheat). FCI continuously assesses and monitors the storage capacity and based on the requirement and storage gap assessment, storage capacities are created/hired through following schemes at a Pan India level including Karnataka:-

1. Construction of Silos under Public Private Partnership(PPP) mode
2. Private Entrepreneurs Guarantee (PEG) Scheme
3. Central Sector Scheme "Storage and Godowns"
4. Hiring of godown from Central Warehousing Corporation (CWC)/ State Warehousing Corporations (SWCs)/State Agencies
5. Private Warehousing Scheme (PWS)
6. Creation of godowns under Asset Monetization

STATEMENT

**The revenue district wise FCI Owned and Hired storage capacity in Karnataka as
on 01.11.2024**

Sl. No	Agency	Name of revenue district	Name of the Depot	Owned /Hired	Capacity of the godown (MT)
1	FCI (21)	Bellari	FSD BALLARI	Owned	31300
2		Beagavi	FSD BELAGAVI	Owned	24,000
3		Shivmoga	FSD BHADRAWATI	Owned	7450
4		Dharward	FSD BOMMAPUR	Owned	36,000
5		Bengaluru	BSC WHITEFIELD	Owned	106,488
6		Kolar	FSD K.G.F KOLAR GOLD FIELD	Owned	6,560
7		Mysore	FSD K.R. NAGAR	Owned	12,576
8		Bengaluru	FSD K.R.PURAM	Owned	55,510
9		Kodagu	FSD KUSHALNAGAR	Owned	3,132
10		Mandya	FSD MADDUR	Owned	11,716
11		Mysore	FSD MYSURU	Owned	15,763
12		Mysore	FSD NANJANGUD	Owned	10,020
13		Tumakuru	FSD TUMAKURU	Owned	24,408
14		Shimoga	FSD GODIKOPPA SHIMOGA	Owned	15800
15		Hassan	FSD HASSAN	Owned	12500

16		Dharward	FSD HUBBALLI (UNKAL)	Owned	13,000
17		Koppal	FSD KOPPAL	Owned	12520
18		Raichur	FSD RAICHUR	Owned	18792
19		Shimoga	FSD THAVAREKOPPA	Owned	18800
20		Dakshin Kannada	FSD UDUPI	Owned	12310
21		Vijayapura	FSD VIJAYAPURA	Owned	12,000
		Owned Total Capacity			460,645
23		Bidar	CWC BIDAR	Hired	10955
24		Davangere	CWC DAVANAGERE	Hired	12222
25		Gadag	CWC GADAG UNIT II	Hired	31,425
26		Kalaburgi	CWC GULBARGA U II	Hired	63046
27	CWC (7)	Dakshin Kannada	CWC MANNAGUDDA	Hired	3010
28		Dakshin Kannada	CWC PANAMBUR	Hired	6248
29		Tumakuru	CWC TUMAKURU	Hired	19,785
		CWC Depot Total			146,691
30	SWC	Bagalkot	SWC BAGALKOT	Hired	12,232
31	(20)	Bagalkot	SWC BAGALKOT UNIT II	Hired	32,780

32	Chamarajanagar	SWC CHAMARAJANAGAR U II	Hired	17,976
33	Belgavi	SWC BELAGAVI	Hired	8,250
34	Bidar	SWC BIDAR	Hired	31171
35	Davangere	SWC DAVANAGERE	Hired	10504
36	Davangere	SWC HARIHAR	Hired	9604
37	Kolar	SWC KUPPANAHALLI	Hired	11,680
38	Shimoga	SWC MACHENAHALLI	Hired	8173
39	Mandya	SWC MADDUR	Hired	5,852
40	Mandya	SWC MANDYA U I	Hired	4,928
41	Dakshin Kannada	SWC MANGALORE	Hired	3000
42	Mysore	SWC MYSORE U II	Hired	3,000
43	Mysore	SWC MYSORE U III	Hired	5,000
44	Tumakuru	SWC TUMKUR U II	Hired	6,268
45	Vijayapura	SWC VIJAYAPURA III	Hired	24,000
46	Chikkamagalur	SWC CHIKKAMAGALUR (AUB)	Hired	4600
47	Haveri	SWC RANEBENUR (AUB)	Hired	26,500
48	Chitradurga	SWC CHITRADURGA (AUB)	Hired	19600

49		Hassan	SWC HASSAN (AUB)	Hired	5000
SWC Depot Total					250,118
50	PEG (2)	Uttara Kannada	PEG KARWAR	Hired	11670
51		Belgavi	PEG BELAGAVI	Hired	25,000
PEG Depot Total					36,670
52	SILO (1)	Kolar	SILO MALUR	Hired	25,000
53	PWS (6)	Koppal	PEG KOPPAL	Hired	20000
54		Yadgir	PEG YADGIR	Hired	15000
55		Kalaburgi	FTC GULBARGA (PWS)	Hired	6300
56		Koppal	PWS KOPPAL	Hired	5000
57		Yadgir	PWS YADGIR	Hired	5000
58		Belgavi	PWS CHIKKODI	Hired	11,928
PEG Depot Total					63,228
Hired total Capacity					521,707
Total capacity					982,352

रेलगाड़ियों में महिला यात्रियों की सुरक्षा

1458. श्री बृजेन्द्र सिंह ओला:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) सरकार द्वारा रेलगाड़ी से यात्रा करने वाली महिलाओं की सुरक्षा के लिए किए गए/किए जा रहे उपायों का ब्यौरा क्या है;
- (ख) सरकार द्वारा कितनी रेलगाड़ियों में सुरक्षा की दृष्टि से डिब्बों में कैमरे लगाए गए हैं/अभी भी लगाए जाने हैं; और
- (ग) यदि हां, तो उक्त प्रणाली को डिब्बों में कब तक लगाए जाने की संभावना है और तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क): 'पुलिस' और 'सार्वजनिक व्यवस्था' भारत के संविधान की सातवीं अनुसूची के अंतर्गत राज्य सरकार के विषय हैं और इसलिए राज्य सरकारें अपनी कानून प्रवर्तन एजेंसियों अर्थात् राजकीय रेल पुलिस/जिला पुलिस के माध्यम से रेलों में अपराध की रोकथाम, पता लगाने, पंजीकरण करने और उनका अन्वेषण करने तथा कानून एवं व्यवस्था को बनाए रखने के लिए उत्तरदायी हैं। रेल सुरक्षा बल रेल संपत्ति, यात्री क्षेत्र और यात्रियों और इससे संबद्ध मामलों के लिए बेहतर रक्षा और सुरक्षा सुलभ कराने के लिए राजकीय रेल पुलिस/जिला पुलिस के प्रयासों की पूर्ति करता है।

रेलगाड़ियों में और स्टेशनों पर महिला यात्रियों की सुरक्षा एवं संरक्षा के लिए राजकीय रेल पुलिस के समन्वय से रेलों द्वारा निम्नलिखित कदम उठाए जा रहे हैं:

1. भेद्य और चिह्नित मार्गों/रेलखंडों पर, विभिन्न राज्यों की राजकीय रेल पुलिस द्वारा प्रतिदिन मार्गरक्षण की जा रही रेलगाड़ियों के अलावा रेल सुरक्षा बल द्वारा रेलगाड़ियों का मार्गरक्षण किया जा रहा है।

2. 'मेरी सहेली' पहल के अंतर्गत, लंबी दूरी की रेलगाड़ियों में अकेले यात्रा करने वाली महिला यात्री की पूरी यात्रा के दौरान अर्थात् प्रारंभिक स्टेशन से गंतव्य स्टेशन तक सुरक्षा पर अत्यधिक ध्यान दिया गया है।
3. यात्रियों की बढ़ी हुई सुरक्षा के लिए कई सवारी डिब्बों में और रेलवे स्टेशनों पर उपलब्ध सीसीटीवी कैमरों द्वारा निगरानी की जाती है।
4. तत्काल सहायता के लिए यात्री सीधे रेल मदद पोर्टल पर या हेल्पलाइन नंबर 139 [जो इमरजेंसी रिस्पॉंस सपोर्ट सिस्टम (ईआरएसएस) नंबर 112 के साथ एकीकृत है] के माध्यम से शिकायत कर सकते हैं।
5. रेलवे ट्विटर एवं फेसबुक आदि जैसे विभिन्न सोशल मीडिया प्लेटफॉर्मों द्वारा यात्रियों के साथ नियमित संपर्क में रहती है ताकि यात्रियों की सुरक्षा का संवर्धन किया जा सके और उनकी सुरक्षा संबंधी चिंताओं का निवारण किया जा सके।
6. यात्रियों को चोरी, झपटमारी, जहरखुरानी आदि के खिलाफ सावधानी बरतने के लिए जन उद्घोषणा प्रणाली द्वारा बार-बार घोषणाएं की जाती हैं।
7. क्षेत्रीय रेलों को यथासंभव सीमा तक, रेलगाड़ी मार्गरक्षी दलों में पुरुष और महिला रेल सुरक्षा बल/रेल सुरक्षा विशेष बल कर्मियों की उपयुक्त संयुक्त संख्या तैनात करने के अनुदेश दिए गए हैं।
8. महिलाओं के लिए आरक्षित कंपार्टमेंट में पुरुष यात्रियों के प्रवेश के विरुद्ध अभियान चलाया जाता है और उल्लंघनकर्ताओं के विरुद्ध कानूनी कार्रवाई की जाती है।
9. रेलों की सुरक्षा व्यवस्था की नियमित निगरानी एवं समीक्षा करने के लिए राज्यों/केंद्रशासित प्रदेशों के संबंधित पुलिस महानिदेशक/आयुक्त की अध्यक्षता में सभी राज्यों/केंद्रशासित प्रदेशों के लिए रेलवे की राज्य स्तरीय सुरक्षा समिति का गठन किया गया है।

(ख) और (ग): सभी सवारी डिब्बों में चरणबद्ध पद्धति से सीसीटीवी कैमरें उपलब्ध करवाए जा रहे हैं। अब तक, 9572 सवारी डिब्बों में सीसीटीवी कैमरें फिट किए गए हैं।

FREIGHT MAINTENANCE FACILITIES AT BARWADIH

1459. SHRI DULU MAHATO:

Will the Minister of **RAILWAYS** be pleased to state:

(a) whether the Government has approved the proposal for the improvement of freight maintenance facilities at Barwadih depot, and if so, the details thereof;

(b) the current status and the estimated cost of the improvement project for freight maintenance facilities at Barwadih depot;

(c) the improvements planned for the freight maintenance facilities at said depot;

(d) whether these improvements will enhance the operational efficiency and capacity for freight handling at said depot, if so, the details thereof;

(e) whether any additional infrastructure or equipment is planned as part of the improvement project, and if so, the details thereof; and

(f) if not, the reasons for not initiating the project?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (f) To improve safety in train operations, improve operational efficiency, reduce wagon turnaround time etc., Indian Railways have taken up several steps including upgradation/augmentation/improvement of its freight maintenance facilities. During the last five years, works costing above Rs. 7000 Crores have been taken up for this initiative. The work for improvement of freight maintenance facilities, Barwadih has been sanctioned at a cost of Rs. 29.48 Crores.

Some key features of the project are as under:-

- I. Extension of shed, additional service building, Overhauling sections etc.
- II. Electrical facilities in the extended shed and improvement in lighting and power supply.
- III. Provision of modern machines.

ENCOURAGING INNOVATIONS FOR CHIPS

1460. SHRI S JAGATHRATCHAKAN:

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

(a) whether the Government concurs with the view that the country needs to encourage innovations that cater to the ever-increasing demands for faster, cheaper and more powerful chips which includes providing greater funding to

startups and private research institutions much like the way US offers grants for projects that can create tremendous value for society; and

(b) if so, the steps taken/being taken by the Government in this regard and if not, the reasons therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY;
AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND
INFORMATION TECHNOLOGY (SHRI JITIN PRASADA):**

(a) and (b): Government is focused on its objective of building the overall semiconductor design and manufacturing ecosystem with an emphasis on fostering research and innovation within the country. To achieve this, several initiatives are taken, including the establishment of R & D (Research and Development) and manufacturing infrastructure, capacity-building initiatives, and skill development programs to address workforce gaps. The government also supports R & D initiatives for advancing technology and provides incentives to startups and private research institutions, encouraging them to create innovative solutions, in areas like semiconductor chip design, to address societal requirements. Some of these initiatives of Government of India include, but are not limited to the following:

- (i) Generating industry-ready manpower in chip design:** Chips to Start-up (C2S) Programme is an umbrella capacity building programme initiated by Ministry of Electronics and Information Technology (MeitY) with an outlay of Rs.

250 Crore for 5 years in the year 2022 at 113 academic organizations (including 100 academic institutions/ R & D organizations and 13 startups/ MSMEs) spread across the country.

The C2S Programme aims to generate 85,000 number of industry-ready manpower at B.Tech, M.Tech, and PhD levels specialized in semiconductor chip design, VLSI (Very Large-Scale Integration) and embedded system design areas and create vibrant fabless chip design ecosystem in the country.

The C2S Programme takes a comprehensive approach by offering students complete hands-on experience in chip design, fabrication, and testing. This is achieved through regular training sessions, conducted in collaboration with industry partners, and by providing mentorship and access to chip design, fabrication and testing resources to students including state-of-the-art EDA (Electronic Design Automation) tools, access to semiconductor foundries for fabricating their chips etc. These opportunities include implementing the R & D (Research and Development) projects under C2S Programme for development of working prototypes of ASICs (Application-Specific Integrated Circuits), Systems/ SoCs (System-on-Chips), and IP (Intellectual Property) Core designs.

(ii) Supporting semiconductor research and innovation ecosystem: MeitY

supports R & D projects for design and development of semiconductor chips tailored for strategic and societal needs at academic institutions, research

organizations, and startup companies. Some of these initiatives includes but not limited to the following- design, development, and fabrication of a range of 32-bit/64-bit multi-core microprocessors, chipsets for NavIC (Navigation with Indian Constellation) receivers, and Digital Programmable Hearing Aids (DPHA) using indigenous processors, Photonics/ Quantum Chips, among other applications. These initiatives have also resulted in generating start-ups in chip design area.

(iii) Catalysing semiconductor design and manufacturing industry:

Government of India has approved the 'Modified Programme for Semiconductors and Display Fab Ecosystem' with an outlay of ₹76,000 crore in order to catalyse the semiconductor and display ecosystem in the country. The Design Linked Incentive (DLI) Scheme has been approved as part of it with an outlay of Rs. 1000 Crore to offset the disabilities in the domestic semiconductor chip design industry as well as move up in value-chain and strengthen the semiconductor chip design ecosystem in the country.

The DLI Scheme offers financial incentives and design infrastructure support to domestic companies, start-ups and MSMEs across various stages of development and deployment of semiconductor chips.

42 design companies (including start-ups and MSMEs) have been approved for design infrastructure support under the DLI Scheme. Out of these, 15 companies have also been approved for financial support for developing

semiconductor chip/ SoCs for applications in sectors such as automotive, mobility, computing, communications etc.

WHEAT AND PADDY PRODUCTION

1461. SHRI RAJMOHAN UNNITHAN:

SHRI GYANESHWAR PATIL:

SHRI RAVINDRA DATTARAM WAIKAR:

SHRI BHUMARE SANDIPANRAO ASARAM:

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

- (a) the State-wise quantity of wheat and paddy produced during each of the last five years and the current kharif season in different States in the country including Madhya Pradesh and Maharashtra;
- (b) the quantity of paddy procured by the Government at MSP during the said period, State-wise;
- (c) the amount of MSP provided by the Government to the farmers for procurement of paddy;
- (d) whether the complaints regarding irregularities in procurement of paddy and wheat in various States of the country have been received;
- (e) if so, the details thereof and the remedial action taken by the Government in this regard;

(f) the number of culprits arrested so far in this regard, State-wise and the action taken against them; and

(g) the strict action being taken by the Government to deal with the said problem?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a): The State-wise production of wheat and paddy (in terms of rice) in various States of the country including Madhya Pradesh and Maharashtra, year-wise for the last five years and current Kharif season is at **Statement-I** and **Statement-II**, respectively.

(b): The State-wise quantity of paddy procured by the Government of India at MSP during last five years and current Kharif season is at **Statement-III**.

(c): The amount of Minimum Support Price (MSP) paid to the farmers for procurement of paddy during the last five years and current Kharif season is as under:

Sl. No.	Kharif Marketing Season (KMS)	MSP value (Rs. in Crore)
1.	2019-20	141,465.94

2.	2020-21	169,099.84
3.	2021-22	168,031.12
4.	2022-23	166,540.91
5.	2023-24	172,318.98
6.	2024-25 (up to 27.11.2024)	62,432.44

(d) to (f): The details of complaints received against the procurement of paddy and wheat from various States by Food Corporation of India (FCI) during the last three years and the current year are as below:

State	2021-22		2022-23		2023-24		2024-25 (up to Oct, 2024)	
	Paddy	Wheat	Paddy	Wheat	Paddy	Wheat	Paddy	Wheat
UP	2	0	0	0	0	0	0	0
Maharashtra	2	0	0	0	0	0	0	0
Chhattisgarh	0	0	0	0	1	0	0	0
Assam	1	0	0	0	0	0	0	0
Jharkhand	3	0	0	0	0	0	0	0
Punjab	1	0	0	0	0	0	0	0
West Bengal	1	0	0	0	0	0	0	0

Rajasthan	0	6	0	0	0	1	0	4
Total	10	6	0	0	1	1	0	4

Prompt actions are taken against the defaulting officer/officials found responsible.

Nine defaulting officials from Jharkhand region and four officials from Rajasthan region were found responsible. Disciplinary/Administrative action has been initiated against defaulting officials.

(g): "One Nation, One MSP through DBT" has been implemented across the country from RMS 2021-22 onwards. Payment of MSP has been ensured directly into farmers' account. DBT eliminated fictitious farmers and reduced the diversion and duplication of payment as payment is being made directly to farmer's bank account. DBT of MSP has brought in responsibility, transparency and probity.

FCI and most of the State Governments have developed their own Online Procurement System which ushers in transparency and convenience to the farmers through proper registration and monitoring of actual procurement. Through e-procurement module deployed by procuring Agencies, farmers get latest/updated information regarding MSP declared, nearest purchase center, date of procurement etc. This not only has reduced the waiting period for delivery of stock by the farmers

but also enables the farmer to deliver stock as per his convenience in the nearest mandi.

Various procurement portals developed by procuring agencies have now been unified into Central Foodgrains Procurement Portal (CFPP) to share identified MTP (Minimum Threshold Parameters) towards development of an application ecosystem, wherein requisite information in respect of procurement is available at single source for monitoring and strategic decision making and to ensure uniformity and transparency. MTP involves online registration of farmers, integration of land record, digitized mandi operations, MSP transfer to farmers, CMR/Wheat delivery management and API based integration. Food grain procurement operations has been digitized in all states and portals of 24 states integrated with the national portal.

Mixed Indicator Method for determining age of rice has been introduced to check recycling of old stocks.

STATEMENT-I

Production of Wheat

Sl. No.	STATES/ UTs	RMS 2020-21	RMS 2021-22	RMS 2022-23	RMS 2023-24	RMS 2024-25
1	Telangana	0.09	0.16	0.14	0.06	0.07
2	Assam	0.14	0.13	0.11	0.12	0.13

3	Bihar	55.80	61.50	62.24	65.06	71.68
4	Chhattisgarh	1.15	2.48	1.92	1.90	1.81
5	Gujarat	33.27	32.59	33.34	34.64	37.73
6	Haryana	118.76	123.94	104.47	109.29	111.91
7	H.P.	5.63	5.70	5.49	5.92	7.88
8	JandK	4.88	4.84	5.84	5.87	5.87
9	Jharkhand	4.39	5.44	5.19	4.39	4.81
10	Karnataka	1.80	2.62	2.12	2.00	1.90
11	M.P.	196.07	181.82	229.78	227.30	225.81
12	Maharashtra	17.94	20.71	21.44	23.74	19.88
13	Odisha	0.00	0.00	0.00	0.00	0.00
14	Punjab	176.16	171.86	148.61	167.83	177.37
15	Rajasthan	109.16	110.35	100.96	106.36	97.00
16	UP	338.16	355.07	339.50	336.10	353.40
17	Uttarakhand	9.04	9.55	8.63	8.31	8.69
18	West Bengal	5.10	5.95	6.56	5.57	5.93
19	Others	1.06	1.14	1.08	1.08	1.05
TOTAL		1078.61	1095.86	1077.42	1105.54	1132.92

Note: The above data is sourced from DAandFW, MoAandFW, GoI.

STATEMENT-II

Production of Paddy (in terms of Rice)							
Sl. No.	STATES/ UTs	KMS 2019-20	KMS 2020-21	KMS 2021-22	KMS 2022-23	KMS 2023-24	KMS 2024-25*
1	A.P.	86.59	78.83	77.64	79.42	73.42	45.18
2	Telangana	74.28	102.17	124.10	158.77	168.74	81.74
3	Assam	49.85	52.15	43.82	56.24	55.39	39.71
4	Bihar	62.98	67.47	77.17	70.23	79.02	78.25
5	Chattisgarh	67.75	71.61	80.22	98.12	97.03	93.03
6	Gujarat	19.83	21.46	21.01	23.96	24.07	23.97
7	Haryana	48.24	44.25	46.18	51.09	59.76	60.70
8	H.P.	1.44	1.40	1.68	1.31	1.73	1.62
9	Jharkhand	30.13	27.53	29.30	14.94	15.16	24.12
10	JandK	5.87	5.81	4.93	0.00	6.41	0.00
11	Karnataka	36.34	42.92	43.18	42.80	31.27	27.59
12	Kerala	6.06	6.34	4.87	5.96	4.98	1.00
13	M.P.	47.78	44.14	48.15	70.22	72.40	76.95
14	Maharashtra	28.98	32.92	35.98	38.99	39.00	34.39
15	Odisha	83.60	88.10	92.91	82.50	84.74	67.79
16	Punjab	117.79	127.84	128.85	129.91	143.56	146.82
17	Rajasthan	4.81	6.34	4.79	5.77	7.46	7.81
18	Tamilnadu	71.71	68.81	79.07	75.57	67.99	20.85

19	U.P.	155.18	155.20	152.72	161.43	159.90	217.43
20	Uttarakhand	6.58	7.15	7.16	6.34	6.44	5.15
21	WB	158.81	135.24	167.29	154.84	156.87	120.75
22	Others	24.10	56.00	23.69	29.13	22.91	24.49
Total		1188.70	1243.68	1294.71	1357.55	1378.25	1199.34
Note: The above data is sourced from DAandFW, MoAandFW, Gol.							
*As per First Advance Estimates of MoAandFW, Gol.							

STATEMENT-III**Procurement of Paddy at MSP for Central Pool**(figures in
LMT)

STATES	KMS 2019-20	KMS 2020- 21	KMS 2021-22	KMS 2022-23	KMS 2023-24	KMS 2024- 25*
A.P.	82.58	84.57	66.58	41.12	30.43	3.27
TELANGANA	111.26	141.09	110.35	131.86	95.32	11.88
ASSAM	3.15	2.11	5.66	5.98	3.94	0.00
BIHAR	20.02	35.59	44.90	42.05	30.80	0.44
CHANDIGARH	0.22	0.28	0.27	0.19	0.25	0.26
CHHATISGARH	74.86	71.08	92.01	87.53	123.88	10.10
GUJARAT	0.21	1.10	1.22	1.77	0.85	0.05
HARYANA	64.28	56.55	55.32	59.36	58.94	53.72
H. P.	0.00	0.00	0.28	0.14	0.23	0.34
JHARKHAND	3.80	6.29	7.53	1.72	0.74	0.00
JandK	0.15	0.38	0.41	0.34	0.24	0.26
KARNATAKA	0.61	2.06	2.19	0.21	0.00	0.00

KERALA	7.10	7.65	7.48	7.31	5.59	0.09
M. P	25.97	37.27	45.83	46.30	42.16	0.00
MAHARASHTRA	17.42	18.99	18.32	18.48	11.64	0.41
ODISHA	70.57	77.33	71.04	79.16	70.84	0.00
PUNJAB	162.33	202.83	187.28	182.10	185.28	169.36
RAJASTHAN	0.00	0.00	0.07	0.00	0.00	0.00
NEF (Tripura)	0.21	0.24	0.58	0.45	0.32	0.00
TAMIL NADU	32.41	44.90	27.58	33.84	34.96	5.02
UTTAR PRADESH	56.57	66.84	65.53	65.50	53.80	9.48
UTTRAKHAND	10.18	10.72	11.56	8.96	7.30	4.42
WEST BENGAL	27.03	27.79	35.31	32.08	24.69	0.00
PUDUCHERRY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	770.93	895.66	857.30	846.45	782.20	269.10

***Figures are upto 27.11.2024**

DISTRICT MINERAL FOUNDATIONS IN ASSAM

1462. SHRI PRADYUT BORDOLOI:

Will the Minister of **MINES** be pleased to state:

- (a) the details regarding the funds collected and utilized by District Mineral Foundations (DMFs) in Assam, district-wise;
- (b) the details regarding the number of projects sanctioned and the number of projects completed by DMFs in Assam during the last five years;
- (c) the details regarding the number of projects that have not been completed by their respective deadlines and the steps being taken by the Government to improve the completion rate of projects; and
- (d) the details regarding the projects focused on environmental preservation that have been sanctioned and completed in Tinsukia District and the amount of funds allocated to the same?

THE MINISTER OF COAL; AND MINISTER OF MINES

(SHRI G. KISHAN REDDY) :

- (a) The district-wise details regarding the funds collected and utilized by District Mineral Foundations (DMFs) in Assam is provided as **Statement**.
- (b) Since April 2020 till September 2024, DMFs in the State of Assam have sanctioned 451 projects of which 376 projects have been completed.
- (c) As per the information received from the State Government, the reply is "NIL".
- (d) A total of 50 projects with an allocation of Rs.15.34 crores have been undertaken under Environment Preservation and Pollution Control measures in Tinsukia District, Assam till September 2024.

STATEMENT

District-wise details regarding the funds collected and utilized by District Mineral Foundations (DMFs) in Assam

S. No.	Name of District	DMF Collection up to September- 2024	Utilized Amount till September- 2024
1	Baksa	0.71	1.64
2	Barpeta	0.48	2.08
3	Biswanath	0.59	0
4	Bongaigaon	0.53	0.47
5	Cachar	9.50	6.01
6	Charaideo	0.19	0.14
7	Chirang	1.49	2.08
8	Darrang	0.10	0.10
9	Dhemaji	1.40	0.0
10	Dhubri	2.70	1.39
11	Dibrugarh	3.00	1.74
12	Dima Hasao	46.41	29.93
13	Goalpara	1.07	0.0
14	Golaghat	0.00	0.0

15	Hailakandi	0.91	0.67
16	Hojai	0.67	0.77
17	Jorhat	1.32	0.19
18	Kamrup	3.43	0.0
19	Kamrup (Metro)	3.64	0.18
20	Karbi Anglong	11.28	4.78
21	Karimganj	0.55	1.17
22	Kokrajhar	0.00	0.40
23	Lakhimpur	5.97	3.72
24	Majuli	0.00	0.0
25	Morigaon	0.15	0.17
26	Nagaon	0.59	0.0
27	Nalbari	0.19	0.0
28	Sivasagar	0.34	0.00
29	Sonitpur	3.18	0.00
30	South Salmara Mankachar	0.9573	0.0
31	Tinsukia	48.76	42.13
32	Udalguri	0.68	0.0
33	West Karbi Anglong	0.07	0.0
	Total	150.85	99.76

सौर पैनल पर प्रतिबंध

1463. श्री दरोगा प्रसाद सरोज:

श्री संजय हरिभाऊ जाधव:

क्या नवीन और नवीकरणीय ऊर्जा मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने सौर पैनल से संबंधित काम करने वाले उद्योगों पर कोई पर्यावरणीय प्रतिबंध लगाया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) उत्तर प्रदेश और महाराष्ट्र के विभिन्न जिलों, विशेषकर लालगंज और परभणी संसदीय क्षेत्रों में स्थापित सौर पैनलों की संख्या और राज्यवार ब्यौरा क्या है और उनकी उत्पादन क्षमता कितनी है;
- (ग) क्या सरकार ने सौर पैनलों के पुनः उपयोग और पुनर्चक्रण के तरीकों का पता लगाने हेतु वैज्ञानिक अध्ययन करने के लिए कोई पैनल गठित किया है;
- (घ) क्या सरकार ने सौर ऊर्जा के उत्पादन के दौरान उत्पन्न होने वाले अन्य प्रकार के अपशिष्ट के निपटान के लिए कोई पर्यावरण अनुकूल प्रणाली विकसित की है, यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ङ) क्या सरकार के पास पिछले तीन वर्षों और चालू वर्ष के दौरान अप्रयुक्त और उपयोग न किए जा रहे सौर पैनलों से संबंधी कोई रिकॉर्ड है और यदि हां, तो तत्संबंधी राज्यवार ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

- (क) और (घ): (1) पर्यावरण वन और जलवायु परिवर्तन मंत्रालय, भारत सरकार ने दिनांक 02 नवंबर, 2022 को ई-अपशिष्ट (प्रबंधन) नियम, 2022 को अधिसूचित किया। ये नियम, दिनांक 01 अप्रैल, 2023 से ई-अपशिष्ट (प्रबंधन) नियम, 2016 का स्थान लेंगे। इन नियमों के अंतर्गत सौर फोटो-वोल्टेक (पीवी) मॉड्यूलों या पैनलों या सेलों सहित विद्युत और इलेक्ट्रॉनिक उपकरणों से उत्पन्न ई-अपशिष्ट का पर्यावरणीय दृष्टि से सुरक्षित प्रबंधन का प्रावधान है।
- (2) इन नियमों के अनुसार, सौर फोटोवोल्टेक मॉड्यूलों या पैनलों या सेलों के प्रत्येक निर्माता और उत्पादक के लिए पंजीकरण करना, सौर पीवी मॉड्यूलों की सूची रखना, नियमों के तहत निर्धारित दिशानिर्देशों के अनुसार वर्ष 2034-35 तक सौर पीवी मॉड्यूलों/सेलों से उत्पन्न अपशिष्ट का संग्रह करना, वार्षिक रिटर्न प्रस्तुत करना, मानक संचालन प्रक्रियाओं का अनुपालन करना और लागू अपशिष्ट प्रबंधन नियमों के अनुसार सौर पीवी मॉड्यूलों के अलावा अन्य अपशिष्ट को संसाधित करना अनिवार्य किया गया है। इसके अतिरिक्त, सौर फोटोवोल्टेक मॉड्यूलों या पैनलों अथवा सेलों के पुनर्चक्रणकर्ता के लिए केन्द्रीय प्रदूषण नियंत्रण बोर्ड (सीपीसीबी) द्वारा निर्धारित सामग्री की प्राप्ति करना अनिवार्य किया जाएगा।
- (ख) (1) देश के विभिन्न राज्यों में स्थापित सौर विद्युत संयंत्रों का विवरण **विवरण -I** पर दिया गया है।
- (2) आजमगढ़ जिले के अंतर्गत लालगंज सहित उत्तर प्रदेश के विभिन्न जिलों में स्थापित सौर विद्युत संयंत्रों का विवरण **विवरण -II** पर दिया गया है।
- (3) परभणी सहित महाराष्ट्र के विभिन्न जिलों में स्थापित सौर विद्युत संयंत्रों का विवरण **विवरण - III** पर दिया गया है।

- (ग) विज्ञान और प्रौद्योगिकी विभाग ने मौजूदा सौर पी.वी. पैनलों के पुनर्चक्रण के लिए उपकरण और प्रभावी प्रक्रिया विकसित करके, सौर पीवी पैनलों/मॉड्यूल्स के जीवन काल समाप्त होने पर उनकी पुनर्प्राप्ति और पुनर्चक्रण के लिए कुशल, पर्यावरणीय रूप से स्थायी तरीकों के विकास से संबंधित चुनौतियों पर परियोजना प्रस्ताव आमंत्रित किए। विभिन्न संस्थानों और विश्वविद्यालयों से प्राप्त प्रस्तावों का मूल्यांकन किया जा रहा है।
- (घ) उपरोक्त (क) और (घ) के समान।
- (ङ) ई-अपशिष्ट के प्रबंधन के लिए एक ऑनलाइन विस्तारित उत्पादक उत्तरदायित्व (ईपीआर) पोर्टल विनिर्माताओं, पुनर्चक्रणकर्ताओं एवं रिफर्बिशर्स को ऑनलाइन ईपीआर पोर्टल पर पंजीकरण कराना आवश्यक है। ई-अपशिष्ट ईपीआर पोर्टल पर उपलब्ध सूचना के अनुसार, दिनांक 29.11.2024 की स्थिति के अनुसार सीपीसीबी में सोलर पैनलों/सेलों के 552 उत्पादक पंजीकृत हैं।

विवरण -I

सौर ऊर्जा की राज्य-वार स्थापित क्षमता (दिनांक 31.10.2024 की स्थिति के अनुसार)		
क्र.सं.	राज्य/संघ राज्य क्षेत्र	स्थापित क्षमता (मेगावाट में)
1.	आन्ध्र प्रदेश	4650.89
2.	अरुणाचल प्रदेश	14.72
3.	असम	180.77
4.	बिहार	257.34
5.	छत्तीसगढ़	1265.78
6.	गोवा	47.86
7.	गुजरात	15305.26
8.	हरियाणा	1905.19
9.	हिमाचल प्रदेश	137.29
10.	जम्मू एवं कश्मीर	73.89
11.	झारखंड	181.04
12.	कर्नाटक	8930.10

13.	केरल	1261.76
14.	लद्दाख	7.80
15.	मध्य प्रदेश	4248.69
16.	महाराष्ट्र	8133.57
17.	मणिपुर	13.79
18.	मेघालय	4.28
19.	मिजोरम	30.35
20.	नागालैंड	3.17
21.	ओडिशा	608.38
22.	पंजाब	1375.79
23.	राजस्थान	24553.13
24.	सिक्किम	7.56
25.	तमिलनाडु	9324.05
26.	तेलंगाना	4842.10
27.	त्रिपुरा	20.93

28.	उत्तर प्रदेश	3286.98
29.	उत्तराखंड	592.07
30.	पश्चिम बंगाल	310.47
31.	अंडमान एवं निकोबार द्वीप समूह	29.91
32.	चंडीगढ़	75.51
33.	दादर एवं नगर हवेली और दमन एवं दीव	48.12
34.	दिल्ली	288.39
35.	लक्षद्वीप	4.97
36.	पुडुचेरी	52.27
37.	नाबार्ड परियोजनाओं सहित अन्य	45.01
	कुल	92119.18

विवरण -II

उत्तर प्रदेश के विभिन्न जिलों में सौर ऊर्जा की राज्य-वार स्थापित क्षमता (दिनांक

31.10.2024 की स्थिति के अनुसार)		
क्र.सं.	जिला	स्थापित क्षमता (मेगावाट में)
1	आगरा	69.264
2	अलीगढ़	6.062
3	अम्बेडकर नगर	7.595
4	अमेठी	12.285
5	अमरोहा	2.335
6	औरैया	40.391
7	अयोध्या	47.211
8	आजमगढ़	3.097
9	बागपत	2.157
10	बहराइच	41.081
11	बलिया	0.334
12	बलरामपुर	0.394
13	बांदा	136.094
14	बाराबंकी	4.668

15	बरेली	27.65
16	बस्ती	1.268
17	भदोही	2.074
18	बिजनौर	32.847
19	बुदौन	190.285
20	बुलंदशहर	0.886
21	चंदौली	1.521
22	चित्रकूट	126.842
23	देवरिया	40.477
24	एटा	1.479
25	इटावा	1.837
26	फरुखबाद	2.467
27	फतेहपुर	0.619
28	फिरोजाबाद	1.508
29	गौतम बुद्ध नगर	12.948
30	गाजियाबाद	9.462
31	गाजीपुर	5.264

32	गोंडा	0.737
33	गोरखपुर	3.983
34	हमीरपुर	24.573
35	हापुड़	0.617
36	हरदोई	61.076
37	हाथरस	1.886
38	जालौन	402.536
39	जौनपुर	1.98
40	झांसी	227.907
41	कन्नौज	7.785
42	कानपुर देहात	52.42
43	कानपुर नगर	243.063
44	कासगंज	0.326
45	कौशाम्बी	0.04
46	लखीमपुर खीरी	1.523
47	कुशीनगर	0.3
48	ललितपुर	81.479

49	लखनऊ	106.532
50	महाराजगंज	26.247
51	महोबा	225.609
52	मैनपुरी	5.976
53	मथुरा	6.576
54	मऊ	20.09
55	मेरठ	15.009
56	मिर्जापुर	131.087
57	मुरादाबाद	2.236
58	मुजफ्फरनगर	4.85
59	पीलीभीत	20.909
60	प्रतापगढ़	0.645
61	प्रयागराज	235.133
62	रायबरेली	16.759
63	रामपुर	0.541
64	सहारनपुर	63.807
65	संभल	0.246

66	संत कबीर नगर	0.222
67	शाहजहांपुर	91.789
68	शामली	0.557
69	श्रावस्ती	0.081
70	सिद्धार्थ नगर	0.482
71	सीतापुर	46.966
72	सोनभद्र	0.578
73	सुल्तानपुर	1.44
74	उन्नाव	16.742
75	वाराणसी	44.888
	कुल	3030.63 मेगावाट

विवरण -III

महाराष्ट्र के विभिन्न जिलों में सौर ऊर्जा की राज्य-वार स्थापित क्षमता
(दिनांक 31.10.2024 की स्थिति के अनुसार)

क्र.सं.	जिला का नाम	स्थापित क्षमता (मेगावाट में)
1	अहमदनगर	164.56
2	अकोला	77.965
3	अमरावती	217.81
4	औरंगाबाद	119.89
5	बीड	228.9
6	भंडारा	0
7	बुलधाना	230.2
8	चन्द्रपुर	10
9	धुले	477.965
10	गोंदिया	0
11	हिंगोली	64.2
12	जलगांव	253.5
13	जलना	489.85
14	कोल्हापुर	6.8

15	लातूर	168.06
16	नागपुर	133.318
17	नान्देड़	187.575
18	नन्दुरबार	2
19	नाशिक	170.235
20	धाराशिव	313.565
21	परभानी	203.22
22	पुणे	79.18
23	रायगढ़	0
24	रत्नागिरि	1
25	सांगली	14.56
26	सतारा	246.95
27	सिंधुदुर्ग	0
28	सोलापुर	826.218
29	वर्धा	78.18

30	वाशिम	0
31	यवतमाल	222.57
	कुल (क)	4988.271
	मुख्यमंत्री सौर कृषि वाहिनी योजना (एमएसकेवीवाई) 2.0 - महाराष्ट्र सरकार द्वारा कार्यान्वित कुल (ख)	31
	रूफटॉप सौर विद्युत परियोजनाएं (कुल-ग)	2585.36
	कुल (क+ख+ग)	7604.631

RAILWAY ELECTRIFICATION

1464. SHRI SHANKAR LALWANI:

DR. K SUDHAKAR:

DR. RAJESH MISHRA:

SHRI DINESHBHAI MAKWANA:

SHRI VIJAY KUMAR DUBEY:

DR. SHIVAJI BANDAPPA KALGE:

SHRI MUKESHKUMAR CHANDRAKAANT DALAL:

DR. ALOK KUMAR SUMAN:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether the Government has the specific statistics regarding India's railway electrification, including the percentage of tracks electrified and the total length of electrified routes and if so, the details thereof;
- (b) whether the Government has any road map regarding railway electrification tracks specially in Marathwada region;
- (c) whether the Government has data regarding steps taken to ensure having clean railway tracks and coaches and if so, the details thereof;
- (d) whether the Government has data regarding the Kavach installation across the country, if so, complete details thereof;
- (e) whether any new tracks, trains or large scale projects are being considered for the State of Karnataka, if so, the details thereof; and
- (f) whether any steps are being taken to reduce the congestion in major trains through Karnataka and if so, the details thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) and (b) Indian Railways (IR) has taken up electrification of Broad Gauge (BG) Railway lines in a Mission mode. Electrification done during 2014-24 and prior to 2014 is as under:

Period	Electrification done (RKM)
Prior to 2014	21,801 RKM
2014-24	44,199 RKM (including 30,512 RKM during 2019-24)

At present, 97% of the total BG network of the Indian Railways has been electrified. BG rail network in the state of Maharashtra including Marathwada region has been electrified.

(c) Cleanliness is a continuous process and Indian Railways make every endeavour to keep coaches and tracks in clean condition. In this regard, major steps taken are as under:

- Cleaning of coaches including toilets of trains is done at both ends including mechanized cleaning.

- On Board Housekeeping Service (OBHS) has been provided in important long distance Mail/Express trains for cleaning of coach toilets, doorways, aisles and passenger compartments during the run of trains.
- Clean Train Station (CTS) scheme has been prescribed for limited mechanized cleaning attention to identified trains including cleaning of toilets during their scheduled stoppages enroute at nominated stations.
- Automatic Coach Washing Plants (ACWP) have been installed at major depots for more effective and efficient cleaning of coach exterior.
- Pest and Rodent control is done in All AC, Non AC reserved and un-reserved coaches including pantry cars.
- Special Cleanliness Campaigns under Swachh Bharat Abhiyan and cleanliness drives are organized regularly with the objective to achieve significant and sustainable improvements in cleanliness standards of trains.
- Frequent surprise inspections/checks are conducted by senior officials on overall cleanliness coaches.
- Provision of Bio toilets in all toilets of passenger coaches.

(d)

1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (Safety Integrity Level-4).

2. Kavach aids the Loco Pilot in running of train within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.
3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.
4. Kavach was adopted as National ATP system in July 2020.
5. Implementation of Kavach System involves following Key Activities:
 - a. Installation of Station Kavach at each and every station, block section.
 - b. Installation of RFID Tags throughout the track length.
 - c. Installation of telecom Towers throughout the section.
 - d. Laying of Optical Fibre Cable along the track.
 - e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.
6. Based on deployment of Kavach version 3.2 on 1465 RKM on South Central Railway, lot of experience was gained. Using that further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.

7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.
8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yard, Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.
9. Progress of Key items comprising Kavach system on Indian Railways upto Oct' 2024 is as under: -

SN.	Items	Progress
i	Laying of Optical Fibre Cable	5116 Km
ii	Installation of Telecom Towers	538 Nos.
iii	Provision of Kavach at Stations	521 Nos.
iv	Provision of Kavach in Loco	687 Locos
v	Installation of Track side equipment	3413 RKM

10. Next phase of Kavach implementation is planned as under:-

- a. Project for equipping 10,000 Locomotives has been finalized.
- b. Bids for track side Works of Kavach for approximately 15000 RKM have been invited. It covers all GQ, GD, HDN and Identified sections of Indian Railways.

11. Currently, 3 OEMs are approved for supply of Kavach System. To increase capacity and scale of implementation, trials and approval of more OEMs are at different stages.

12. Specialized training programme on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 9000 technicians, operators and engineers have been trained on Kavach technology. Courses have been designed in collaboration with IRISSET.

(e) and (f) Railway infrastructure projects falling fully/partly in the State of Karnataka are covered under South Western Railway (SWR), Central Railway (CR), Southern Railway (SR) and South Central Railway (SCR) Zone of Indian Railways. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railway's website.

As on 01.04.2024, 31 Projects (21 new lines and 10 Doubling) of total length of 3,840 Km, costing Rs. 47,016 crore, falling fully/partly in the State of Karnataka, are

at various stages of planning and implementation, out of which 1,302 Km length has been commissioned and an expenditure of Rs. 17,382 crore has been incurred upto March, 2024.

The status of work is summarized as :-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (in Rs. Cr.)
New Line	21	2,556	395	7,592
Doubling/ Multitracking	10	1,284	907	9,791
Total	31	3,840	1,302	17,382

Budget allocation for Infrastructure projects and safety works, falling fully/partly in Karnataka is as under:

Period	Outlay
2009-14	Rs. 835 crore/year
2024-25	Rs. 7,559 crore (more than 9 times)

The details of commissioning/laying of new track falling fully/partly in the State of Karnataka during 2009-14 and 2014-24 is given below:

Period	Total Track Commissioned
2009-14	565 Km
2014-24	1,633 Km (about 3 times)

Further, survey of total 56 projects (19 new line and 37 doubling) of total length 6159 Km falling fully/partly in the State of Karnataka have been sanctioned during last three year (2021-22, 2022-23, 2023-24 and current financial year 2024-25).

Sanctioning of Railway projects is a continuous and dynamic process of Indian Railway. Railway infrastructure projects are taken up on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.

After firming up of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As

sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

Indian Railways (IR), operates various types of regular time-tabled trains e.g. suburban, short distance passenger trains, long distance/Mail Express/ Superfast trains with different compositions catering to different segments of passengers. Besides, in its constant endeavour to provide additional accommodation to travelling passengers, IR also operates Special train services during festivals, holidays, etc. and by augmenting the load of trains including that with Sleeper Class Coaches, both on permanent and temporary basis, to cater to additional demand. These are on-going processes on Indian Railways. Accordingly, during the year 2024, 13523 trips special trains were operated to meet the extra rush of passengers during Holi and summer vacation. To cater to the rush during Durga Pooja/Dipawali/Chhath, 7983 trips of Special trains have also been notified during the period 1st October, 2024 to 30th November, 2024, to serve approximately 1.8 crore passengers.

IR also augments the load of trains, both on a permanent and temporary basis, to generate additional accommodation for different segments of passengers. During the 2023-24, 872 coaches have been utilized for augmentation of train services on a permanent basis while during the year 2024-25(till October, 2024), 664 coaches have been utilized for permanent augmentation. However, as the Railway network

straddles across State boundaries, trains are operated as per network requirements, across such boundaries.

To cater to the needs of stations located in the State of Karnataka, 8 pairs of new train services including 5 pairs of Vande Bharat train and one pair of Amrit Bharat Express viz. 13433/13434 SMVT Bengaluru- Malda Town Amrit Bharat Express have been introduced during 2023-2024. During the current financial year, 06 pairs of trains including 03 pairs of Vande Bharat services have also been introduced. Besides, introduction of trains is an on-going process on Indian Railways subject to traffic justification, operational feasibility and availability of resources etc..

SHOONYA CAMPAIGN

1465. SHRI VISHWESHWAR HEGDE KAGERI:

SHRI PRADEEP KUMAR SINGH:

SHRI KRIPANATH MALLAH:

SHRI YOGENDER CHANDOLIA:

SHRIMATI KAMALJEET SEHRAWAT:

SHRI GANESH SINGH:

Will the Minister of **PLANNING** be pleased to state:

(a) the details of Shoonya campaign which aims at improving air quality by accelerating the deployment of Electric Vehicles (EVs) and if so, the details thereof; and

(b) the details of measures taken by the Government to raise awareness about adoption of EVs and role of corporate sector in reducing air pollution and carbon emission under the said campaign along with its assessment of impact in the country particularly in NCT of Delhi?

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE (RAO INDERJIT SINGH):

(a) and (b) - 'Shoonya' — Zero Pollution Mobility Campaign was launched on 15th Sept., 2021. It is a Pan India consumer awareness campaign administered by NITI Aayog in partnership with leading companies working in the electric vehicle (EV) ecosystem in India.

The principal aim of Shoonya is to nudge delivery systems and ride hailing towards clean mobility. Improving urban air quality, enhancing public health and contributing to the nation's sustainability goals are other positive spin offs.

This campaign has 3 major components:

1. **Corporate Branding Program**: To recognise the efforts made by industry partners towards EVs; parcels, vehicles, and driver uniforms for electric deliveries and rides are branded with the Shoonya logo.

2. **Consumer Awareness Drive**: To highlight the health and environmental benefits of EVs and solidify Shoonya as a slogan in every household in India, NITI Aayog uses both traditional and digital media channels.
3. **Resource Toolkit**: To allow EV users to understand the cost and emission benefits of switching to EVs, financing options, and existing policies, the toolkits are hosted on the Shoonya website (<https://shoonya.info/toolkit>).

It has positively impacted de-carbonization of the ride hailing and delivery segment of mobility. Upto September 2024, it has completed approximately 674 million rides and deliveries on Electric Vehicles. It has helped in reduction of particulate matter pollution by approximately 12.8 tonnes, Nitrogen Oxide pollution by approximately 413 tonnes, Carbon Dioxide pollution by approximately 66,000 tonnes. This is equivalent to fuel savings of approximately Rs. 635 Cr (at current retail prices) and planting of approximately 1.1 million trees.

'Shoonya' forum has also engaged approximately 10 crore citizens through multiple channels and created awareness among them in favour of pollution-free delivery. 3 brand films have been released on 25 January 2022, 19 July 2023 and 04 April, 2024 that have been viewed by approximately 70 million people.

So far, 220+ corporate partners (Domestic and Global) have collaborated together in this campaign initiative.

खाद्यान्न की बर्बादी

1466. श्रीमती कलाबेन मोहनभाई देलकर:

क्या उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने देश में खाद्यान्नों से संबंधित कोई सर्वेक्षण कराया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) दादरा और नागर हवेली में बर्बाद हुए भोजन की मात्रा का ब्यौरा क्या है और इसके क्या कारण हैं;
- (ग) क्या सरकार का विचार देश में खाद्यान्न की बर्बादी को कम करने हेतु कोई नीति तैयार करने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) सरकारी कार्यालयों, कैंटीनों और खाद्य पदार्थों की दुकानों में भोजन की बर्बादी को कम करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं; और
- (ङ) क्या सरकार ने निजी स्थानों पर खाद्य पदार्थों की बर्बादी को कम करने के लिए प्रोत्साहन आरंभ किए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री; तथा सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री बी. एल. वर्मा):

(क) से (ङ) : उपभोक्ता मामले, खाद्य एवं सार्वजनिक वितरण मंत्रालय (एमओसीएफएंडपीडी) द्वारा देश में खाद्यान्न से संबंधित कोई सर्वेक्षण नहीं किया गया है। हालांकि, उपभोक्ता मामले, खाद्य एवं सार्वजनिक वितरण मंत्रालय देश भर में अपने 11 गुणवत्ता नियंत्रण प्रकोष्ठों के माध्यम से भारतीय खाद्य निगम, केन्द्रीय भण्डार निगम और राज्य एजेंसियों, उचित मूल्य की दुकानों आदि के गोदामों से यादृच्छिक नमूने लेकर उनका विश्लेषण करके भारतीय खाद्य निगम और राज्य सरकारों के गुणवत्ता

नियंत्रण उपायों को सहायता प्रदान करता है। आवश्यकता पड़ने पर गुणवत्ता मैनुअल के अनुसार सुधारात्मक कार्रवाई भी की जाती है।

भारतीय खाद्य सुरक्षा एवं मानक प्राधिकरण (एफएसएसएआई) देश भर में उपभोक्ताओं को खाद्यान्न सहित सुरक्षित खाद्य उत्पादों की उपलब्धता सुनिश्चित करने के लिए प्रतिबद्ध है। खाद्य उत्पाद की गुणवत्ता और सुरक्षा सुनिश्चित करने के लिए एफएसएसएआई पूरे वर्ष विभिन्न खाद्य उत्पादों की नियमित निगरानी करता है। सितंबर, 2024 में सुरक्षा और गुणवत्ता मापदंडों की जांच के लिए दालें, चावल, गेहूं, जई, बाजरा, मसूर, हरा चना आदि सहित खाद्यान्नों के लिए एक निगरानी अभियान चलाया गया था।

देश में खाद्यान्न की बर्बादी को कम करने के लिए नीति तैयार करने का कोई प्रस्ताव उपभोक्ता मामले, खाद्य एवं सार्वजनिक वितरण मंत्रालय के विचाराधीन नहीं है। हालांकि, सरकारी कार्यालयों, कैंटीनों, खाद्य दुकानों आदि में भोजन की बर्बादी को कम करने के लिए सरकार ने समय-समय पर प्रिंट और इलेक्ट्रॉनिक मीडिया के माध्यम से प्रचार अभियान चलाए हैं, ताकि लोगों को भोजन की बर्बादी के प्रति संवेदनशील बनाया जा सके। इसके अतिरिक्त, केन्द्र सरकार ने राज्यों/संघ राज्य क्षेत्रों को सलाह दी कि वे स्कूली पाठ्यक्रम में भोजन की बर्बादी की रोकथाम पर एक अध्याय शामिल करें, ताकि स्कूली बच्चों में जागरूकता पैदा की जा सके और उन्हें इस विषय पर संवेदनशील बनाया जा सके।

स्टेशनों का पुनर्विकास

1467. श्रीमती मंजू शर्मा:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या यात्रियों और रेलगाड़ियों की सुरक्षा सहित स्टेशनों के पुनर्विकास की प्रक्रिया में शहरी/स्थानीय निकायों से विभिन्न सांविधिक अनुमोदन लेने आवश्यक होते हैं;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या उक्त कारक कार्य के पूरा होने के समय को प्रभावित करते हैं; और
- (घ) यदि हां, तो ऐसे स्टेशनों की संख्या कितनी है, जहां उक्त कारकों के फलस्वरूप कार्य अधूरा पड़ा हुआ है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (घ): रेलवे स्टेशनों का आधुनिकीकरण/उन्नयन/पुनर्विकास करना सतत् और निरंतर चलने वाली प्रक्रिया है। रेलवे स्टेशनों का विकास/पुनर्विकास करना जटिल स्वरूप का होता है जिसमें रेलगाड़ियों और यात्रियों की संरक्षा शामिल है और विभिन्न सांविधिक स्वीकृतियों जैसे दमकल विभाग, धरोहर, पेड़ों की कटाई, विमानपत्तन संबंधी स्वीकृतियों इत्यादि की आवश्यकता होती है। यह विकास कार्य ब्राउन फील्ड संबंधी चुनौतियों जैसे अतिलघनकारी जनोपयोगी सेवाओं को स्थानांतरित करना जिसमें (जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं), यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, रेलपथ और उच्च वोल्टेज बिजली लाइनों के बहुत ही निकट में किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि के कारण भी प्रभावित होता है और ये कारक कार्य के समापन समय को प्रभावित करते हैं।

SEMICONDUCTOR R & D**1468. SHRI DURAI VAIKO:**

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

- (a) the details of the size of country's semiconductor chip design workforce as a percentage of the global workforce;
- (b) the details of chip design facilities present in country as a percentage of global facilities;
- (c) the details of the absolute figure and percentage of the funds spent on 'semiconductor R & D' out of the total money spent on semiconductor industry development under various schemes since 2014, year-wise;
- (d) the details of the percentage of funds planned to be spent on 'semiconductor R & D' under every proposed semiconductor-related scheme awaiting implementation respectively; and
- (e) the steps taken by the Government to prevent the shortage of professionals in the semiconductor industry and the funds spent/planned to be spent on this subject under various schemes respectively since 2014, scheme and year-wise?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY;
AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND
INFORMATION TECHNOLOGY (SHRI JITIN PRASADA):**

(a): India has emerged as a global leader in semiconductor design workforce, witnessing remarkable growth. Most of the leading international companies have established R & D (Research and Development) and innovation centres in India, drawn by the country's exceptional design talent.

As per the 'SemiconIndia Future Skills Talent Committee report', about 1.25 Lakh semiconductor design engineers were working in India in the year 2022. According to other estimates, such as the Semiconductor Industry Association (SIA)/Boston Consulting Group (BCG) report on 'Emerging Resilience in the Semiconductor Supply Chain' (published in May 2024), Indian engineers accounts to about 19% of global design engineers.

(b): According to the BCG SIA report on 'Emerging Resilience in the Semiconductor Supply Chain' (published in May 2024), 7% of chip design facilities are present in India as a percentage of global facilities.

(c): Government is focused on its objective of building the overall semiconductor design and manufacturing ecosystem with an emphasis on fostering R & D in semiconductor area in the country. MeitY supports R & D projects in the area of semiconductors at academic institutions, research organizations, and startup companies through a dedicated R & D Scheme. Some of them includes but not limited

to the following- nanotechnology, semiconductor materials, semiconductor processes, chip design, semiconductor IP Cores etc. Year-wise budget spent by MeitY since the year 2014 in the area of R & D in Electronics including Semiconductor R & D is at

Statement-I.

(d): Government of India has approved the 'Modified Programme for Semiconductors and Display Fab Ecosystem' with an outlay of ₹76,000 crore in order to catalyse the semiconductor and display ecosystem in the country. Up to 2.5% of the outlay of the Programme is earmarked for meeting the R & D, skill development and training requirements for the development of semiconductor ecosystem in India. Additionally, ₹1000 Crore has been earmarked for the Design Linked Incentive Scheme under the Programme for supporting fabless chip design industry, including semiconductor R & D activities.

(e): Government of India acknowledges the importance of nurturing world-class talent to build a robust semiconductor ecosystem, recognizing that capacity-building initiatives, and skill development programs to address workforce gaps is the foundation of this effort.

MeitY supports various capacity development and skill development programmes at academic institutions and R & D organizations. Some of these initiatives of Government of India include, but not limited to the following - SMDP-C2SD (Special Manpower Development Programme for Chips to System Design) (Year 2014-21), Indian Nanoelectronics User Programme (INUP) (year 2014-2019), INUP Idea to

Innovation initiated in year 2021 and Chips to Start-up (C2S) Programme initiated in year 2022 etc. Year-wise budget spent by MeitY since the year 2014 for capacity building and skill development in the area of Semiconductors is at **Statement-II**.

STATEMENT-I

**Year-wise budget spent by MeitY since the year 2014 in the area of R & D in
Electronics including Semiconductor R & D**

#	Year	Funds spent on semiconductor R & D (₹ in Crore)
1	2014-15	183.52
2	2015-16	114.41
3	2016-17	116.00
4	2017-18	100.93
5	2018-19	178.91
6	2019-20	427.71
7	2020-21	420.91
8	2021-22	502.04
9	2022-23	349.18
10	2023-24	251.00

11	2024-25	215.00 (till date)
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STATEMENT-II

Year-wise budget spent by MeitY since the year 2014 for capacity building and skill development in the area of Semiconductors.

#	Year	Funds spent on capacity building and skill development in semiconductor area(₹ in Crore)
1.	2014-15	37.62
2.	2015-16	15.79
3.	2016-17	28.80
4.	2017-18	40.69
5.	2018-19	13.51
6.	2019-20	24.16
7.	2022-23	38.90
8.	2023-24	28.95
9.	2024-25	69.84 (till date)

E-KYC PROCESS

1469. SHRIMATI PRATIMA MONDAL:

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

- (a) the rationale behind implementing the e-KYC process which has reportedly caused distress and exclusion for vulnerable populations such as migrants and those with biometric discrepancies;
- (b) whether the Government proposes to reconsider the process to ensure that it does not further marginalize those already struggling to access food security under the PDS and National Food Security Act; and
- (c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a): The Department of Food and Public Distribution towards ensuring the efficient and effective operations of the Public Distribution System (PDS) has been requesting all the States/ UTs to conduct the e-KYC process for all beneficiaries under the National Food Security Act (NFSA), 2013. The e-KYC verification is a process to confirm the identity of a beneficiary by bio-metric authentication and then by matching his/her Aadhaar demographic data with ration card details. The process leads to the elimination of duplicate and ineligible cardholders thereby creating space for the inclusion of additional eligible and needy beneficiaries within the overall ceiling limit prescribed under the NFSA.

(b) and (c): The process of eKYC is for the right targeting and to ensure the inclusion of genuine beneficiaries. The process of eKYC does not lead to any marginalization rather ineligible beneficiaries are excluded

Further, review of ration cards/beneficiaries list, identification of ineligible/ duplicate ration cards and inclusion of eligible beneficiaries/households is the responsibility of the concerned State/UT Government.

All States/UTs have been advised to undertake proper verification (including field verification) of each identified case to ensure that ration cards of genuine beneficiaries are not deleted/ suspended.

CANCELLATION OF TENDER PROCESS FOR 100 VANDE BHARAT TRAINS

1470. SHRI PUTTA MAHESH KUMAR:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the details of the reasons behind the cancellation of tender process for 100 Vande Bharat trains;
- (b) whether the cancellation of the said process was result of inadequate planning, unrealistic experience or poor communication among stake holders;
- (c) if so, the details thereof;

- (d) whether the cancellation of the said process would have an impact on the 'Make in India' initiative and the development of the domestic rail industry, if so, the details thereof;
- (e) whether the railways ensure that the cancellation of the said process does not lead to further delays and setbacks in the procurement of new trains; and
- (f) if so, the details thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (f): With a view to provide better travel experience to the passengers, Indian Railways introduced first-ever indigenously designed and manufactured semi- high speed Vande Bharat trains with modern coaches, advanced safety features and passenger amenities.

As on 21st November, 2024, 136 Vande Bharat train services are operational on the Broad Gauge (B.G.) electrified network of Indian Railways. Further manufacturing of Vande Bharat Chair Car rakes is under progress.

Besides, Vande Bharat Sleeper Trains for long and medium Inter-state journey have also been planned. At present, 10 Vande Bharat Sleeper trains are under production and further Indian Railways has also provisioned for production of 50 Vande Bharat Sleeper sleeper rakes. In addition, contracts for manufacturing

of 200 Vande Bharat sleeper rakes have also been awarded to Technology Partners.

Manufacture of coaches including Vande Bharat is a continuous process by Indian Railways and is undertaken based on traffic requirement.

FOOD INSECURITY

1471. DR. MOHAMMAD JAWED:

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

- (a) the total number of individuals experiencing food insecurity in the country, State-wise;
- (b) the reasons for which the Government is failing to ensure equitable distribution of foodgrains particularly in remote and underserved regions;
- (c) the details of the steps being taken by the Government to improve the quality and nutritional value of foodgrains provided through the Public Distribution System (PDS); and
- (d) the manner in which the Government monitors the effectiveness of food security programme across the country?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a) and (b): The National Food Security Act, 2013 (NFSA) provides for coverage of upto 75% of rural population and upto 50% of urban population for receiving highly subsidized foodgrains under Targeted Public Distribution System (TPDS), thus covering about two-thirds of the total population. Coverage under the Act is substantially high to ensure that all the vulnerable and needy sections of the society get its benefit. The Act is being successfully implemented in all the States/UTs and free of cost foodgrains are being distributed to about 80.67 crore beneficiaries as per their entitlement under the Act. There is no report from any State/UT regarding food insecurity.

(c): In order to achieve uniform nutritional impact of fortified rice among the targeted population, the Government of India is supplying fortified rice throughout the Targeted Public Distribution System (TPDS), Pradhan Mantri Poshan Shakti Nirman (PM POSHAN) Scheme, and Integrated Child Development Services (ICDS) Scheme and in other Welfare Schemes (OWS) in all States and Union Territories (UTs). Custom-milled rice has been replaced with fortified rice in every scheme of the Government and 100% coverage of distribution of fortified rice has been achieved by March, 2024. Millets, which are commonly known as Nutri-Cereals, are already a part of Public Distribution System (PDS).

(d): The NFSA provides for periodic social audits on the functioning of fair price shops, Targeted Public Distribution System and other welfare schemes, through local authority, or any other authority or body, as may be authorized by the State Government. The Central Government may also conduct or cause to be conducted social audit through independent agencies having experience in conduct of such audits.

The Government has engaged Monitoring Institutions (MIs) of repute to undertake concurrent evaluation of the implementation of National Food Security Act, 2013 (NFSA) in all States/UTs for 03 years (2020-23). The questionnaires devised for the evaluation exercise also covered few questions on the receipt of free foodgrains under PMGKAY. Reports submitted by the MIs of the surveyed households indicate that ration under NFSA have been provided free of cost since January 2023 to eligible beneficiaries during the period of survey.

WHISTLE BLOWERS PROTECTION (AMENDMENT) BILL, 2015

1472. SHRI MATHESWARAN V S:

Will the **PRIME MINISTER** be pleased to state:

(a) whether the Government is planning to re-introduce Whistle Blowers Protection (Amendment) Bill, 2015 and if so, the time by when it is likely to be reintroduced; and

(b) the details of the number of complaints or any allegation of corruption received against Group A officials of Union Government by Central Vigilance Commission since 01.01.2019 to till date along with the status of those complaints?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

(a): The Whistle Blowers Protection Act, 2014 (No.17 of 2014) has been notified on 12th May 2014. In terms of provision of sub-section (3) of section 1 of the Act, the provisions of the Act shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint. No such notification has been made by the Government for the reason that the Act requires amendments aimed at safeguarding against disclosures affecting sovereignty and integrity of India, security of the State, etc., before it is brought into force. To make these amendments to the Act, the Government introduced the Whistle Blowers Protection (Amendment) Bill, 2015 in the Lok Sabha on 11th May 2015 which was passed by the Lok Sabha on 13th May 2015 and transmitted to the Rajya Sabha.

The Bill has since lapsed upon the dissolution of the Sixteenth Lok Sabha. The Whistle Blowers Protection (Amendment) Bill is not part of the approved Government legislative business of the current session of the Parliament.

(b): Central Vigilance Commission, under the provisions contained in Section 8(1) (c) and (d) read with Section 8(2) (a) and (b) of Central Vigilance Commission Act, 2003 receives complaints from various sources. On scrutiny of such complaints, appropriate action is taken in accordance with the Commission's Complaint Handling Policy. The number of such complaints received in the Commission during the period 01.01.2019 to 31.10.2024 (year-wise) and action taken thereon, is indicated in the table given in **Statement-I**.

In addition, the Commission also receives and acts on complaints from Whistle Blowers, as under the Public Interest Disclosure and Protection of Informers Resolution (PIDPIR), the Commission is the 'Designated Agency' to receive complaints from Whistle Blowers. The year-wise details of such complaints received under Public Interest Disclosure and Protection of Informers Resolution (PIDPIR) and action taken thereon, is given in **Statement-II**.

The complaints received in the Commission include complaints against all levels of officers / officials belonging to Central Government ministries / departments/ organizations. In addition, the Commission also receives complaints against officials / organizations belonging to State Governments, private

organizations and their employees, etc. Since no separate data is being maintained in respect of complaints received against Group A officers of Union Government, the figures in the table indicate the position in respect of all complaints received in the Commission during 01.01.2019 to 31.10.2024.

STATEMENT-I

The number of complaints received and disposed of by the Commission during the period 01.01.2019 to 31.10.2024 are as under:-

Complaints Received and action taken	No. of complaints					
	2019	2020	2021	2022	2023	2024 (till 31.10.2024)
Number of complaints pending (Brought Forward from previous year)	307 0	836	172 3	107 7	698	1889
Number of complaints received during the year	325 79	261 99	246 80	217 23	279 00	24689
Total number of	356	270	264	228	285	26578

complaints	49	35	03	00	98	
Total number of complaints disposed of	348 13	253 12	253 26	221 02	267 09	25069
(a) Anonymous/Pseudonymous (Filed)	697 5	659 5	763 8	208 5	221 4	1249
(b) Vague/Unverifiable (Filed)	742 5	388 6	287 5	416 8	836 1	9213
(c) Officials not under CVC Jurisdiction/Grievances (Forwarded for necessary action)	200 78	147 52	146 50	156 95	159 07	14366
(d) Sent for inquiry/investigation to CVO/CBI	335	79	163	154	227	241
Number of complaints pending	836	172 3	107 7	698	188 9	---

(Carried Forward to next year)						
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STATEMENT-II

The number of complaints received and disposed of by the Commission under Public Interest Disclosure and Protection of Informers Resolution during the period i.e, 01.01.2019 to 31.10.2024 is as under (Commission is designated agency to receive and act on complaints lodged by whistle blowers) :-

Complaints Received and action taken	No. of Complaints					
	2019	2020	2021	2022	2023	2024 (till 31.10.2024)
Number of complaints pending (Brought Forward from previous year)	29	75	35	5	20	63
No. of complaints received during the year	870	480	1022	1902	2010	1948
Total number of complaints	899	555	1057	1907	2030	2011
Total number of complaints disposed	824	520	1052	1887	1967	2011

(a) No. of complaints filed	434	207	429	1339	1359	1192
(b) Non-vigilance (Forwarded for necessary action to Departments/ Organizations)	242	252	446	291	360	601
(c) Sent for inquiry/investigation by CVO/ CBI	148	61	177	257	248	218
Number of complaints pending (Carried Forward to next year)	75	35	5	20	63	---

RAILWAY PROJECTS IN CHHOTAUDEPUR, GUJARAT

1473. SHRI JASHUBHAI BHILUBHAI RATHVA:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the details of new railway projects that were announced for Gujarat especially in Chhotaudepur parliamentary constituency, during the last three years;

- (b) the details of the number of projects out of these, commissioned so far and the budgetary allocations made for the same along with details of steps taken to ensure their timely completion;
- (c) the status of those projects which have not been commissioned and the time by which these would be commissioned;
- (d) whether the Government is aware that a large area is still deprived of rail connectivity in Gujarat; and
- (e) if so, the details thereof project-wise along with the time by which the works on these projects are likely to be started?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e): Railway projects are surveyed/sanctioned/executed Zonal Railway-wise and not State-wise/Constituency-wise as Indian Railway projects may span across State boundaries/Parliamentary Constituencies. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own

operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

Railway infrastructure projects, falling fully/partly in the State of Gujarat, are covered under Western Railway and North Western Railway zones of Indian Railway. Zone-wise details of Railway projects, including cost, expenditure and outlay are made available in public domain on Indian Railway's website.

As on 01.04.2024, 42 Railway projects (6 New Line, 22 Gauge Conversion and 14 Doubling), of total length of 2,947 Km, costing ₹30,826 crore, falling fully/partly in the State of Gujarat, are at various stages of planning and implementation, out of which, 826 Km length has been commissioned and an expenditure of ₹9,336 crore has been incurred upto March, 2024. The status of work is summarized as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (₹ in Cr.)
New Line	6	537	105	3332
Gauge Conversion	22	1634	671	4655
Doubling/ Multitracking	14	776	50	1349
Total	42	2947	826	9336

Construction works on the flagship high speed bullet train project have gathered momentum in Gujarat. Now, 100% land acquisition has been completed. Construction of viaduct for 225 Km, out of about 352 Km section of this project falling in the State of Gujarat, has also been completed.

Western Dedicated Freight Corridor (DFC) also passes through Gujarat. About 565 route Km of Western DFC is situated in Gujarat, which is about 37% of overall route length of Western DFC. Full project length falling in the State of Gujarat has been commissioned.

Railway has taken up construction of Chhotaudepur-Dhar (157 Km) New Line project, which passes through Chhotaudepur constituency. 72 Km length has been commissioned so far. An expenditure of ₹1382 crore has been incurred upto March 2024 and an outlay of ₹200 crore has been provided for this project for the financial year 2024-25.

Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Gujarat, is as under:-

Period	Outlay
2009-14	₹589 crore/year
2024-25	₹8,743 crore (nearly 15 times)

The details of commissioning/laying of new track, falling fully/partly in the State of Gujarat during 2009-14 and 2014-24, is as under:-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	660 Km	132 Km/year
2014-24	2,244 Km	224 Km/year (nearly 02 times)

Total 49 Nos. of surveys (New Line, Gauge Conversion and Doubling), of total length of 3,791 Km, falling fully/partly in the State of Gujarat, have been sanctioned in last three years (i.e. 2021-2022, 2022-2023, 2023-2024) and current Financial Year i.e. 2024-2025.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.

Various steps taken by the Government for speedy approval and implementation of Railway projects include (i) setting up of Gati Shakti units (ii) prioritization of

projects (iii) substantial increase in allocation of funds on priority projects (iv) delegation of powers at field level (v) close monitoring of progress of project at various levels, and (vi) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects. This has led to substantial increase in rate of commissioning since 2014.

DIRECT TRAIN SERVICE BETWEEN SOLAPUR TO NEW DELHI

1474. SUSHRI PRANITI SUSHILKUMAR SHINDE:

Will the Minister of **RAILWAYS** be pleased to state:

(a) whether there is any proposal under consideration to start a direct train service from Solapur to New Delhi;

(b) if so, the details thereof; and

(c) whether there are any interim measures being considered to improve connectivity between Solapur and New Delhi, such as increased frequency or additional stops on existing routes in case direct service is not feasible at present?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c) Presently, Solapur is connected to Delhi by 2 pairs of trains including the daily service of 12627/12628 New Delhi-Bengaluru Karnataka Express. Besides, to improve connectivity, introduction of new train services, extension of services and provision of stoppages, are ongoing processes on Indian Railways, subject to traffic justification, operational feasibility, resource availability, etc.

वाई-फाई और तीव्र गति वाले नेटवर्क

1475. डॉ. बच्छाव शोभा दिनेश:

क्या **संचार** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या महाराष्ट्र के कई दूरस्थ ग्रामीण क्षेत्रों में वाई-फाई और अन्य तीव्र गति वाले नेटवर्क और मोबाइल नेटवर्क नहीं हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या इससे स्थानीय नागरिकों को काफी कष्ट और परेशानी हो रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) सरकार द्वारा इस समस्या के समाधान हेतु क्या कदम उठाए गए हैं;

(घ) क्या नेटवर्क की कमी के कारण वहां पीओएस मशीनें काम नहीं करती हैं, जिसके परिणामस्वरूप समय पर राशन वितरित नहीं किया जाता है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ड) क्या धुले संसदीय निर्वाचन क्षेत्र सहित महाराष्ट्र के ग्रामीण और दूरस्थ क्षेत्रों में मोबाइल टावर संस्थापित करने का कोई प्रस्ताव है; और

(च) यदि हां, तो विगत पांच वर्षों के दौरान दूरस्थ और ग्रामीण क्षेत्रों में संस्थापित मोबाइल टावरों का जिला-वार ब्यौरा क्या है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) से (ग) महाराष्ट्र के 43,931 गांवों (गांव के आंकड़े भारत के महारजिस्ट्रार के अनुसार) में से लगभग 41,514 गांवों में मोबाइल कवरेज है और इनमें से 40,526 गांव 4जी मोबाइल कनेक्टिविटी से कवर किए गए हैं।

सरकार महाराष्ट्र सहित देश के ग्रामीण, जनजातीय और दूरदराज के क्षेत्रों में 4जी मोबाइल टावरों की संस्थापना के माध्यम से दूरसंचार कनेक्टिविटी के विस्तार के लिए डिजिटल भारत निधि (पूर्ववर्ती यूएसओएफ) के तहत विभिन्न योजनाएं कार्यान्वित कर रही है। 4जी सेचुरेशन परियोजना का उद्देश्य महाराष्ट्र सहित देश के सेवा से वंचित 24,680 गांवों में 4जी मोबाइल कनेक्टिविटी उपलब्ध कराना है। इस परियोजना में पुनर्वास, नई बस्तियों, मौजूदा प्रचालकों द्वारा सेवाएं देना बंद करने आदि के कारण 20% अतिरिक्त गांवों को शामिल करने का प्रावधान है।

सभी ग्राम पंचायतों (जीपी) को ब्रॉडबैंड सेवाओं जैसे वाई-फाई हॉटस्पॉट, फाइबर टू द होम (एफटीटीएच) कनेक्शन आदि के लिए कनेक्टिविटी प्रदान करने के लिए भारतनेट परियोजना को चरणबद्ध तरीके से कार्यान्वित किया जा रहा है। इसके अलावा, केंद्रीय मंत्रिमंडल ने मौजूदा नेटवर्क को अपग्रेड करने और मांग के आधार पर लगभग 3.8 लाख गैर-ग्राम पंचायत गांवों को कनेक्टिविटी सहित

रिंग टोपोलॉजी में देश की सभी ग्राम पंचायतों को कनेक्टिविटी प्रदान करने के लिए संशोधित भारतनेट कार्यक्रम को मंजूरी दी है।

(घ) खाद्य एवं सार्वजनिक वितरण विभाग ने इलेक्ट्रॉनिक प्वाइंट ऑफ सेल (ईपीओएस) उपकरणों के लिए सॉफ्टवेयर विकसित किया है जिसमें ईपीओएस उपकरणों में नेटवर्क की अनुपलब्धता की स्थिति में ऑफलाइन फेयर प्राइस शॉप (एफपीएस) लेनदेन (बायोमेट्रिक सत्यापन के बिना) को रिकॉर्ड करने की सुविधा उपलब्ध है और यह सुविधा सभी ईपीओएस उपकरणों में उपलब्ध है।

(ङ) डिजिटल भारत निधि (डीबीएन) द्वारा वित्तपोषित 4जी सेचुरेशन परियोजना सहित विभिन्न परियोजनाओं के तहत महाराष्ट्र के ग्रामीण और दूरदराज के क्षेत्रों में 1,093 टावर संस्थापित किए गए हैं जिनमें से 25 टावर धुले संसदीय निर्वाचन क्षेत्र में लगाए गए हैं।

(च) पिछले पांच वर्षों के दौरान महाराष्ट्र के ग्रामीण क्षेत्रों में दूरसंचार सेवा प्रदाताओं द्वारा संस्थापित मोबाइल टावरों का जिला-वार ब्यौरा **विवरण** में दिया गया है।

विवरण

पिछले पांच वर्षों के दौरान महाराष्ट्र के ग्रामीण क्षेत्रों में दूरसंचार सेवा प्रदाताओं द्वारा संस्थापित मोबाइल टावरों का जिला-वार ब्यौरा :

क्र.सं.	जिला	पिछले 5 वर्षों के दौरान जिले के ग्रामीण क्षेत्र में संस्थापित मोबाइल टावरों की संख्या
1	अहमदनगर	1,090
2	अकोला	251

3	अमरावती	485
4	बीड	667
5	भंडारा	161
6	बुलढाणा	578
7	चंद्रपुर	192
8	छत्रपति संभाजीनगर	738
9	धाराशिव	456
10	धुले	354
11	गडचिरोली	462
12	गोंदिया	247
13	हिंगोली	195
14	जलगांव	702
15	जालना	466
16	कोल्हापुर	807
17	लातूर	546
18	नागपुर	536
19	नांदेड़	665
20	नंदुरबार	295
21	नासिक	1,009
22	पालघर	433
23	परभणी	382

24	रायगढ़	524
25	रत्नागिरि	379
26	सांगली	585
27	सतारा	754
28	सिंधुदुर्ग	156
29	सोलापूर	889
30	ठाणे	471
31	वर्धा	145
32	वाशीम	137
33	यवतमाल	528
कुल		16,285

Coal Supply to Tamil Nadu

1476. SHRI D. M. KATHIR ANAND:

Will the Minister of **COAL** be pleased to state:

(a) the details of the quantity and value (in INR) of coal supplied to thermal power stations in Tamil Nadu during each of the last three years, power plant-wise;

(b) whether the Union Government has received any request from the Government of Tamil Nadu regarding the shortage of coal supply and if so, the details thereof;
and

(c) the details of the quantity and value (in INR) of coal supplied to industries both public sector and private sectors in Tamil Nadu?

THE MINISTER OF COAL; AND MINISTER OF MINES

(SHRI G. KISHAN REDDY) :

(a): The year-wise, power plant-wise details of the coal quantity (in Million Tonnes) supplied to the thermal power plants in Tamil Nadu and the values (in ₹ Crore) for the year 2021-22, 2022-23, 2023-24 and 2024-25 (till October, 24) is at **Statement**.

(b): Supply of coal to the power plants including the power plants located in Tamil Nadu is a continuous process. Requests are received from various States, including Tamil Nadu, regarding coal supplies. Coal supply is continuously monitored by the coal companies and also by an Inter-Ministerial Sub Group comprising of representatives from Ministry of Power, Ministry of Coal, Ministry of Railways, Central Electricity Authority (CEA), Coal India Limited (CIL) and Singareni Collieries Company Limited (SCCL) which meet regularly to take various operational decisions to enhance supply of coal to Thermal Power Plants.

Besides, an Inter-Ministerial Committee (IMC) has also been constituted comprising of Chairman, Railway Board; Secretary, Ministry of Coal; Secretary, Ministry of Environment, Forest and Climate Change and Secretary, Ministry of Power; to monitor augmentation of coal supply and power generation capacity.

Secretary, Ministry of New and Renewable Energy and Chairperson, CEA are co-opted as Special Invitees as and when required by the IMC.

(c): The details of the coal quantity (in Million Tonnes) and value (in ₹ crore) of the coal supplied by CIL and SCCL to the industries both of Public Sector and Private Sector in Tamil Nadu for the year 2021-22, 2022-23, 2023-24 and 2024-25 (till October, 24) is as under:

SECTOR	FY 2021-22		FY 2022-23		FY 2023-24		FY 2024-25 (Till October, 24)	
	Bill Quantity / Coal Supplied (in MT)	Bill Value / Value (₹ Cr)	Bill Quantity / Coal Supplied (in MT)	Bill Value / Value (₹ Cr)	Bill Quantity / Coal Supplied (in MT)	Bill Value / Value (₹ Cr)	Bill Quantity / Coal Supplied (in MT)	Bill Value / Value (₹ Cr)
CIL*	22.599	4169.89	26.689	4692.46	25.551	4458.25	14.483	2636.92
SCCL	3.45	1096.26	1.98	861.48	2.80	1594.79	1.86	1201.02

*Provisional

STATEMENT

The year-wise, power plant-wise details of the coal quantity (in Million Tonnes) supplied to the thermal power plants in Tamil Nadu and the values (in ₹ Crore) for the year 2021-22, 2022-23, 2023-24 and 2024-25 (till October, 24) is as under:

Supplies by CIL**(Provisional)**

Sl. No.	Name of the Power Plant	FY 2021-22		FY 2022-23		FY 2023-24		FY 2024-25 (Till October, 24)	
		Bill Quantity / Coal Supplied (in MT)	Bill Value / Value (₹ Cr)	Bill Quantity / Coal Supplied (in MT)	Bill Value / Value (₹ Cr)	Bill Quantity / Coal Supplied (in MT)	Bill Value / Value (₹ Cr)	Bill Quantity / Coal Supplied (in MT)	Bill Value / Value (₹ Cr)
1	TANGEDCO	14.936	2524.63	17.923	3075.05	19.072	3297.93	11.286	1951.00
2	NLC Tamilnadu Power Limited (NTPL)	1.448	361.91	2.017	354.50	1.954	342.02	0.038	6.61

3	NTECL Vallur – NTPC Tamilnadu Energy Ltd	5.963	1220.65	6.533	1204.54	4.337	782.38	3.125	672.22
4	SEPC Power Pvt. Ltd	0.00	0.00	0.028	11.36	0.00	0.00	0.00	0.00
5	OPG Power Generation Pvt Ltd	0.248	61.58	0.112	23.03	0.188	35.92	0.034	7.09
6	Coastal Energy Pvt Ltd	0.004	1.12	0.075	23.98	0.00	0.00	0.00	0.00

Supplies by SCCL

Sl. No.	Name of the Power Plant	FY 2021-22		FY 2022-23		FY 2023-24		FY 2024-25 (Till October, 24)	
		Bill Quantity / Coal	Bill Value /	Bill Quantity / Coal	Bill Value /	Bill Quantity / Coal	Bill Value /	Bill Quantity / Coal	Bill Value / Value in (₹ Cr)

		Supplied (in MT)	Value (₹ Cr)	Supplied (in MT)	Value (₹ Cr)	Supplied (in MT)	Value (₹ Cr)	Supplied (in MT)	
1	Mettur TPS I and II	2.57	771.53	1.40	569.45	1.84	1029.57	1.59	1019.61
2	NTECL	0.56	163.47	0.34	142.55	0.75	418.10	-	-
3	NORTH CHENNAI TPS	-	-	-	-	-	-	0.21	135.46

बलिया रेलवे स्टेशन से मेल एक्सप्रेस रेलगाड़ियां

1477. श्री सनातन पांडेय:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) बलिया रेलवे स्टेशन से देश के अन्य शहरों के लिए कुल कितनी रेलगाड़ियां चलाई जा रही हैं और तत्संबंधी ब्यौरा क्या है;
- (ख) क्या सरकार इस बात से अवगत है कि हजारों यात्री बलिया से यात्रा कर अपनी आगे की यात्रा के लिए वाराणसी, गोरखपुर, पंडित दीनदयाल उपाध्याय जंक्शन से रेलगाड़ियों में सवार होते हैं;

- (ग) यदि हां, तो क्या सरकार का जनहित को ध्यान में रखते हुए बलिया रेलवे स्टेशन से देश के अन्य शहरों के लिए मेल/एक्सप्रेस रेलगाड़ियां चलाने का विचार है;
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ङ) यदि नहीं, तो इसके क्या कारण हैं?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ङ): वर्तमान में, बलिया में 50 जोड़ी गाड़ियों द्वारा सेवित किया जा रहा है, जिसमें बलिया से शुरू होने वाली/समाप्त होने वाली 7 जोड़ी नियमित गाड़ियां शामिल हैं। ये सेवाएं नई दिल्ली, मुंबई, चेन्नई, कोलकाता आदि जैसे महत्वपूर्ण गंतव्यों के लिए संपर्कता मुहैया कराती हैं। इसके अलावा, बलिया स्टेशन के यात्रियों की जरूरतों को पूरा करने के लिए, 2 जोड़ी रेलगाड़ियों अर्थात् 12581/82 मंडुवाडीह-नई दिल्ली एक्सप्रेस (30-01-2024 से) और 11071/72 लोकमान्य तिलक टर्मिनल-वाराणसी एक्सप्रेस (10-12-2023 से) का बलिया तक विस्तार किया गया है। इसके अलावा, भारतीय रेल पर नई गाड़ी सेवाओं की शुरुआत करना एक सतत् प्रक्रिया है, जो यातायात औचित्य, परिचालनिक व्यवहार्यता, संसाधनों की कमी आदि के अध्यधीन है।

PENDING DUES UNDER PDS

1478. SHRIMATI MALA ROY:

SHRI ADHIKARI DEEPAK DEV:

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

- (a) whether any dues are pending with/for the State Governments on account of Public Distribution System (PDS);
- (b) if so, the details of amount of the said dues as on date, State-wise including the reasons behind the same; and
- (c) the expected date to clear the dues?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a) to (c): Payment of admissible amount to States for Central Pool procurement of food grains is made by Food Corporation of India (FCI) on the basis of the claims made by State Governments and their agencies as per the Cost Sheet, which includes Minimum Support price (MSP) of the food grains and other incidentals. Further, food subsidy is released by the Department of Food and Public Distribution (DFPD) to States that have opted for Decentralized Procurement (DCP) mode, on the basis of their quarterly food subsidy claims, which is an ongoing and continuous process. These claims are processed keeping in view the opening and closing balance of stocks, procurement, allocation and distribution of food grains under various Central schemes, Food Corporation of India's reconciliation, utilization certificates received, economic cost of food grains, updation of data on DFPD Portal etc.

DFPD, Government of India has been continuously releasing admissible amount of food subsidy to the State Governments against their claims Rs. 2,88,718.54 Crore, Rs. 2,72,501.69 Crore, Rs. 2,11,394.39 Crore and Rs. 1,40,239.10 Crore were released to the FCI and State Governments that have adopted Decentralized procurement during the financial years 2021-22, 2022-23, 2023-24 and 2024-25 (till October 2024) respectively. Details of amount released to DCP States is also enclosed at **Statement**.

STATEMENT

State-wise breakup of food subsidy released to DCP States from 2021-22 is as under:

(Rs. in Crore)

S.No.	Name of the State	2021-22	2022-23	2023-24	2024-25 (till Oct. 2024)
1.	Andhra Pradesh	9323.38	6635.97	6268.19	5498
2.	Bihar	7671.9	10966.1	6557.64	7032.12
3.	Chhattisgarh	9047.77	7574.81	5236.13	17.96
4.	Gujarat	749.43	311.54	267.83	2.49
5.	Karnataka	1682.12	2191.75	1222.13	120.68
6.	Kerala	1777.86	1544.89	1151.85	369.86

7.	Madhya Pradesh	14420.62	9471.5	16939.27	3449.05
8.	Maharashtra	4082.07	2725.75	3923.29	327.74
9.	Odisha	7892.69	7600.05	14473.68	4671.18
10.	Punjab	2047.53	1202.49	2064.56	661.26
11.	Tamil Nadu	6250.93	8685.95	7072.53	3178.16
12.	Telangana	7665.02	5242.76	5367.07	2592.1
13.	Uttarakhand	1554.43	1212.25	724.39	517.3
14.	West Bengal	5421.34	6580.11	-	1535.42
15.	Jharkhand ##	-	-	42.77	342.97
16.	Tripura	15.58	148.67	106.51	35.79
17.	DBT* and Misc.	186.87	187.9	267.6	105.31
18.	Himachal Pradesh \$			47.38	-
Total		79789.54	72282.49	71732.82	30457.39

Note:-

Jharkhand was DCP for KMS 2016-17 (only for 1 district) 2017-18 (only for 5 District), 2018-19 (only for 6 District). They have adopted Non-DCP in KMS 2019-20. Adopted DCP in FY 2023-24

\$ Himachal Pradesh has adopted DCP Mode in 2023-24

*** Under DBT scheme, subsidy is released to UTs of Chandigarh, Puducherry and Dadra and Nagar Haveli w.e.f. 2015-16.**

ADDITIONAL HALTING OF PADMAVATHI EXPRESS AT BHONGIR

1479. SHRI CHAMALA KIRAN KUMAR REDDY:

Will the Minister of **RAILWAYS** be pleased to state:

(a) whether the Government is aware that the Padmavathi Express (12764) does not halt at Bhongir, causing significant inconvenience for local passengers, especially pilgrims;

(b) if so, whether the Government is considering for adding halts for the Machilipatnam-Bidar Train (12749) at Bhongir, Allair and Jangoan to cater to local commuters;

(c) the reasons for the rescheduling of the Kakatiya Express (17660) to arrive at 4 a.m. at Bhongir and the timings proposed to be adjusted for morning commuters, if so, the details thereof;

(d) whether there are plans to restore or increase the frequency to meet the commuting needs of students and employees, given the frequency of the Secunderabad-Warangal Push-Pull train (67264) was reduced, if so, the details thereof; and

(e) the steps being taken by the Government to improve the frequency and accessibility of trains in Bhongir, Allair and Jangoan to ensure better transportation options for local residents?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e) Bhongir and Aler stations are presently being served by 26 and 22 train services respectively. Similarly, Jangaon station is served by 34 train services including 12749/12750 Machilipatnam-Bidar Express. Further, 67264 (new number 07462) Secunderabad-Warangal MEMU is in operation w.e.f 01.11.2024. As a part of rationalisation of Time Table, timings of Kakatiya Fast Passenger (train no. 57626), has been revised. Presently, 07757 Kazipet-

Secunderabad MEMU which leaves Bhongir at 07:05 hrs and arrives Secunderabad 08:45 hrs, is catering to the needs of morning commuters. Besides, increase in frequency and stoppages of train services are an ongoing processes on Indian Railways subject to traffic justification, operational feasibility etc.

INVESTMENTS IN NORTH EASTERN REGION

1480. DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN:

Will the Minister of **DEVELOPMENT OF NORTH EASTERN REGION** be pleased to state:

- (a) whether any measures have been taken to boost investments in the North-Eastern Region;
- (b) if so, the details thereof;
- (c) whether any measures have been taken by the Government to improve connectivity and infrastructure for facilitating investments in the region; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION (DR. SUKANTA MAJUMDAR):

(a) and (b) Government of India has implemented various schemes to boost investments in the North Eastern Region. The North East Industrial and Investment Promotion Policy (NEIIPP), 2007 was notified from 01.04.2007 to 31.03.2017 with the purpose to boost industrialization of the North Eastern Region. In order to mitigate locational disadvantage and facilitate the process of industrialization in hilly, remote and inaccessible areas, in terms of subsidizing industrial units for transportation of their finished product and raw material Freight Subsidy Scheme (FSS) was introduced in 2013 replacing Transport Subsidy Scheme, 1971. Subsequent to the closure of NEIIPP, 2007, the North East Industrial Development Scheme (NEIDS), 2017 was introduced to cover manufacturing and service sector. Thereafter, a new Industrial Development Scheme, Uttar Poorva Transformative

Industrialization Scheme (UNNATI), 2024, a Central Sector Scheme, was launched on 09.03.2024 for the development of industries and generation employment in North Eastern Region.

(c) and (d) Government of India is implementing various flagship programmes and schemes for the development of the North Eastern Region. As per extant policy of the Government of India, fifty-five non-exempted Central Ministries/Departments are mandated to spend at least 10% of their Gross Budgetary Support (GBS) for Central Sector and Centrally Sponsored Schemes in the North Eastern Region for the overall development of the region. Further, Ministry of Development of North Eastern Region is also implementing various schemes viz. North East Special Infrastructure Development Scheme (NESIDS), Prime Minister's Development Initiative for North East Region (PM-DevINE) and schemes of North Eastern Council, to improve connectivity and infrastructure in the North Eastern Region.

TARANG FACILITY AT THE INDIAN NATIONAL CENTRE FOR OCEAN INFORMATION SERVICES

1481. SHRI MANOJ TIWARI:

Will the Minister of **EARTH SCIENCES** be pleased to state:

- (a) the key features of newly established Tarang facility at the Indian National Centre for Ocean Information Services (INCOIS) and its expected contribution to oceanographic research and monitoring; and

- (b) whether the said facility will assist ocean scientists in enhancing the provision of timely warnings for tsunamis in the country and neighbouring countries and if so, the details of the mechanisms or technologies to be utilized to achieve the objective?

**THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY;
MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN
THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF
PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE
DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT
OF SPACE (DR. JITENDRA SINGH):**

- (a) TARANG is a 64-bit machine, capable of supporting multi-tasking, multi-programming, multi-user and time-sharing environment, of a proven architecture with scalable processing elements, scalable high performance I/O, scalable interconnection network and a balanced design to have 99.5% uptime with adequate redundancies and to avoid single point of failure so as to meet the operational requirements. The HPC system is supported by technical support facilities such as Transformers, Diesel Generators, UPS, Batteries, Multiple utility paths, Lighting system, Adequate no of earthing pits and Cables.

The compute capacity is about 1 Peta FLOPS, with a 2 Peta Byte storage and 3 Peta Byte archival storage. Additionally, there is a dedicated standalone system

for Artificial Intelligence (AI) and Machine Learning (ML) applications with a capacity of 15.5 Peta FLOPS.

INCOIS will use the new system to run state-of-the-art ocean general circulation models, ocean-atmosphere coupled models, and wave models to operationally forecast ocean variables and extreme ocean weather as well as to meet the objectives of the major initiatives of the MoES such as the Deep Ocean Mission, the Mission Mausum and the Monsoon Mission within a year.

- (b) Yes. This facility will help INCOIS to provide Service Level 3 Tsunami warning Services in addition to early warning on Storm surges, High Waves, Swell Surge (Kallakadal) and Extreme currents. The workloads of TARANG include:
- (i) Operational models for providing Tsunami Early Warnings for India and other 25 countries on the Indian Ocean rim,
 - (ii) Next generation Ocean State Forecast system with more accurate representation of physical processes, non-hydrostatic dynamics, high resolution nests for local forecasts and advanced data assimilation techniques and
 - (iii) Developing / improving sophisticated models such as MOM, ROMS, HYCOM, Wave Watch III, SWAN, Tunami N2, ADCIRC leveraging advanced technologies such as Artificial Intelligence and Machine Learning.

INCOIS will adopt AIML-based models to augment the quality of the forecasts using the available GPU processors. Further, the new computational facility will also be used for the numerical modeling of tsunami and storm surges aimed towards the improvements in their early warnings.

VANDE BHARAT TRAINS IN SOUTHERN REGION

1482. SHRI THARANIVENTHAN M S:

SHRI MALAIYARASAN D:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether the Government has started operating Vande Bharat trains on some more routes recently and if so, the details thereof;
- (b) the number of Vande Bharat trains that are proposed to be operated in the coming years;
- (c) whether the Government is likely to consider more such trains in the Southern region, especially in Tamil Nadu, in the near future due to commercial and industrial activities; and
- (d) if so, the details thereof and the time by which they are likely to be started?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d) As on 28th November, 2024, 136 Vande Bharat train services are running across the Indian Railways network. However, as the Railway network straddles across State boundaries, trains are introduced, as per network requirement, across such boundaries. Presently, on originating/terminating basis, 16 Vande Bharat Express, 04 Vande Bharat Express, 12 Vande Bharat Express and 10 Vande Bharat Express are respectively catering to the needs of stations located in the States of Tamil Nadu, Kerala, Andhra Pradesh and Telangana. Besides, introduction of train services, including Vande Bharat services, is an ongoing process on Indian Railways, subject to traffic justification, operational feasibility, resource constraints, etc.

रेलवे में कार्यरत महिलाओं की संख्या

1483. डॉ. मन्ना लाल रावत:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या भारतीय रेल में महिलाओं की भी नियुक्ति की जाती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) रेलगाड़ियों में कितनी महिलाएं कार्यरत हैं; और

(ग) रेलगाड़ियों के संचालन में लोको पायलट के रूप में कितनी महिलाएं कार्यरत हैं और पुरुषों की तुलना में महिला लोको पायलटों का प्रतिशत कितना है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ग) भारतीय रेलवे में विभिन्न पदों पर सीधी भर्ती निर्धारित प्रक्रिया के अनुसार की जाती है। लैंगिक भिन्नता पर ध्यान दिए बिना, निर्धारित पात्रता मानदंडों को पूरा करने वाले सभी उम्मीदवार भर्ती के लिए पात्र होते हैं। 31.03.2024 की स्थिति के अनुसार, भारतीय रेल में 99,809 महिला कर्मचारी कार्यरत हैं, जिनमें 2,037 लोको पायलट हैं।

रेलवे में सिग्नल प्रणाली का आधुनिकीकरण

1484. श्री मुकेश राजपूत:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार द्वारा भारतीय रेल में सिग्नल प्रणाली के आधुनिकीकरण के लिए कदम उठाए गए हैं;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार ने भारतीय रेल में यात्रियों की सुरक्षा बढ़ाने के लिए कोई कदम उठाए हैं; और

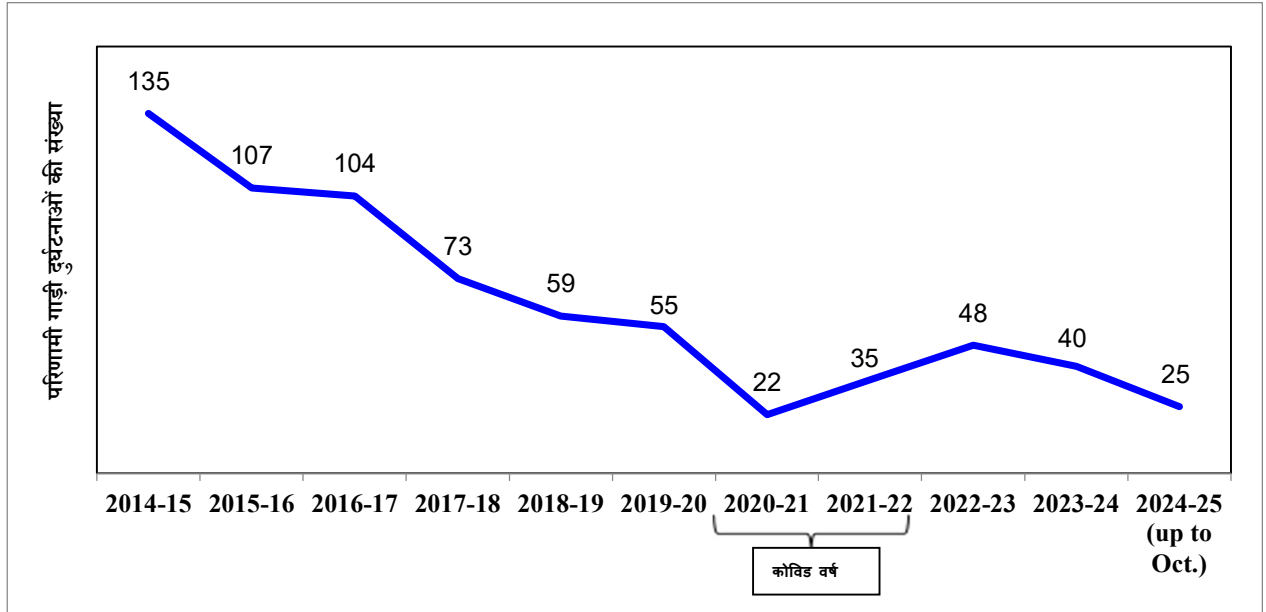
(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (घ): गत वर्षों में किए गए विभिन्न संरक्षा उपायों के परिणामस्वरूप दुर्घटनाओं की संख्या में अत्याधिक कमी आई है। परिणामी गाड़ी दुर्घटनाएं, जिनमें गाड़ियों के पटरी से उतरने संबंधी दुर्घटनाएं भी शामिल हैं, वर्ष 2014-15 में 135 से घटकर 2023-24 में 40 हो गई हैं, जिसे निम्नानुसार ग्राफ में दर्शाया गया है। इन दुर्घटनाओं के कारणों में मुख्यतः पटरियों में खराबी, रेल इंजन/सवारी डिब्बों में खराबी, उपकरण की विफलता, मानवीय चूक आदि शामिल हैं। किसी दुर्घटना से रेलवे संपत्ति को क्षति पहुंच सकती है जिसमें रेलपथ, चल स्टॉक, शिरोपरि उपकरण, सिगनल प्रणाली से संबंधित गियर आदि शामिल हैं।

यह नोट किया जा सकता है कि वर्ष 2004-14 की अवधि के दौरान परिणामी गाड़ी दुर्घटनाओं की संख्या 1711 (औसत 171 प्रतिवर्ष) थी, जो वर्ष 2014-24 की अवधि के दौरान घटकर 678 (औसतन 68 प्रतिवर्ष) रह गई है जो कि 60% की कमी है।

गाड़ी परिचालन में बेहतर संरक्षा दर्शाने वाला अन्य महत्वपूर्ण सूचकांक दुर्घटना प्रति मिलियन रेलगाड़ी किलोमीटर (एपीएमटीकेएम) है, जो 2014-15 में 0.11 से घटकर 2023-24 में 0.03 रह गया है, जो उक्त अवधि के दौरान लगभग 73% का सुधार दर्शाता है।



भारतीय रेल में संरक्षा को सर्वोच्च प्राथमिकता दी जाती है। गाड़ी परिचालन में संरक्षा बढ़ाने के लिए किए गए विभिन्न संरक्षा संबंधी उपाय निम्नानुसार हैं:

- विगत वर्षों में भारतीय रेल में, संरक्षा से संबंधित कार्यों पर व्यय में वृद्धि हुई है जो निम्नानुसार है:

	संरक्षा संबंधी कार्यों पर व्यय (करोड़ रु. में)		
	2022-23 (वास्तविक)	2023-24 (वास्तविक)	बजट अनुमान 2024-25
रेलपथ और निर्माण कार्य का अनुरक्षण	18,115	20,322	21,386
रेलइंजनों और चल स्टॉक का अनुरक्षण	27,086	30,864	31,494
मशीनों का अनुरक्षण	9,828	10,772	11,864
सड़क संरक्षा समपार और ऊपरि/निचले सड़क पुल	5,347	6,662	9,980

रेलपथ नवीकरण	16,326	17,850	17,652
पुल संबंधी कार्य	1,050	1,907	2,137
सिगनल एवं दूरसंचार संबंधी कार्य	2,456	3,751	4,647
उत्पादन इकाइयों सहित कारखानों तथा संरक्षा पर विविध व्यय	7,119	9,523	9,615
कुल	87,327	1,01,651	1,08,776

- ii. मानवीय चूक के कारण होने वाली दुर्घटना रोकने के लिए 31.10.2024 तक 6,608 स्टेशनों पर प्वाइंटों और सिगनलों के केंद्रीकृत परिचालन वाले इलेक्ट्रिकल/इलेक्ट्रॉनिक इंटरलॉकिंग प्रणाली की व्यवस्था की गई है।
- iii. समपार फाटकों पर संरक्षा बढ़ाने के लिए 31.10.2024 तक 11,053 समपार फाटकों पर इंटरलॉकिंग की व्यवस्था की गई है।
- iv. संरक्षा बढ़ाने के लिए 31.10.2024 तक 6,619 स्टेशनों पर विद्युत साधनों द्वारा रेलपथ अधिभोग के सत्यापन के लिए स्टेशनों के पूर्ण रेलपथ परिपथन की व्यवस्था की गई है।
- v. कवच अत्यधिक प्रौद्योगिकी प्रधान प्रणाली है, जिसके लिए सर्वोच्च+ स्तर के संरक्षा प्रमाणन की आवश्यकता होती है। कवच को जुलाई, 2020 में राष्ट्रीय स्वचालित रेलगाड़ी रक्षण (एटीपी) प्रणाली के रूप में अपनाया गया था। कवच प्रणाली की उत्तरोत्तर चरणबद्ध रूप में व्यवस्था की जा रही है है। कवच को पहले ही दक्षिण मध्य रेल और उत्तर मध्य रेलवे के 1548 मार्ग किलोमीटर पर संस्थापित किया जा चुका है। वर्तमान में, दिल्ली-मुंबई और दिल्ली-हावड़ा गलियारों (लगभग 3000 मार्ग किमी) पर कार्य प्रगति पर है। इन रेलमार्गों पर लगभग 1081 मार्ग किमी (दिल्ली-मुंबई खंड पर 705 मार्ग

किमी और दिल्ली-हावड़ा खंड पर 376 मार्ग किमी) पर रेलपथ साइड कार्य पूरे कर लिए गए हैं। इन खंडों पर नियमित परीक्षण किए जा रहे हैं।

- vi. सिगनल प्रणाली की संरक्षा से संबंधित मामलों जैसे अनिवार्य साम्यता जांच, परिवर्तन कार्य संबंधी प्रोटोकॉल, पूर्ण हो चुके कार्यों के रेखांकन तैयार करने आदि पर विस्तृत दिशानिर्देश जारी किए गए हैं।
- vii. प्रोटोकॉल के अनुसार सिगनल एवं दूरसंचार उपकरणों के लिए डिस्कनेक्शन और रिकनेक्शन प्रणाली पर पुनः जोर दिया गया है।
- viii. लोको पायलटों की सतर्कता में सुधार लाने के लिए सभी रेल इंजनों में सतर्कता नियंत्रण उपकरण (वीसीडी) लगाए गए हैं।
- ix. मास्ट पर रेट्रो-रिफ्लेक्टिव सिग्मा बोर्ड लगाए जाने की व्यवस्था है जो विद्युतीकृत क्षेत्रों में सिगनलों से दो ओएचई मास्ट पहले स्थित होता है ताकि कोहरे के मौसम के कारण दृश्यता कम होने पर क्रू को आगे के संकेत के बारे में चेतावनी मिल सके।
- x. कोहरे से प्रभावित क्षेत्रों में लोको पायलटों के लिए जीपीएस आधारित फॉग सेफ्टी डिवाइस (एफएसडी) की व्यवस्था की जाती है जिससे लोको पायलट को आने वाले मुख्य स्थलों यथा सिगनल, रेल फाटकों आदि की दूरी का पता लग जाता है।
- xi. प्राथमिक रेलपथ नवीकरण करते समय 60 किग्रा की आधुनिक रेलपथ संरचना, 90 अल्टीमेट टेन्सिल स्ट्रेंथ (यूटीएस) पटरी, प्रीस्ट्रेस्ड कंक्रीट स्लीपर (पीएससी) लोचदार बंधन वाले सामान्य/चौड़ी सतह के स्लीपर, पीएससी स्लीपर्स पर फैनशेपड लेआउट टर्नआउट, गर्डर पुलों पर स्टील चैनल/एच-बीम स्लीपर्स का उपयोग किया जाता है।
- xii. मानवीय त्रुटियों को कम करने के लिए पीक्यूआरएस, टीआरटी, टी-28 जैसी रेलपथ मशीनों के उपयोग के माध्यम से रेलपथ बिछाने की गतिविधियों का यांत्रिकीकरण।

- xiii. संरक्षा बेहतर करने के लिए रेलपथ नवीकरण की प्रगति बढ़ाने और ज्वाइंटों की वेल्डिंग से बचने के लिए 130 मीटर/260 मीटर लंबे पटरी पैनलों की आपूर्ति को अधिकतम करना।
- xiv. पटरियों में दोष का पता लगाने और दोषपूर्ण पटरियों को समय पर हटाने के लिए रेल की अल्ट्रासोनिक फ्लॉ डिटेक्शन परीक्षण (यूएसएफडी)।
- xv. लंबी पटरियां बिछाना, एल्यूमिनो थर्मिक वेल्डिंग के उपयोग को कम करना और रेलपथों के लिए बेहतर वैल्डिंग तकनीकों अर्थात् फ्लैश बट वेल्डिंग अपनाना।
- xvi. ओएमएस (दोलन निगरानी प्रणाली) और टीआरसी (रेलपथ रिकॉर्डिंग कारों) द्वारा रेलपथ भूमिति की निगरानी।
- xvii. वेल्ड/पटरियों की टूट-फूट का पता लगाने के लिए रेल पटरियों पर पेट्रोलिंग।
- xviii. टर्नआउट नवीनीकरण कार्यों में थिक वेब स्विच और वेल्ड करने योग्य सीएमएस क्रॉसिंग का उपयोग।
- xix. संरक्षा पद्धतियों के अनुपालन हेतु कर्मचारियों को निगरानी और शिक्षित करने के लिए नियमित अंतराल पर निरीक्षण।
- xx. युक्तिसंगत अनुरक्षण संबंधी आवश्यकता और इनपुट के इष्टतमीकरण से संबंधित निर्णय लेने के लिए ट्रैक डाटाबेस और डिजीजन सपोर्ट सिस्टम जैसी रेलपथ परिसंपत्तियों की वेब आधारित ऑनलाइन निगरानी प्रणाली को अपनाया गया है।
- xxi. रेलपथ की संरक्षा से संबंधित मामलों अर्थात् एकीकृत ब्लॉक, कॉरिडोर ब्लॉक, कार्य साइट पर संरक्षा, मानसून संबंधी सावधानियों आदि पर विस्तृत अनुदेश जारी किए गए हैं।
- xxii. गाड़ियों का सुरक्षित परिचालन सुनिश्चित करने के लिए रेल परिसंपत्तियों (सवारी डिब्बों एवं मालडिब्बों) का निवारक अनुरक्षण।

- xxiii. पारंपरिक आईसीएफ डिजाइन के रेल डिब्बों के स्थान पर एलएचबी डिजाइन के रेल डिब्बे लगाए जा रहे हैं।
- xxiv. जनवरी 2019 तक बड़ी लाइन मार्ग पर सभी मानवरहित समपार फाटकों (यूएमएलसी) को समाप्त कर दिया गया है।
- xxv. पुलों का नियमित निरीक्षण करके रेल पुलों की संरक्षा सुनिश्चित की जाती है। इन निरीक्षणों के दौरान स्थितियों के आकलन के आधार पर पुलों का मरम्मत/पुनर्स्थापन कार्य किया जाता है।
- xxvi. भारतीय रेल ने सभी सवारी डिब्बों में यात्रियों की व्यापक सूचना के लिए सांविधिक “आग से बचाव संबंधी सूचनाएं” लगाई है। सभी डिब्बों में आग से बचाव संबंधी पोस्टर लगाए गए हैं ताकि यात्रियों को आग से बचने के लिए विभिन्न ‘करने योग्य’ और ‘न करने योग्य’ के विषय में सूचित और सतर्क किया जा सके। इसमें सवारी डिब्बों के भीतर ज्वलनशील वस्तुएँ, विस्फोटकों को साथ न ले जाने, धूम्रपान न करने, जुर्माना आदि से संबंधित सूचनाएं शामिल हैं।
- xxvii. उत्पादन इकाइयां नवनिर्मित पावर कारों और पैन्ट्री कारों में आग संसूचक एवं अवरोधन प्रणाली तथा नवनिर्मित सवारी डिब्बों में आग एवं धुआं संसूचक प्रणाली की व्यवस्था कर रही है। क्षेत्रीय रेलों द्वारा मौजूद सवारी डिब्बों में चरणबद्ध तरीकों से प्रोग्रेसिव फिट्मेन्ट का कार्य भी चालू है।
- xxviii. कर्मचारियों की नियमित काउन्सलिंग की जाती है और उन्हें प्रशिक्षण दिया जाता है।
- xxix. भारतीय रेलों पर (ओपन लाइन) दिनांक 30.11.2023 के सामान्य नियम गजट अधिसूचना के तहत रोलिंग ब्लॉक अवधारणा की शुरुआत की गई है जिसमें परिसंपत्तियों के एकीकृत अनुरक्षण/मरम्मत/प्रतिस्थापन के कार्य को रोलिंग आधार पर 52 सप्ताह पूर्व ही नियोजित किया जाता है और योजना के अनुसार निष्पादित किया जाता है।

रेलवे द्वारा किए गए संरक्षा संबंधी कार्यों का ब्यौरा निम्नानुसार सारणीबद्ध है:-

क्र.सं.	मद	2004-05 से 2013-14	2014-15 से 2023-24	2004-14 की तुलना में 2014-24
रेलपथ अनुरक्षण				
1.	रेलपथ नवीकरण पर व्यय (करोड़ रुपये में)	47,038	1,09,577	2.33 गुना
2.	रेल नवीकरण प्राथमिक (रेलपथ किमी.)	32,260	43,335	1.34 गुना
3.	उच्च-गुणवत्ता की पटरियों का उपयोग (60 किग्रा.) (किमी.)	57,450	1,23,717	2.15 गुना
4.	लंबे रेल पैनल (260मी.) (किमी.)	9,917	68,233	6.88 गुना
5.	पटरियों की यूएसएफडी (अल्ट्रा सोनिक फ्लॉ डिटेक्शन) जांच (रेलपथ किमी.)	20,19,630	26,52,291	1.31 गुना

6.	वेल्डिंग की यूएसएफडी (अल्ट्रा सोनिक फ्लॉ डिटेक्शन) जांच (अदद)	79,43,940	1,73,06,046	2.17 गुना
7.	नए जोड़े गए रेलपथ किमी. (रेलपथ किमी.)	14,985	31,180	2.08 गुना
8.	वेल्ड संबंधी विफलताएं (अदद)	2013-14 में: 3699	2023-24 में: 481	87% कमी
9.	पटरियों में दरारें (अदद)	2013-14 में: 2548	2023-24 में: 383	85% कमी
10	थिक वेब स्विच (अदद)	शून्य	21,127	
11	रेलपथ मशीन (अदद)	31.03.14 तक = 748	31.03.24 तक = 1,661	122% वृद्धि
समपार फाटकों को समाप्त करना				
1.	मानव रहित समपार फाटकों को समाप्त करना (अदद)	31.03.14 तक: 8948	31.03.24 तक : शून्य (31.01.19 तक सभी बंद कर दिए गए)	100% कमी
2.	मानव युक्त समपार फाटकों को समाप्त करना (अदद)	1,137	7,075	6.21 गुना

3.	रोड ओवर ब्रिज (आरओबी)/ रोड अंडर ब्रिज (आरयूबी) (अदद)	4,148	11,945	2.88 गुना
4.	समपार समाप्त करने पर व्यय (एलसी+आरओबी+आरयूबी)	8,825	41,957	4.75 गुना
पुल पुनर्स्थापन				
1.	पुल पुनर्स्थापन पर व्यय (करोड़ रुपये में)	3,924	8,255	2.10 गुना
सिगनल कार्य				
1.	इलेक्ट्रॉनिक इंटरलॉकिंग (स्टेशन)	837	2,964	3.52 गुना
2.	स्वचालित ब्लॉक सिगनल (किमी.)	1,486	2,497	1.67 गुना
क्र.सं.	मदें	2004-05 से 2013- 14	2014-15 से 2023- 24	2004- 14 की तुलना में

				2014- 24
	चल स्टॉक			
1.	एलएचबी डिब्बों का विनिर्माण (अदद)	2,337	36,933	15.80 गुना
2.	वातानुकूलित डिब्बों में अग्नि और धूमन संसूचक प्रणाली का प्रावधान (डिब्बों की संख्या)	0	19,271	
3.	पेंट्री और पावर कारों में अग्नि संसूचन एवं अग्निशमन प्रणाली का प्रावधान (डिब्बों की संख्या)	0	2,991	
4.	गैर-वातानुकूलित डिब्बों में अग्नि शामकों का प्रावधान (डिब्बों की संख्या)	0	66,840	
5.	फॉग पास सेफ्टी डिवाइस (अदद)	31.03.14 तक: 90	31.03.24 तक: 19,742	219 गुना

इसके अलावा, भारतीय रेल द्वारा उन्नत प्रौद्योगिकी प्रणाली के कार्यान्वयन हेतु “कवच” प्रणाली को स्वचालित रेलगाड़ी सुरक्षा प्रणाली (एटीपी) के रूप में अपनाया गया है।

1. कवच एक स्वदेशी रूप से विकसित स्वचालित रेलगाड़ी संरक्षा प्रणाली है। कवच एक अत्यधिक प्रौद्योगिकी प्रधान प्रणाली है, जिसे सर्वोच्च स्तर के संरक्षा प्रमाणन (एसआईएल-4) की आवश्यकता होती है।
2. यदि लोको पायलट ब्रेक लगाने में विफल रहता है तो कवच स्वचालित ब्रेक लगाकर लोको पायलट को निर्दिष्ट गति सीमा के भीतर रेलगाड़ी चलाने में सहायता करता है और यह खराब मौसम के दौरान रेलगाड़ी को संरक्षित ढंग से चलाने में भी सहायता करता है।
3. यात्री गाड़ियों पर पहला फील्ड परीक्षण फरवरी 2016 में शुरू किया गया था। प्राप्त अनुभवों और स्वतंत्र संरक्षा निर्धारक (आईएसए) द्वारा प्रणाली के स्वतंत्र संरक्षा मूल्यांकन के आधार पर कवच के संस्करण 3.2 की आपूर्ति के लिए 2018-19 में तीन फर्मों को मंजूरी दी गई थी।
4. कवच को जुलाई 2020 में राष्ट्रीय एटीपी प्रणाली के रूप में अपनाया गया था।
5. कवच प्रणाली के कार्यान्वयन में शामिल मुख्य कार्यकलाप निम्नानुसार हैं:
 - क. प्रत्येक स्टेशन, ब्लॉक खंड पर स्टेशन कवच की संस्थापना।
 - ख. पूरे रेलपथ की लंबाई पर आरएफआईडी टैग का संस्थापना।
 - ग. संपूर्ण रेलखंड में दूरसंचार टावरों का संस्थापना।
 - घ. रेलपथ के साथ ऑप्टिकल फाइबर केबल बिछाना।
 - ड. भारतीय रेल पर परिचालित किए जाने वाले प्रत्येक रेलइंजन पर लोको कवच का प्रावधान।
6. दक्षिण मध्य रेलवे में 1465 मार्ग किलोमीटर पर कवच के संस्करण 3.2 की संस्थापना के दौरान अत्यधिक अनुभव प्राप्त हुए। इन अनुभवों का लाभ उठाते हुए आगे सुधार किए गए। अंततः दिनांक 16.07.2024 को कवच संस्करण 4.0 विशिष्टियों को आरडीएसओ द्वारा अनुमोदित किया गया।

7. कवच के संस्करण 4.0 में विभिन्न रेल नेटवर्क के लिए आवश्यक सभी मुख्य विशेषताएं शामिल हैं। भारतीय रेल हेतु संरक्षा के संबंध में यह विशिष्ट उपलब्धि है। अल्प अवधि के भीतर, भारतीय रेल द्वारा स्वचालित गाड़ी सुरक्षा प्रणाली को विकसित किया गया, परीक्षण किया गया और संस्थापित करना शुरू किया गया।
8. कवच के संस्करण 4.0 में प्रमुख सुधारों में अधिक सटीक अवस्थिति, बड़े यार्ड के लिए सिगनल संबंधी बेहतर जानकारी, ओएफसी पर स्टेशन से स्टेशन तक कवच इंटरफेस और मौजूदा इलेक्ट्रॉनिक इंटरलॉकिंग प्रणाली के लिए सीधा इंटरफेस शामिल हैं। इन सुधारों के साथ अब बड़े पैमाने पर इसका संस्थापन शुरू हो गया है।
9. अक्टूबर 2024 तक भारतीय रेल में कवच प्रणाली में शामिल प्रमुख मदों की प्रगति निम्नानुसार है:

क्र.सं.	मदें	प्रगति
i.	ऑप्टिकल फाइबर केबल बिछाना	5116 किमी
ii.	दूरसंचार टावरों का संस्थापन	538 अदद
iii.	स्टेशनों पर कवच का प्रावधान	521 अदद
iv.	रेलइंजनों में कवच का प्रावधान	687 रेलइंजन
v.	ट्रैक साइड उपस्कर का संस्थापन	3413मार्ग कि.मी.

10. कवच प्रणाली के कार्यन्वयन का अगले चरण की योजना निम्नानुसार है:-

क. 10,000 रेल इंजनों में इसकी संस्थापना हेतु परियोजना को अंतिम रूप दिया गया है।

ख. लगभग 15000 मार्ग किमी के लिए कवच के रेलपथ साइड कार्यों के लिए बोलियां आमंत्रित की गई हैं। इसमें भारतीय रेल के सभी स्वर्णिम चतुर्भुज (जीक्यू) रेलमार्ग, स्वर्णिम विकर्ण रेलमार्ग (जीडी), उच्च घनत्व नेटवर्क (एचडीएन) और चिह्नित रेलखंड शामिल हैं।

11. वर्तमान में, कवच प्रणाली की आपूर्ति के लिए 3 मूल उपकरण निर्माताओं (ओईएम) को अनुमोदित किया गया है। क्षमता और कार्यान्वयन के स्तर को बढ़ाने के लिए और अधिक ओईएम के परीक्षण और अनुमोदन विभिन्न चरणों में हैं।

12. सभी संबंधित अधिकारियों को प्रशिक्षण प्रदान करने के लिए भारतीय रेल के केंद्रीकृत प्रशिक्षण संस्थानों में कवच से संबंधित विशेषज्ञता प्रशिक्षण कार्यक्रम आयोजित किए जा रहे हैं। अभी तक 9000 से अधिक तकनीशियनों, ऑपरेटरों और इंजीनियरों को कवच प्रौद्योगिकी से संबंधित प्रशिक्षण प्रदान किया गया है। इन पाठ्यक्रमों को इरिसेट के सहयोग से तैयार किया गया है।

INCLUSION OF BENEFICIARIES UNDER PDS

1485. SHRI JANARDAN SINGH SIGRIWAL:

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

- (a) whether the Government has taken steps to ensure that all eligible beneficiaries are included in the Public Distribution Scheme (PDS);
- (b) if so, the details thereof;

- (c) whether the Government has taken steps to improve the quality of foodgrains provided through PDS;
- (d) if so, the details thereof; and
- (e) the details of the strategies put in place to address leakages and corruption within the PDS?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a) and (b): The Targeted Public Distribution System (TPDS) is now governed as per the provisions of the National Food Security Act, 2013. The Targeted Public Distribution System (TPDS) under the Act is operated under the joint responsibility of the Central and State/UT Governments. The Central Government is responsible for the procurement, allocation and transportation of food grains up to the designated depots of the FCI. The operational responsibilities for allocation and distribution of foodgrains within the States/UTs, identification of eligible beneficiaries/families, issuance of ration cards to them and supervision and monitoring of functioning of Fair Price Shops (FPSs) rest with the concerned State/UT Government.

The Central Government has issued advisory, from time to time, to all the States/Union Territories to identify all eligible and poor persons/ households including vulnerable Sections of the Society for inclusion under the Act.

(c) and (d): Only good quality foodgrains free from insect infestation and conforming to food safety standards are issued through the TPDS under the NFSA.

(e): The Act provides that every State Government shall put in place an internal grievance redressal mechanism, and appointment/ designation of a District Grievance Redressal Officer in each district for expeditious and effective redressal of grievances of the aggrieved persons in matters relating to the distribution of entitled foodgrains and to enforce the entitlements under the Act. The Act also provides for the constitution/ designation of the State Food Commission for monitoring and review of implementation of the Act.

Helpline number 1967/ 1800-State series number is operational in all the States/ UTs for contacting and redressal of their grievances and filing any type of complaints by the NFSA beneficiaries.

An offence committed in violation of the provisions of the TPDS (Control) Order, 2015 is liable for penal action under the Essential Commodities Act, 1955. Thus, the Order empowers State/UT Governments to take punitive action in case of contravention of relevant provisions of these Orders.

As and when complaints including leakages and corruption are received in this Department from any source, they are sent to State/UT Governments concerned for inquiry and appropriate action.

DISPOSAL RATIO OF PUBLIC GRIEVANCES

1486. DR. K SUDHAKAR:

Will the **PRIME MINISTER** be pleased to state:

- (a) whether the Government has any data regarding the disposal ratio of public grievances in the grievance portal and if so, the details thereof;
- (b) whether the list of grievances registered in the portal are available and if so, the details thereof, State-wise;
- (c) the details of steps taken for speedy redressal of public grievances in the country;
- (d) whether any data regarding vacancies in Government jobs for the State of Karnataka both Central and State are available with the Ministry and if so, the details thereof; and
- (e) the details of the steps taken by the Government to ensure filling up of all vacant posts in Government jobs for Karnataka?.

**THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY;
MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF
STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE**

MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

(a) to (c): Total number of grievances received and redressed on CPGRAMS portal www.pgportal.gov.in, in last five years are attached at **Statement-I**. The details of the state wise grievances received on PG Portal during this period is attached at **Statement-II**. A total of 1,12,30,957 grievances were redressed from 2020-2024 and an annual all-time high of 23,24,323 grievances have been redressed on CPGRAMS portal from January-October, 2024. The Government has adopted the 10 Step reforms of CPGRAMS to make grievance redressal timely, meaningful and accessible and mapped 103,183 Grievance Officers on the CPGRAMS portal. This helped bring down the pendency in Govt. of India to its lowest level of 54,339 Public Grievances as on 31 October 2024. The average timelines of redressal have come down from 28 days in 2019 to 13 days in 2024. Government issued Comprehensive Guidelines for Effective Redressal of Public Grievances on 23rd August 2024. These guidelines envisage integration of various public grievance platforms, creation of dedicated grievance cells in Ministries/ Departments, appointment of experienced and competent nodal officers, emphasis on root cause analysis of grievances and action on feedback, strengthening escalation processes by appointing appellate authorities, grievance closure guidelines with further reduction in upper limit of resolution time from 30

days to 21 days. Redressal of Public Grievances is also one of the thrust areas of the Special campaign conducted by the Government on institutionalizing swacchata and reducing pendency in Government offices from 2 Oct -31 Oct. About 5.55 lakhs public grievances and appeals have been disposed of during the Special Campaign 2024.

(d) and (e): Occurrence and filling up of vacant posts in various Ministries/ Departments is a continuous process. The details of vacancies are maintained by the respective Ministries/Departments/State Governments. Ministries/ Departments of the Central Government have been directed, from time to time, to fill up the vacant posts in a time bound manner. Vacant posts of Central Government have been filled up in mission mode, in Rozgar Melas launched by Hon'ble Prime Minister on 22nd October, 2022. 13 Rozgar Melas have been held at Central level in 40-45 cities across various States/ Union Territories.

STATEMENT - I

Year	Brought Forward	Receipt During Period	Total Receipt	Total Disposed in the year
2020	1071603	2271270	3342873	2319569
2021	1023304	2000590	3023894	2135923
2022	887971	1918238	2806209	2143468

2023	662741	1953057	2615798	2307674
2024 (1 st Jan-31 st October, 2024)	308124	2298208	2606332	2324323
Total		10441363	14395106	11230957

STATEMENT – II

State	Brought Forward	Receipt During Period	Total Receipt	Total Disposed*
Government of Andaman and Nicobar	85	5510	5595	5565
Government of Andhra Pradesh	29985	36944	66929	63322
Government of Arunachal Pradesh	548	2354	2902	2686
Government of Assam	28072	124513	152585	146742
Government of Bihar	60836	161395	222231	214078

Government of Chattisgarh	5492	43343	48835	46860
Government of Goa	1712	7333	9045	8195
Government of Gujarat	9024	259661	268685	261927
Government of Haryana	45802	152271	198073	186511
Government of Himachal Pradesh	19520	20254	39774	34174
Government of Jammu and Kashmir	14759	34251	49010	42806
Government of Jharkhand	28379	86485	114864	105266
Government of Karnataka	42179	94391	136570	127779
Government of Kerala	27008	47563	74571	69465
Government of Madhya Pradesh	99601	177726	277327	272846
Government of Maharashtra	119868	207274	327142	306027
Government of Manipur	1662	6441	8103	5930
Government of Meghalaya	1545	2777	4322	3812
Government of Mizoram	515	1642	2157	1486
Government of Nagaland	280	2018	2298	1045
Government of NCT of Delhi	14514	143509	158023	152370
Government of Odisha	29692	65340	95032	76966
Government of Puducherry	628	8243	8871	8778

Government of Punjab	16701	100015	116716	113604
Government of Rajasthan	108046	144061	252107	249814
Government of Sikkim	766	1240	2006	1984
Government of Tamil Nadu	23673	107019	130692	123236
Government of Telangana	5781	37340	43121	42837
Government of Tripura	551	7416	7967	7702
Government of Union Territory of Chandigarh	320	19887	20207	19988
Government of Union Territory of Dadra and Nagar Haveli	52	1763	1815	1696
Government of Union Territory of Daman and Diu	37	1848	1885	1670
Government of Union Territory of Ladakh	6	1036	1042	980
Government of Union Territory of Lakshadweep	2	1053	1055	1030
Government of Uttar Pradesh	115976	1126776	1242752	1230604
Government of Uttarakhand	41131	68729	109860	106962
Government of West Bengal	46969	74043	121012	83392
Total	941717	3383464	4325181	4130135

*Remaining 71,00,822 Grievances disposed during this period pertain to GOI

सौर ऊर्जा योजना

1487. श्री नारायण तातू राणे:

क्या नवीन और नवीकरणीय ऊर्जा मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने सौर ऊर्जा योजना के अंतर्गत प्रत्येक उद्यमी को देश के गांवों में बिजली उपलब्ध कराने के लिए कदम उठाए हैं और यदि हां, तो महाराष्ट्र सहित विशेषकर रत्नागिरि सिंधुदुर्ग संसदीय निर्वाचन क्षेत्र के संबंध में तत्संबंधी राज्य-वार ब्यौरा क्या है;
- (ख) क्या उक्त योजना के माध्यम से खेतों में सौर ऊर्जा प्रणाली उपलब्ध कराने के लिए कोई मानदंड निर्धारित किया गया है;
- (ग) यदि हां, तो महाराष्ट्र में उक्त योजना किन-किन कंपनियों के माध्यम से कार्यान्वित की जा रही है;
- (घ) ये कंपनियां कब से कार्य कर रही हैं;
- (ङ) क्या इन कंपनियों के विरुद्ध कोई शिकायत प्राप्त हुई है; और
- (च) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

- (क) जी, नहीं।

(ख) से (घ): उपरोक्त (क) को ध्यान में रखते हुए प्रश्न नहीं उठता।

CONSERVATION AND DEVELOPMENT OF MINES

1488. SHRI SAUMITRA KHAN:

Will the Minister of **MINES** be pleased to state:

- (a) the role of the Union Government in development of minerals throughout the country and in particular in the grant of approvals for leasing of mines and grant of mineral concessions to the State Governments;
- (b) whether the Indian Bureau of Mines regulates the conservation and development of mines under the Mines and Minerals (Development and Regulation) Act and if so, the details thereof;
- (c) the number of mines available in West Bengal; and
- (d) the details regarding Corporate Social Responsibility (CSR) activities which have been ensured during the last five years for the development of the labourers working in the said mines and the surrounding areas?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY) :

(a): The Parliament has enacted the Mines and Minerals (Development and Regulation) Act, 1957 [MMDR Act, 1957] to provide for the development and regulation of mines and minerals. The mineral concessions are granted by the

respective State Governments in accordance with the provisions of the MMDR Act, 1957.

(b): Under the provisions of Section 18 of the MMDR Act, the Central Government is empowered to make rules *inter-alia* for the conservation and systematic development of minerals in India. Accordingly, the Central Government has framed the Mineral Conservation and Development Rules, 2017 which are administered by the Indian Bureau of Mines (IBM). IBM's works *inter-alia* include:

(i) Processing and approval of Mining Plans that include the proposals for systematic and scientific mining.

(ii) Monitoring and regulation of mining activities in lease areas through inspections, analysis of statutory returns and digital imageries.

(iii) Ensuring sustainable mining practices through Star Rating of Mines.

(c): As per the information available in the Ministry of Mines, there is one mining lease of major mineral in West Bengal.

(d): The provisions relating to the Corporate Social Responsibility (CSR) are covered under Section 135 of The Companies Act, 2013 which is administered by the Ministry of Corporate Affairs. The details of CSR works undertaken by companies in various States are available in the CSR portal which may be accessed at <https://www.csr.gov.in/>.

GATI SHAKTI MULTI-MODAL CARGO TERMINAL POLICY**1489. SHRI DAGGUMALLA PRASADA RAO:****SHRI KESINENI SIVANATH:**

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the details regarding the total number of 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' locations identified in the country till date, especially in the State of Andhra Pradesh;
- (b) the number of GCTs functioning along with the amount of funds released, utilized and physical progress, year-wise;
- (c) the year-wise targets under GCT along with the steps taken to achieve the same;
- (d) project-wise details regarding the funding pattern for the projects under the scheme; and
- (e) the timeline by which the Government aims to achieve the targets?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e) : In order to boost investment from industry in setting up of cargo terminals, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched, wherein GCTs are being developed. The location of GCTs is decided on the basis of demand from industry and potential of Cargo traffic.

So far, 354 locations (327 on non-railway land and 27 on railway land) have been identified across the country, out of which 23 locations are in Andhra Pradesh.

Till 31.10.2024, 91 GCTs have been commissioned which includes four (04) GCTs in Andhra Pradesh.

As per the provisions of the GCT policy, the agencies are expected to complete the construction within twenty four (24) months of grant of approval.

4G MOBILE SERVICES IN ASPIRATIONAL DISTRICTS

1490. SHRI SAPTAGIRI SANKAR ULAKA:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) the details of the plan to provide 4G mobile services in 7,287 uncovered villages of Aspirational Districts;
- (b) the timelines by which the above plan would be operational along with the current progress thereof;

(c) the list of villages in Koraput and Rayagada District in Odisha where mobile connectivity would be provided, block-wise; and

(d) the current status of implementation along with timeline of completion for pending ones in the villages of Koraput and Rayagada districts of Odisha where 4G mobile connectivity would be provided, block-wise?

**THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT; AND
MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR.
CHANDRA SEKHAR PEMMASANI):**

(a) and (b) The Union Cabinet has approved a scheme for provisioning of 4G Mobile services in 7287 uncovered villages of Aspirational Districts of Andhra Pradesh, Chhattisgarh, Maharashtra, Jharkhand and Odisha by installation of 4,779 mobile towers.

Above project aims to provide mobile coverage in all such villages in phased manner. As on 31.10.2024, 2,177 mobile towers have been commissioned covering 3,352 villages.

(c) and (d) The list of villages planned for mobile coverage as on 31.10.2024 under this scheme in Koraput and Rayagada District of Odisha is available on <https://dot.gov.in/circular-and-notifications/3294>.

MASTER PLAN FOR AMRIT BHARAT STATION SCHEME

1491. SHRI KALI CHARAN SINGH:

Will the Minister of **RAILWAYS** be pleased to state:

(a) whether the government has launched the Amrit Bharat Station Scheme;

(b) if so, the features along with the objectives of the scheme;

(c) whether the Government has prepared a master plan for this scheme, if so, the details thereof, State-wise;

(d) the details of the facilities to be developed in stations selected under this scheme in the Master Plan; and

(e) the details of Railway Stations selected in Jharkhand State under Amrit Bharat Station Scheme?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e) Ministry of Railways has launched 'Amrit Bharat Station Scheme' for development of Railway stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long-term approach.

It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating

areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, Executive Lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been identified under this scheme out of which 57 stations are located in the state of Jharkhand. The names of stations identified for development under Amrit Bharat Station Scheme in the state of Jharkhand are as following:

State	No. of Stations	Name of Stations
Jharkhand	57	Balsiring, Bano, Barajamda Jn, Barkakana, Basukinath, Bhaga, Bokaro Steel City, Chaibasa, Chakradharpur, Chandil, Chandrapura, Daltonganj, Dangoaposi, Deoghar, Dhanbad, Dumka, Gamharia,

		Gangaghat, Garhwa Road, Garhwa Town, Ghatsila, Giridih, Godda, Govindpur Road, Haidarnagar, Hatia, Hazaribagh Road, Jamtara, Japla, Jasidih, Katrasgarh, Koderma, Kumardhubi, Latehar, Lohardaga, Madhupur, Manoharpur, Muhammadganj, Muri, N.S.C.B. Gomoh, Nagaruntari, Namkom, Orga, Pakur, Parasnath, Piska, Rajkharswan, Rajmahal, Ramgarh Cantt, Ranchi, Sahibganj, Sankarpur, Silli, Sini, Tatanagar, Tatisilwai, Vidyasagar
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The state of Jharkhand is covered by three zones viz. Eastern Railway, East Central Railway and South Eastern Railway. The allocation for the financial year 2024-25 for these zones is Rs 1626 Crores.

Upgradation/development/redevelopment of stations over Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. However, priority for upgradation/development/ redevelopment of stations is accorded to higher category station over lower category station while sanctioning and executing the works.

UTILIZATION OF FUNDS UNDER PMGKAY**1492. SHRI DILESHWAR KAMAIT:**

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

- (a) the allocation and utilization of funds under Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY), State-wise;
- (b) whether any dues on rice subsidy under PMGKAY are pending for the States; and
- (c) if so, the State-wise details thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a) to (c): Government of India/Ministry of Finance does not allocate State-wise funds under PMGKAY (Pradhan Mantri Garib Kalyan Anna Yojana) rather funds towards food subsidy are released to FCI (Food Corporation of India) and States that have adopted Decentralized Procurement based on the distribution of food grains to the targetted beneficiaries. From 01st January,2023 onwards, Scheme i.e. Food Subsidy to FCI and DCP States under NFSA are subsumed as Food Subsidy to FCI and DCP States under PMGKAY. The Payment of admissible amount to States for Central Pool procurement of food grains is made by Food

Corporation of India (FCI)/ Department of Food and Public Distribution (DFPD) on the basis of the claims made by State Governments and their agencies as per the Cost Sheet, which includes Minimum Support price (MSP) of the food grains and other incidentals. Further, provisional food subsidy is released to States that have opted for Decentralized Procurement (DCP) mode, on the basis of their quarterly food subsidy claims, which is an ongoing and continuous process. The responsibility of procurement of paddy and making payment of MSP to the farmers rests with the State Government. These claims are processed keeping in view the opening and closing balance of stocks, procurement, allocation and distribution of food grains under various Central schemes, Food Corporation of India's reconciliation, utilization certificates received, economic cost of food grains etc. Despite pendency of compliance to certain guidelines by the State, DFPD, Government of India has been continuously releasing admissible amount of food subsidy to the State Governments against their claims. The details of food subsidy released to FCI and DCP States in previous and current Financial year is Rs. 2,11,394.39 Crore and Rs. 1,40,239.10 Crore (till October, 2024) respectively. Further, the details of State-wise subsidy released to DCP States is attached as **Statement.**

STATEMENT

State-wise breakup of food subsidy released to DCP States is as under:

(Rs. in Crore)

S. No.	Name of the State	2023-24	2024-25 (till Oct. 2024)
19.	Andhra Pradesh	6268.19	5498
20.	Bihar	6557.64	7032.12
21.	Chhattisgarh	5236.13	17.96
22.	Gujarat	267.83	2.49
23.	Karnataka	1222.13	120.68
24.	Kerala	1151.85	369.86
25.	Madhya Pradesh	16939.27	3449.05
26.	Maharashtra	3923.29	327.74
27.	Odisha	14473.68	4671.18
28.	Punjab	2064.56	661.26
29.	Tamil Nadu	7072.53	3178.16
30.	Telangana	5367.07	2592.1
31.	Uttarakhand	724.39	517.3
32.	West Bengal	-	1535.42
33.	Jharkhand ##	42.77	342.97
34.	Tripura	106.51	35.79
35.	DBT* and Misc.	267.6	105.31
36.	Himachal Pradesh \$	47.38	-
Total		71732.82	30457.39

Note:-

Jharkhand was DCP for KMS 2016-17 (only for 1 district) 2017-18 (only for 5 District), 2018-19 (only for 6 District). They have adopted Non-DCP in KMS 2019-20. Adopted DCP in FY 2023-24

\$ Himachal Pradesh has adopted DCP Mode in 2023-24

*** Under DBT scheme, subsidy is released to UTs of Chandigarh, Puducherry and Dadra and Nagar Haveli w.e.f. 2015-16.**

MISSION MAUSAM TO BOOST THE RADAR NETWORK

1493. SHRI SELVAGANAPATHI T.M.:

SHRI RAMASAHAYAM RAGHURAM REDDY:

Will the Minister of **EARTH SCIENCES** be pleased to state:

- (a) whether the Government has cleared Rs. 2,000 crore Mission Mausam to boost the radar network to seed and tweak clouds, if so, the details thereof;
- (b) whether Mission Mausam would facilitate a major upgrade for the forecasting infrastructure as well as funding research into a better understanding of weather modification, if so, the details thereof;
- (c) whether it is true that by the year 2026, the Government hopes to procure and install upto 60 weather radars, 15 wind profilers and 15 radiosondes, if so, the details thereof;

- (d) whether it is true that India has 39 radars or about one for every 432 km which is quite insufficient keeping in view Country's size and geographical variability as the weather can vary widely; and
- (e) if so, the details thereof?

**THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY;
MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF
STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE
MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER
OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF
STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):**

- (a) Yes. The Union Cabinet has approved the central sector scheme 'Mission Mausam' at an outlay of INR 2,000 crores over two years. Mission Mausam is envisaged to be a multi-faceted and transformative initiative to tremendously boost India's weather and climate-related science, research, and services. It will help to better equip stakeholders, including citizens and last-mile users, in tackling extreme weather events and the impacts of climate change.
- (b) Yes. The mission's focus will include improving the observations by augmenting various observational networks for providing highly accurate and timely weather and climate information across temporal and spatial scales,

including monsoon forecasts, alerts for air quality, extreme weather events and cyclones, weather interventions for managing fog, hail, and rain, etc., capacity building and generating awareness.

(c) Yes. The newly launched Mission Mausam is intended to augment the Doppler Weather Radar (DWR) network across the country for complete radar coverage and to enhance the accuracy of the weather forecasting system. The exact locations are being worked out for installing 87 more DWRs, 15 radiometers and 15 wind profilers across the country, to observe not only surface measurements but also upper atmosphere, to improve the weather forecast.

(d) and (e) Yes. Currently, 39 Doppler Weather Radars are installed at various locations across the country to monitor rain and thunderstorms. The locations of these radars have been distributed in the best possible way to monitor severe weather conditions across the Indian region.

NUMBER OF RAILWAY STATIONS UPGRADED TO MODEL STATIONS IN THE COUNTRY

1494. SHRI KAMAKHYA PRASAD TASA:

Will the Minister of **RAILWAYS** be pleased to state:

(a) whether it is a fact that people of the country are depending on railway for travelling;

(b) if so, the details thereof;

(c) the number of railway stations upgraded to model stations in the country; and

(d) the numbers of train providing services to the people in the country?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d) Railway is very popular mode of transportation. It carries about 1.9 crore passengers every day. During the year 2023-24, Indian Railways operated more than 13,000 trains every day.

Modernization/upgradation/redevelopment of railway stations is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds.

Presently, upgradation/modernization/redevelopment of stations over Indian Railways is being done under 'Amrit Bharat Station Scheme'. So far, 1337 stations have been selected under this scheme. This scheme envisages development of stations on a continuous basis with a long-term approach.

It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating

areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

DISTRIBUTION OF COAL

1495. SHRI AJAY KUMAR MANDAL:

Will the Minister of **COAL** be pleased to state:

- (a) whether there is any issue in distribution of coal from Coal Mine in Jharkhand allocated to Bihar and if so, the details thereof; and
- (b) the steps taken/being taken to enhance the coal supply to Bihar to meet its energy demand and the time by which these are likely to be implemented?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY):

(a) No coal block in Jharkhand or in any other State, has been allocated to Bihar or its' PSUs.

(b) Supply of coal to the power plants including the power plants located in Bihar is a continuous process. To address the issues of coal supplies to Power Sector, an Inter- Ministerial Sub Group comprising of representatives from Ministry of Power, Ministry of Coal, Ministry of Railways, Central Electricity Authority (CEA), Coal India Limited (CIL) and Singareni Collieries Company Limited (SCCL) meet regularly to take various operational decisions to enhance supply of coal to Thermal Power Plants.

Besides, an Inter-Ministerial Committee (IMC) has also been constituted comprising of Chairman, Railway Board; Secretary, Ministry of Coal; Secretary, Ministry of Environment, Forest and Climate Change and Secretary, Ministry of Power; to monitor augmentation of coal supply and power generation capacity. Secretary, Ministry of New and Renewable Energy and Chairperson, CEA are co-opted as Special Invitees as and when required by the IMC.

TACKLE OF FAKE CALLS AND FRAUD CALLS

1496. SHRI RAJA A:

Will the Minister of **COMMUNICATIONS** be pleased to state:

(a) whether the Government has set up systems to tackle marketing, fake and fraud calls through tools like Sanchar Sathi, Chakshu, if so, the details thereof;

- (b) whether these systems automatically block said calls and send SMS about spam calls to the concerned mobile user, if so, the details thereof;
- (c) whether any legislative proposal is required to block and ban such calls and to punish the persons indulging in these activities; and
- (d) if so, the time by when it is expected to be brought by the Government to give tension-free life to the common people using mobile services?

**THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT; AND
MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS**

(DR. CHANDRA SEKHAR PEMMASANI):

- (a) Department of Telecommunications (DoT) has developed Sanchar Saathi portal (www.sancharsaathi.gov.in) to empower citizens which, inter-alia, has the Chakshu facility to report suspected fraud communications and Unsolicited Commercial Communications (UCC). Based on the reports of suspected fraud communications, DoT act on the mobile connections, mobile handsets, bulk SMS senders and WhatsApp accounts. UCC reports are sent to Telecom Operators to act as per Telecom Commercial Communications Customer's Preference Regulations (TCCCPR-2018).
- (b) DoT and Telecom Service Providers (TSPs) have developed Prevention of Spoofed Incoming International System to identify and block incoming international spoofed calls which display Indian mobile numbers and appear to be originating

from within India. Such international spoofed calls have been made by cyber-criminals in recent cases of fake digital arrests, FedEx scams, and impersonation as government and police officials, etc. Further, following steps are taken by Telecom Regulatory Authority of India (TRAI) to address UCC:

- i. TCCCPR-2018 of TRAI has provisions where a telecom subscriber can opt to block all commercial communications or can selectively block commercial communications as per preference categories and register complaint against Senders of UCC through Mobile App, sending SMS to short code 1909 and calling on 1909.
 - ii. Blacklisting of Registered Entities and Telemarketers for violation of TCCCPR-2018.
 - iii. Action against Unregistered Telemarketer (UTM) such as giving a warning, putting them under Usage Cap or disconnecting in case of repeated violations.
 - iv. Directives to disconnect all telecom resources of unregistered Senders for making spam calls and to blacklist such Senders.
 - v. Financial Disincentives (FDs) against the Access Providers for failing to curb UCC.
- (c) and (d) DoT has notified Telecom Cyber Security Rules, 2024 on 21.11.2024 which also have provisions that no person shall endanger telecom cyber security, inter-alia, by fraud, cheating or personation; transmitting any message which is fraudulent; committing or intending to commit any security incident.

SELLING FOODGRAINS THROUGH FPSS

1497. SHRI YOGENDER CHANDOLIA:

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

- (a) the details of the State Governments that have violated the rules of Gazette notifications dated 20th March, 2015 and 17th August, 2015 by not allowing commodities other than foodgrains to be sold through Fair Price Shops (FPSs) under the Targeted Public Distribution System (TPDS) in the country and whether the Government has taken any action against those States;
- (b) if so, the details thereof and the reasons for not implementing Rule 9(9) of the Gazette notification dated 20th March, 2015, which allows the sale of commodities other than foodgrains to improve the viability of FPS operations;
- (c) the steps being taken by the Government to implement the Bharat Brand Scheme in its entirety including the second phase and to ensure sustained viability of FPSs in Delhi; and
- (d) the time by which the Government plans to comply with the afore-mentioned Gazette notifications and orders and allow the sale of other essential commodities through FPSs in Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a) to (d) : The Targeted Public Distribution System (TPDS) governed under the National Food Security Act, 2013 (NFSA) is operated under the joint responsibility of the Central and the State/ Union Territory (UT) Governments. The operational responsibilities for allocation of foodgrains within the States/ UTs, identification of eligible beneficiaries families, issuance of ration cards to them, distribution of foodgrains to eligible beneficiaries under TPDS and supervision over and monitoring of functioning of Fair Price Shops (FPSs) etc. rest with the concerned State/ UT Governments. As per Clause 9(9) of the TPDS (Control) Order, 2015, the State Government shall allow the sale of commodities other than the foodgrains distributed under TPDS at the fair price shop to improve the viability of the fair price shop operations.

As part of efforts to improve the viability of FPSs, Government of India has taken various initiatives and requested all State/UT Governments to implement additional services at the FPSs, including Common Service Centre (CSC) services, banking services through tie-up with banks/ corporate banking correspondents, banking and citizen-centric services of India Post Payment Bank (IPPB), retail sale of small (5kg) LPG cylinders and sale of other commodities/ general store items etc. Further, a pilot study is being conducted to improve the viability of 60 FPS across 4 cities i.e.

Hyderabad, Ghaziabad, Jaipur and Ahmedabad. Govt of India under leadership of respective States is providing handholding assistance to these FPS shops by partnering with the Small Industries Development Bank of India (SIDBI) for the provision of working capital and Business to Business (B2B) online wholesale aggregators for the sale of non-PDS items with a focus on nutritional items. Further, to address the skill development challenges, this Department has conducted capacity- building programs or short-term skill development courses through the Ministry of Skill Development and Entrepreneurship (MSDE) to boost the confidence of these FPS owners and equip them with the essential entrepreneurship skills required for venturing into new business avenues.

As per Open Market Sale Scheme (Domestic) [OMSS (D)] policy for the year 2024-25, the sale of wheat and rice is allowed to Central Cooperative organizations, like NAFED/NCCF/ Kendriya Bhandar (retail Sale) for sale under Bharat Brand through own stores/ mobile vans and/or E-commerce/ big chain retailers only.

CHIPS TO START-UP PROGRAMME

1498. SHRI B K PARTHASARATHI:

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

(a) the details regarding the total number of academic institutions established/ functioning under the Chips to Start-up (C2S) Programme in the country, State-wise;

- (b) the number of engineers trained under the said program till date, State-wise;
- (c) the total number of SMART Labs established under the C2S programme to impart training in VLSI and Embedded System design areas;
- (d) the details of physical and financial progress achieved under the same, State-wise especially in Andhra Pradesh and;
- (e) whether the Government has any plan to establish more such SMART Labs in the country; and if so, the details thereof including proposals accepted and under consideration?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY;
AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND
INFORMATION TECHNOLOGY (SHRI JITIN PRASADA):**

(a) and (b): Chips to Start-up (C2S) Programme: Chips to Start-up (C2S) Programme is an umbrella programme initiated by Ministry of Electronics and Information Technology (MeitY) with an outlay of Rs. 250 Crore for 5 years in the year 2022 at 113 academic organizations (including 100 academic institutions/ R & D organizations and 13 startups/ MSMEs) spread across the country.

The C2S Programme aims to generate 85,000 number of industry-ready manpower at B.Tech, M.Tech, and PhD levels specialized in semiconductor chip design, VLSI (Very Large-Scale Integration) and embedded system design areas and create vibrant fabless chip design ecosystem in the country.

The Programme takes a comprehensive approach by offering students complete hands-on experience in chip design, fabrication, and testing. This is achieved through regular training sessions, conducted in collaboration with industry partners, and by providing mentorship and access to chip design, fabrication and testing resources to students, including state-of-the-art EDA (Electronic Design Automation) tools, access to semiconductor foundries for fabricating their chips etc. These opportunities include implementing the R & D (Research and Development) projects under C2S Programme for development of working prototypes of ASICs (Application-Specific Integrated Circuits), Systems/ SoCs (System-on-Chips), and IP (Intellectual Property) Core designs.

Total 25,257 number of engineering students have been trained at 113 organizations under C2S Programme till date. The State-wise list of 113 organizations via-a-vis number of engineers trained under C2S Programme is at

Statement-I.

The EDA (Electronic Design Automation) tools and regular training sessions have been further provided to a total of 240 organizations across the country, including the 113 organizations listed above.

(c) to (e): **ASmart Lab** (Skilled Manpower Advanced Research and Training) has been setup in the year 2022 at NIELIT Calicut under the C2S Programme with an aim to train one lakh engineers nation-wide within 5 years in VLSI and Embedded System design. The 'SMART' remote lab facility is equipped with 200 reconfigurable

hardware boards, which can be accessed online 24/7 by students, researchers, and startups across the country. This remote access enables users to engage with the lab's resources anytime, promoting widespread participation in hands-on learning and research. Regular workshops and NSQF (National Skills Qualifications Framework) aligned training programmes are conducted by NIELIT Calicut to impart training to students using SMART lab facility.

Out of the total budget of Rs. 4.00 Crore allocated for 5 years, Rs. 3.40 Crore has been utilized by NIELIT Calicut for SMART Lab activities. Through SMART lab, a total of 42,079 engineers have been trained nationwide, including 6,860 number of engineers from Andhra Pradesh, via training programs conducted using the SMART Lab. The State-wise list of engineers trained via SMART lab is at **Statement-II.**

STATEMENT-I

State-wise list of 113 organizations via-a-vis number of engineers trained under C2S Programme

#	Name of State/ Union territory	Engineering students trained
1.	Telangana	4506
2.	Kerala	2070
3.	Punjab	625
4.	Tamil Nadu	3522
5.	Odisha	1301

6.	West Bengal	821
7.	Uttar Pradesh	1617
8.	Goa	53
9.	Gujrat	289
10.	Karnataka	2497
11.	Madhya Pradesh	1304
12.	Chhattisgarh	158
13.	Himachal Pradesh	369
14.	Bihar	361
15.	Maharashtra	1127
16.	Jharkhand	484
17.	Uttarakhand	944
18.	Rajasthan	302
19.	Haryana	142
20.	Andhra Pradesh	581
21.	Assam	194
22.	Mizoram	26
23.	Manipur	40
24.	Nagaland	78
25.	Tripura	230
26.	Sikkim	128

27.	Arunachal Pradesh	20
28.	Meghalaya	320
29.	Delhi	614
30.	Jammu and Kashmir	101
31.	Chandigarh	274
32.	Puducherry	159
33.	Total	25,257

STATEMENT-II

State-wise list of engineers trained via SMART lab

#	State/ Union territory	Basic courses on semiconductor design and Embedded system design	Advance courses on semiconductor design and Embedded system design	Engineers trained
1	Andaman and Nicobar Islands	6	0	6
2	Andhra Pradesh	6793	67	6860
3	Arunachal Pradesh	47	2	49

4	Assam	263	3	266
5	Bihar	514	6	520
6	Chandigarh	44	2	46
7	Chhattisgarh	217	8	225
8	Daman and Diu	9	0	9
9	Delhi	778	14	792
10	Goa	41	0	41
11	Gujarat	513	18	531
12	Haryana	508	12	520
13	Himachal Pradesh	81	1	82
14	Jammu and Kashmir	250	2	252
15	Jharkhand	265	3	268
16	Karnataka	4464	95	4559
17	Kerala	4068	158	4226
18	Ladakh	2	0	2
19	Madhya Pradesh	1169	23	1192
20	Maharashtra	3945	83	4028

21	Manipur	251	0	251
22	Meghalaya	51	2	53
23	Mizoram	16	3	19
24	Nagaland	5	2	7
25	Odisha	1066	26	1092
26	Puducherry	573	12	585
27	Punjab	417	9	426
28	Rajasthan	552	10	562
29	Sikkim	26	1	27
30	Tamil Nadu	7258	128	7386
31	Telangana	3018	51	3069
32	Tripura	54	1	55
33	Uttar Pradesh	2818	28	2846
34	Uttarakhand	175	4	179
35	West Bengal	1024	24	1048
	Total	41281	798	
	Grand Total	42,079		

CHANGE IN OWNERSHIP OF VISUAL MEDIA

1499. PROF. SOUGATA RAY:

Will the Minister of **INFORMATION AND BROADCASTING** be please to state:

- (a) whether the Government has noticed that some visual medias are changing or have changed their ownership/take over without following the rules and if so, the details thereof;
- (b) whether the Malayalam Channel "Reporter TV" has followed existing rules on its ownership change and if so, the details thereof; and
- (c) the details of visual channels that changed their ownership during the last five years in the country?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) The Policy Guidelines for Uplinking and Downlinking of Television Channels, 2022, *inter-alia*, provide that change in ownership/ takeover of the permitted TV Channels can be done by way of:

- i. change in Shareholding Pattern (SHP) under intimation within 30 days (clause 29) and ;
- ii. by way of transfer of permission (clause 32) only with the prior approval of the Ministry.

Penal provisions in case these are not in accordance with the guidelines include suspension/ cancellation of permission. No such case of change in ownership/ takeover without following the due procedures/ guidelines have been noticed.

(b) In respect of TV Channel namely 'Reporter', intimation for change in SHP was received. On examination, it was found that the said change required corrective measures in line with the provisions of the extant Policy Guidelines, the same have been advised accordingly.

(c) The details of TV Channels that changed their ownership/ takeover during the last five years are as under:

Category	Language(s)				
	Hindi	Other scheduled languages	Hindi and English	English	Total
Non-news	4	70	7	2	83
News	5	18	1	-	24
Total					107

PROGRESS OF BHARATNET PROJECT

1500. SHRI MALAIYARASAN D:

SHRI Y S AVINASH REDDY:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) the features of the BharatNet Project and the funds sanctioned, allocated and utilized under this project in the country particularly in Tamil Nadu during the last three years and the current year, State-wise and year-wise;
- (b) the number of villages connected with broadband facility under BharatNet Project within Tamil Nadu till date;
- (c) whether the Government has the data of villages still not connected with this facility within Tamil Nadu, if so, the details thereof;
- (d) the steps being taken by the Government to expeditiously cover these villages under this scheme;
- (e) the estimated timeline for connecting the remaining villages under the project; and
- (f) the details about the standards set for fiber cables under Bharat Net Project?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT; AND

MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS

(DR. CHANDRA SEKHAR PEMMASANI):

- (a) BharatNet project is being implemented in a phased manner to provide broadband connectivity to all the Gram Panchayats (GPs) in the country. The infrastructure created under the project is a national asset, accessible on a non-

discriminatory basis to the Service Providers, and the same can be utilized to provide broadband services, such as Fiber to the Home (FTTH) connections, leased lines, dark fiber, backhaul to mobile towers, etc. in the rural areas.

State-wise and year-wise funds allocated in last three years under BharatNet in the country including Tamil Nadu is available on the Digital Bharat Nidhi website (<https://usof.gov.in/>).

(b) to (e) Under the state-led model in Tamil Nadu, project execution, operation and maintenance, and utilization is the responsibility of the State Government. All the 12,525 GPs of the state are in the scope of work in the ongoing project. 10,295 GPs are service ready in Tamil Nadu till date.

The Government has approved the Amended BharatNet Program (ABP) in August 2023 for covering all GPs in the country including upgradation of existing network of BharatNet and connectivity to remaining non-GP villages (about 3.8 lakh) on demand basis. The connectivity to remaining 4,767 (approx.) non-GP villages in Tamil Nadu on demand-basis is under the scope of ABP. The timeline for completion of the construction phase under the Amended BharatNet Program is three years from award of the contract.

(f) The Technical specifications as per Telecommunication Engineering Centre – Generic Requirement (TEC-GRs) standards are adhered for the optical fiber cables laid under BharatNet project.

SUSTAINABLE COAL PRODUCTION**1501. SHRI JAI PRAKASH:****SHRI SHRIRANG APPA CHANDU BARNE:****SHRIMATI BHARTI PARDHI:****SHRI ARVIND GANPAT SAWANT:**

Will the Minister of **COAL** be pleased to state:

(a) whether sustainable development of the coal sector require measures to protect the environment, conserve resources, care for society and safeguard our forests and biodiversity;

(b) if so, the strategies adopted for the implementation of sustained growth in coal production and the time by which such strategies are likely to be implemented;

(c) the details of the recent reforms that have increased coal production and the number of closed mines that have been reopened state-wise particularly in Maharashtra and Madhya Pradesh; and

(d) the steps taken /proposed to be taken to become self-reliant in coal production and the extent to which the country has become self-reliant in coal production so far?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY) :

(a) and (b): Yes Sir. Sustainable development of the coal sector requires protection of environment, conserve resources, care for society and safeguarding forests and

biodiversity. The Government is taking following measures to protect the environment, conserve resources, care for society and safeguard our forests and biodiversity for sustainable development of the coal sector:

(i) For opening a new mine or for enhancement in Production Capacity and / or land area, prior Environmental Clearance (EC) is obtained from Ministry of Environment, Forests and Climate Change (MoEFandCC) under Environment (Protection) Act and Rules, 1986 and EIA Notification, 2006 and subsequent amendments. The mines are operated complying with the EC conditions thereby ensuring environment sustainability.

(ii) In compliance of the Van (Sanrakshan evam Samvardhan) Adhiniyam, 1980, prior Forestry Clearance is also obtained from MoEFandCC, in case of projects involving forest land.

(iii) Guidelines for Mining Plan and Mine closure plan are issued by the Ministry with an aim of conserving resources, protection of environment and care for society. Goal is to achieve its coal production target sustainably and ensure land usage for future generations after final closure of the mine. This closure process ensures both environmental sustainability and adherence to statutory regulations. As stipulated in Mine Closure guidelines, biological reclamation, development of green belt, Air and Water and other environmental Quality management etc. is carried out during the operational period of the mine as well as during the post closure period of the mine. Compliance of closure activities as per the guideline is

checked by empanelled third party agency and verified by the regional office of the CCO at periodic intervals.

(iv) After receipt of EC, Consent to Establish (CTE) and Consent to Operate (CTO) are also obtained from respective State Pollution Control Boards under Air (Prevention and Control of Pollution) Act, 1981 and Water (Prevention and Control of Pollution) Act, 1974.

(v) In compliance of the EC/ CTE/ CTO conditions, regular environmental monitoring with respect to ambient air quality, effluent quality, noise level monitoring and ground water (both levels and quality) are monitored and reports are submitted to MoEFandCC / State Pollution Control Boards (SPCBs) / Central Ground Water Board (CGWB).

(vi) Coal/Lignite PSUs have undertaken various environmentally sustainable measures which inter-alia include: Greening Initiatives—Bio-Reclamation/Plantation, development of Eco-parks, Efficient utilization of mine water, Gainful Utilization of Overburden, Energy Efficiency Measures, Green Credit Programme, First Mile Connectivity (FMC) projects, Deployment of Blast free technology in coal mining, and Renewable Energy and clean coal initiatives, etc.

(c) and (d): The details of the reforms that have increased coal production to make the country self-sufficient in the production of coal are as under:

- i. Enactment of Mines and Minerals (Development and Regulation) Amendment Act, 2021 [MMDR Act] for enabling captive mines owners (other than atomic

minerals) to sell up to 50% of their annual mineral (including coal) production in the open market after meeting the requirement of the end use plant linked with the mine in such manner as may be prescribed by the Central Government on payment of such additional amount.

- ii. Single Window Clearance portal for the coal sector to speed up the operationalization of coal mines.
- iii. Project Monitoring Unit for hand-holding of coal block allottees for obtaining various approvals / clearances for early operationalization of coal mines.
- iv. Auction of commercial mining on revenue sharing basis was launched in 2020. Under commercial mining scheme, rebate of 50 % on final offer has been allowed for the quantity of coal produced earlier than scheduled date of production. Further, incentives on coal gasification or liquefaction (rebate of 50 % on final offer) have been granted.
- v. Terms and conditions of commercial coal mining are very liberal with no restriction on utilization of coal, allowing new companies to participate in the bidding process, reduced upfront amount, adjustment of upfront amount against monthly payment, liberal efficiency parameters to encourage flexibility to operationalize the coal mines, transparent bidding process, 100% Foreign Direct Investment (FDI) through automatic route and revenue sharing model based on the National Coal Index.

- vi. Coal India Limited (CIL) has adopted number of measures to increase coal production. In its Underground (UG) mines, CIL is adopting Mass Production Technologies (MPT), mainly with Continuous Miners (CMs), wherever feasible. CIL has also planned Highwalls (HW) mines in view of the availability of Abandoned/ Discontinued mines. CIL is also planning large capacity UG mines wherever feasible. In its Opencast (OC) mines, CIL already has State-of-the- Art technology in its high-capacity Excavators, Dumpers and Surface Miners.
- vii. SCCL has initiated action for developing infrastructure for evacuation of coal like CHPs, Crushers, Mobile Crushers, Pre-weigh-bins etc.
- viii. CIL has identified 28 mines with capacity of 253 MTY to be operated through Mine Developer and Operator (MDO) mode.
- ix. As part of the recent reforms, 24 (twenty four) closed/ discontinued mines have been awarded to successful bidders so far. Out these, 02 (two) mines belong to the State of Maharashtra (AB-Incline and Walni UG) and no mine belong to the State of Madhya Pradesh.

NUCLEAR TECHNOLOGY

1502. SHRI ANURAG SHARMA:

Will the **PRIME MINISTER** be pleased to state:-

- (a) the details of advancements made by India in nuclear technology for sustainable energy production and the manner in which the Government is ensuring safety in its operations; and
- (b) the details of any recent developments in nuclear research or power generation?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

- (a) India has achieved mastery in all aspect of Pressurised Heavy Water Reactor (PHWR) technology. Indigenous PHWRs have been evolved from unit size of 220 MW to 540 MW and 700 MW and reactors of all these sizes are in successful operation. The Indian industries have also matured and supplied components and equipment and executed works to the required exacting standards for these PHWRs.

All nuclear power plants are operated strictly in line with approved procedures and specifications, by highly trained personnel licensed by the Atomic Energy Regulatory Board (AERB) to ensure safety.

- (b) Research and development for indigenisation of pressurised water reactor technology for expansion of country's nuclear energy capacity through installation of large capacity reactors has been initiated. Design and development for small reactors such as Small Modular Reactors, is underway for repurposing of retiring coal-based power plants and catering to power requirements at remote locations.

Moreover, BARC has developed high temperature thermochemical processes for hydrogen production. R & D on gas cooled reactor and its coupling with thermochemical processes is being carried out for utilising high temperature generated in the reactor for green hydrogen production. Hydrogen produced in this process is likely to contribute in decarbonisation.

Research and development is underway for various technologies, fuels and materials for molten salt reactors to demonstrate thorium utilisation towards achieving long term energy security and net zero carbon emission goals.

A capacity of 1400 MW was added in the year 2023-24 by completion of KAPS 3 and 4 (2X700 MW) increasing the nuclear power capacity from 6780 MW to

8180 MW. In September 2024, another reactor, RAPP-7 (700 MW) also achieved criticality.

On completion of the commissioning of Prototype Fast Breeder Reactor (PFBR), the project will generate 500 MW of electricity. PFBR is expected to be operational by end-2025.

नासा-इसरो सिंथेटिक एपर्चर रडार मिशन

1503. एडवोकेट गोवाल कागडा पाडवी:

क्या **प्रधान मंत्री** यह बताने की कृपा करेंगे कि :

- (क) नासा-इसरो सिंथेटिक एपर्चर रडार (निसार) मिशन के प्रक्षेपण में विलंब के क्या कारण हैं;
- (ख) भारत के अंतरिक्ष अन्वेषण मिशन विशेषकर प्रौद्योगिकीय उन्नति, वित्तीय बाधाओं और अंतर्राष्ट्रीय सहयोग से संबंधित मिशन के विकास और समय पर निष्पादन में सरकार को किन-किन चुनौतियों का सामना करना पड़ रहा है;
- (ग) क्या सरकार का विशेष रूप से देश में अग्रणी अंतरिक्ष कंपनियों की स्थापना पर हाल ही में दिए जा रहे जोर को ध्यान में रखते हुए भारतीय अंतरिक्ष अनुसंधान संगठन (इसरो) की उपग्रह विनिर्माण, प्रणोदन प्रणालियों और अंतरिक्ष खोजी क्षमताओं को बढ़ाने का प्रस्ताव है; और
- (घ) भारत के अंतरिक्ष क्षेत्र में निजी क्षेत्र की भागीदारी को प्रोत्साहित करने के लिए नीतिगत सुधारों, वित्तीय प्रोत्साहनों अथवा नवाचार और प्रतिस्पर्धा को बढ़ावा देने के उद्देश्य से साझेदारी सहित क्या पहल की गई है?

विज्ञान और प्रौद्योगिकी मंत्रालय के राज्य मंत्री; पृथ्वी विज्ञान मंत्रालय के राज्य मंत्री; प्रधानमंत्री कार्यालय में राज्य मंत्री; कार्मिक, लोक शिकायत और पेंशन मंत्रालय में राज्य मंत्री; परमाणु ऊर्जा विभाग में राज्य मंत्री; तथा अंतरिक्ष विभाग में राज्य मंत्री (डॉ. जितेंद्र सिंह):

(क) नासा-इसरो सिंथेटिक एपर्चर रडार (एनआईएसएआर) एक पृथ्वी विज्ञान मिशन है जिसे एक सहयोगात्मक करार के अंतर्गत नासा और इसरो द्वारा संयुक्त रूप से विकसित किया जा रहा है। पहले निसार वर्ष 2024 के प्रथमार्ध में प्रमोचन के लिए निर्धारित था। तथापि, संयोजन, समाकलन एवं परीक्षण चरण के दौरान नासा के विशेषज्ञों ने पाया कि 12-मीटर रडार ऐंटेना परावर्तक में कुछ संशोधी कार्रवाई की आवश्यकता है और इसे संशोधन के लिए अमेरिका ले जाना है।

तदनंतर, नासा द्वारा रडार ऐंटेना परावर्तक अक्टूबर 2024 में इसरो को सुपुर्द किया गया जिसे उपग्रह के साथ फिर से जोड़ दिया गया है और इस समय उसका आवश्यक परीक्षण चल रहा है। साथ ही, ग्रहण ऋतु के कारण निसार के बूम तथा रडार ऐंटेना परावर्तक के प्रस्तरण के लिए स्थितियां अनुकूल नहीं हैं। इन सभी उपर्युक्त कारणों से अब निसार को मार्च 2025 में प्रमोचित किए जाने की संभावना है।

(ख) अंतरिक्ष अन्वेषण मिशनों में विविध जटिल प्रौद्योगिकियों के स्वदेशी विकास की आवश्यकता होती है। ये विकास एक व्यापक समय चक्र से गुजरते हैं जिसमें संकल्पना, डिजाइन, प्रारूप का विकास, उड़ान मॉडल तथा विविध परीक्षणों की अर्हता जाँच, डिजाइन पुनरावृत्ति, आपूर्ति शृंखला, व्यापक समीक्षाएं शामिल होती हैं। अंतरराष्ट्रीय सहयोग की चुनौतियों में भू-राजनैतिक सोच-विचार, साझा मिशन उद्देश्यों की स्थापना, अपनी-अपनी राष्ट्रीय प्राथमिकताओं के साथ तालमेल और संसाधनों/ अवसंरचना की समय से उपलब्धता सुनिश्चित करना शामिल है।

(ग) विभाग विविध प्रौद्योगिकी विकास और उन्नत अनुसंधान एवं विकास कार्यक्रमों के माध्यम से अपनी क्षमताओं में सक्रिय रूप से वृद्धि कर रहा है। इन कार्यक्रमों में विविध प्रणोद क्षमताओं की नोदन प्रणालियों, संवेदी प्रौद्योगिकियों, उन्नत कक्षा-युग्मन प्रणालियों का विकास, चरण पुनःप्राप्ति, उपग्रह नौवहन, क्वांटम संचार संबंधी प्रौद्योगिकियों, प्रकाशिकी उपग्रह प्रणालियों इत्यादि जैसी प्रमोचक राकेट क्षमताओं में वृद्धि करना शामिल है।

सरकार ने हाल ही में चंद्रयान-4 और शुक्र ऑर्बिटर मिशन का अनुमोदन किया है जिससे उपग्रह प्राप्ति के विविध अवयवों की क्षमता में वृद्धि होगी। चंद्रयान-4 मिशन चंद्रमा की सतह से प्राप्त नमूनों के निष्कर्षण और पृथ्वी पर उनकी वापसी के लिए अभिकल्पित है। शुक्र ऑर्बिटर मिशन का उद्देश्य है शुक्र की कक्षा का सफलतापूर्वक परिक्रमा करना और शुक्र की सतह तथा उपसतह, वायुमंडलीय प्रक्रियाओं और शुक्र के वातवरण पर सूर्य के प्रभाव के बारे में बेहतर जानकारी प्राप्त करना।

इसके अलावा, विविध उपग्रह प्रणालियों/ उप प्रणालियों के निर्माण तथा समाकलन का कार्य विभिन्न भारतीय उद्योगों को आउटसोर्स किया जा रहा है।

(घ) सरकार ने भारत में अंतरिक्ष अन्वेषण और प्रौद्योगिकी विकास में निजी क्षेत्र की भागीदारी को बढ़ावा देने और प्रोत्साहित करने के लिए निम्नलिखित उपाय किए हैं :

1. अंतरिक्ष क्षेत्र को उदार बनाया गया है और निजी क्षेत्र को आद्योपांत अंतरिक्ष क्रियाकलाप करने की अनुमति प्रदान की गई। अंतरिक्ष क्षेत्र में गैर-सरकारी कंपनियों (एनजीई) के क्रियाकलापों को प्रोत्साहित, प्राधिकृत करने और उनका निरीक्षण करने हेतु अंतरिक्ष विभाग में इन-स्पेस का सृजन किया गया। अंतरिक्ष संबंधी क्रियाकलापों को विनियामक निश्चितता प्रदान करने हेतु सरकार द्वारा भारतीय अंतरिक्ष नीति-2023 तैयार की गई है।

- II. इन-स्पेस द्वारा निजी क्षेत्र को प्रोत्साहित करने तथा उन्हें ठोस सहायता प्रदान करने हेतु विविध योजनाओं की घोषणा की गई और उन्हें क्रियान्वित किया गया, जो इस प्रकार हैं- बीज निधि योजना, मूल्यानिर्धारण सहायता नीति, मेंटरशिप सहायता, तकनीकी केंद्र, एनजीई के लिए डिजाइन प्रयोगशाला, अंतरिक्ष क्षेत्र में कौशल विकास, इसरो सुविधा उपयोग सहायता, एनजीई को प्रौद्योगिकी हस्तांतरण, अंतरिक्ष परितंत्र के सभी हितधारकों से जुड़ने हेतु इन-स्पेस डिजिटल प्लेटफार्म का सृजन इत्यादि।
- III. भारतीय एनजीई के लिए विदेशी पूंजी तक पहुंच को आसान बनाने हेतु भारत सरकार ने अंतरिक्ष क्षेत्र में प्रत्यक्ष पूंजी निवेश नीति में संशोधन किया है।
- IV. केंद्रीय मंत्रिमंडल ने भारतीय अंतरिक्ष क्षेत्र को सहायता प्रदान करने हेतु 1,000/- करोड़ रुपये की समर्पित उद्यम पूंजी निधि की स्थापना का अनुमोदन किया है।

COMMITTEE ON DISASTER RISK REDUCTION (CoDRR)

1504. SHRI DHAIRYASHEEL SAMBAJIRAO MANE:

SHRI SUDHEER GUPTA:

Will the Minister of **EARTH SCIENCES** be pleased to state:

- (a) whether the Government has thrown a caution on Glacial lake Outburst Flood (GLOF) in a Committee on Disaster Risk Reduction (CoDRR) workshop on strategies for GLOF risk reduction recently and if so, the details thereof;
- (b) whether lack of coordination/confusion about respective roles among States and Central agencies is one of the major reasons for non implementation of any concrete policy in GLOF risk in the country;

- (c) if so, the manner in which coordinating platform, CoDRR will help in overcoming the challenges with respect to GLOF risk;
- (d) whether the Government has compiled a dynamic list of high risk glacial lakes out of total glacial lakes in the country and if so, the details thereof; and
- (e) whether the Government proposes to engage with GLOF experts from across the world and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

- (a) Yes. The National Disaster Management Authority (NDMA) under the aegis of the Ministry of Home Affairs (MHA) has constituted the Committee on Disaster Risk Reduction (CoDRR) to provide a multi-disciplinary approach to Glacial Lake Outburst Floods (GLOF) Risk Reduction in collaboration with various Central/State government agencies and departments. Until now 8 CoDRR meetings focusing on GLOF risk mitigation have been organized by National Disaster Management Authority (NDMA). On November 11th and 12th, 2024, NDMA organized a 1 and ½ day international workshop titled 'Strategies for Glacial Lake Outburst Flood (GLOF) Risk Reduction to create awareness amongst States/UTs and to review their efforts for GLOF Risk Reduction. At the

workshop, experts came from Nepal, Bhutan, Kazakhstan, Peru and Switzerland and shared best practices in the Andes, Alps and Himalayas.

- (b) No. In October 2020, NDMA issued the Guidelines on 'Management of Glacial Lake Outburst Floods (GLOFs)' and 'Compendium of Task Force Report on NDMA Guidelines Management of Glacial Lake Outburst Floods (GLOFs)' which contains roles and responsibilities, including actions to be taken by various stakeholders, for disaster risk management of GLOF.

Department of Water Resources, River Development and Ganga Rejuvenation, Ministry of Jal Shakti has been identified as the lead ministry for glacial studies.

- (c) The CoDRR mechanism paves the way for a whole-of-government approach and works with the objective of 'need to share' information, technology, assessment, scientific resources and networks, with the 6 related States/UTs. The over-arching idea is to arm the States/UTs with resources and information so that they can lead the effort to mitigate risks from such glacial lakes as exist in their jurisdiction. Results of CoDRR are outstanding – all States/UTs have formed GLOF Risk Reduction units and have focused resources on the problem.
- (d) Since 2011, National Remote Sensing Centre (NRSC) has utilized satellite remote sensing technology to consistently map over 7,500 glacial lakes (of the total 28,000 in IHR) across the India. Subsequently, Central Water Commission (CWC) has undertaken continuous monitoring of these lakes, publishing a fortnightly bulletin on high-risk glacial lakes from June to October, the period

most prone to GLOF events. NDMA has integrated the findings of these agencies into a consolidated and dynamic list of 195 high risk glacial lakes that are exhibiting rapid increases in surface area and could be susceptible to GLOF events.

- (e) The CoDRR International Level Workshops are designed to bring all stakeholders to a common platform to engage in scientific discourse and open avenues for collaboration. In line with the same, the aforementioned workshop, and has created collaboration for States/UTs with global experts, Indian academics and scientific institutions.

RECONSIDERATION OF RETIREMENT AGE

1505. SHRI TEJASVI SURYA:

Will the **PRIME MINISTER** be pleased to state:

(a) whether the Government proposes to revise the age of superannuation of all Government employees after completing a maximum service period of 30 years or completing 60 years as per the date of birth, whichever is earlier, so as to have uniformity in civil services and also provide an opportunity for youth of the Nation in light of the available data on eligible youth for employment i.e., those who are borne after 2000;

(b) if so, the details thereof;

(c) if not, whether there is any reconsideration regarding the age of retirement for Government employees; and

(d) the measures taken by the Government to provide more employment for the youth in civil services?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

(a) to (c): No such proposal is under consideration of the Government.

(d): Government is constantly engaged in formulation of policies, programmes and other measures for providing employment for the youth in civil services, based on the requirement as per Transaction of Business in the Government. Ministries/ Departments of the Central Government have been directed from time to time, to fill up vacant posts in a time bound manner. Rozgar Melas are organized by the Government for filling up vacancies in Mission Mode across all the Central Government Ministries/ Departments/ Central Public Sector Undertaking (CPSUs)/ Autonomous Bodies/ Education and Health Institutions etc. in a time bound manner, providing employment to youth in civil services.

महत्वपूर्ण खनिजों की नीलामी

1506. श्री प्रदीप कुमार सिंह :

क्या खान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या चूना पत्थर, सोना, लौह अयस्क, मैंगनीज निष्कर्षण जैसे महत्वपूर्ण खनिजों के लिए नीलामी आयोजित की जा रही है; और

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

कोयला मंत्री; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) और (ख): जी हां, चूना पत्थर, सोना, लौह अयस्क, मैंगनीज आदि सहित प्रमुख खनिजों के लिए 2015 में एमएमडीआर अधिनियम में संशोधन के बाद से नीलामियां की जा रही हैं। खान और खनिज (विकास और विनियमन) (एमएमडीआर) अधिनियम, 1957 को 12.01.2015 से एमएमडीआर संशोधन अधिनियम, 2015 के माध्यम से संशोधित किया गया था जिसके तहत अधिक पारदर्शिता लाने और विवेकाधिकार समाप्त करने के लिए खनिज रियायतें देने हेतु नीलामी व्यवस्था शुरू की गई थी। नीलामी की विधि यह भी सुनिश्चित करती है कि राज्य सरकारों को नीलामी प्रक्रिया से प्राप्त राजस्व का उचित हिस्सा मिले। इसके अलावा, एमएमडीआर संशोधन अधिनियम, 2023 ने केंद्र सरकार को अधिनियम की पहली अनुसूची के भाग घ में "महत्वपूर्ण और सामरिक" के रूप में विनिर्दिष्ट खनिजों के लिए खनन पट्टों की विशेष रूप से नीलामी करने का अधिकार दिया है।

2015 से 31 मार्च, 2021 तक 108 खनिज ब्लॉकों की नीलामी की गई। तथापि, 01.04.2021 से नीलाम किए गए खनिज ब्लॉकों की संख्या में तीन गुना से अधिक की वृद्धि हुई है और अब तक 333 खनिज ब्लॉकों की नीलामी की गयी है। 2015 से 15 राज्यों में 441 खनिज ब्लॉकों की नीलामी की गयी

है। केंद्र सरकार ने अगस्त 2023 में अधिनियम में संशोधन के बाद से अब तक 24 महत्वपूर्ण और सामरिक खनिज ब्लॉकों की नीलामी की है। ये नीलामियां आंध्र प्रदेश, बिहार, छत्तीसगढ़, गोवा, गुजरात, झारखंड, कर्नाटक, मध्य प्रदेश, महाराष्ट्र, ओडिशा, राजस्थान, तेलंगाना और उत्तर प्रदेश सहित विभिन्न राज्यों में की गई हैं। खनिज ब्लॉकों की नीलामी से राज्यों को मिलने वाले राजस्व में काफी वृद्धि हुई है।

अब तक नीलाम किए गए खनिज ब्लॉकों का ब्यौरा नीचे दिया गया है:

क्र. सं.	खनिज	नीलाम किए गए ब्लॉकों की संख्या
1	चूना पत्थर	151
2	लौह अयस्क	113
3	मैंगनीज	39
4	स्वर्ण	21
5	लौह अयस्क एवं मैंगनीज	9
6	लौह अयस्क एवं स्वर्ण	1
7	तांबा एवं स्वर्ण	1
8	अन्य	106
	कुल	441

ALMM FOR SOLAR MODULES

1507. SHRI ARVIND GANPAT SAWANT:

SHRIMATI BHARTI PARDHI:

SHRI SHRIRANG APPA CHANDU BARNE :

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

(a) whether proper implementation of Approved List of Models and Manufacturers (ALMM) for solar modules has faced several challenges during the last few years;

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

(c) whether the Government proposes to bring out a policy similar to the ALMM for solar modules for solar cells to ensure better quality of these items;

(d) if so, the time by which the final decision is likely to be taken in this regard;

(e) the steps taken by the Government to provide a boost to domestic manufacturing;

(f) whether there is a need to provide platform for India's growing energy sector especially in the segment of energy storage; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) and (b) Approved List of Models and Manufacturers (ALMM) for Solar PV Modules was first issued on 10.03.2021. As per the extant provisions regarding ALMM for solar PV modules, only the models and manufacturers included in ALMM List for solar PV modules, are eligible for use in Government Projects/ Government assisted Projects/ Projects under Government Schemes and Programmes/ Open Access / Net-Metering Projects, installed in the country, including projects set up for sale of electricity to Government under the Guidelines issued by Central Government under section 63 of Electricity Act, 2003 and amendment thereof, unless such projects are exempted from ALMM through some order / instruction issued by Ministry of New and Renewable Energy. Vide MNRE's O.M. dated 10.03.2023, the ALMM List for solar PV modules was held in abeyance for one financial year (2023-24) but has come into effect from 1st April 2024.

(c) and (d) Yes. A draft amendment to ALMM Order for implementation of ALMM (Approved List of Models and Manufacturers) for Solar PV Cells, was issued by Ministry of New and Renewable Energy (MNRE) on 07.09.2024 and comments were invited from the stakeholders till 21.10.2024. The matter is under examination in MNRE.

(e): The Ministry of New and Renewable Energy (MNRE), Government of India, has been consistently bringing out policies to boost domestic manufacturing of solar PV modules and other renewable energy equipments. Various initiatives taken, inter-alia, include those mentioned at **Statement**.

(f) and (g) Central Electricity Authority (CEA), has estimated energy storage requirement of 336.40 GWh by the year 2030 which includes 208.25 GW from Battery Energy Storage System (BESS) and 128.15 GWh from Pumped Storage Projects (PSP).

The Government has taken various steps to promote the energy storage in the country, which inter-alia include:

(i). Ministry of Heavy Industries (MHI), in June, 2021 launched Production Linked Incentive (PLI) scheme for the manufacturing of Advanced Chemistry Cells (ACC) Batteries of 50 GWh capacity annually. Out of total capacity, 10 GWh has been earmarked for grid scale stationary storage applications.

(ii). Ministry of Power in 2022 issued the Renewable Purchase Obligation (RPO) and Energy Storage Obligation (ESO) trajectory till 2029-30. The ESO of obligated entities shall gradually increase from 1.0% in FY 2023-24 to 4% by FY 2029-30.

(iii). Waiver of ISTS Charges for a period of 25 years for Hydro PSP and for a period of 12 years for BESS, subject to specified conditions.

(iv). 'National Framework for promoting Energy Storage Systems' for the development and deployment of technology agnostic Energy Storage Systems in the country has been issued.

(v). The Union Cabinet has approved Viability Gap Funding (VGF) scheme for development of 4,000 MWh of BESS projects by 2030-31, with a financial support of up to 40% of the capital cost as budgetary support in the form of VGF.

(vi). Ministry of Power, in 2023, has issued guidelines to promote development of Pumped Storage Projects (PSP).

STATEMENT

Initiatives taken to increase domestic production of solar PV modules and other renewable energy equipment., inter-alia, include:

(i) Production Linked Incentive (PLI) Scheme: The Government of India is implementing the Production Linked Incentive (PLI) Scheme for High Efficiency Solar PV Modules, for achieving domestic manufacturing capacity of Giga Watt (GW) scale in High Efficiency Solar PV modules, with an outlay of Rs. 24,000 crore. The Scheme is being implemented in two tranches. Tranche-I has an outlay of Rs. 4,500 crore, under which Letters of Award have been issued for setting up of 8,737 MW of fully integrated solar PV module manufacturing units. For Tranche-II with an outlay of Rs. 19,500 crore, Letters of Award have been issued for setting up of 39,600 MW of fully/partially integrated solar PV module manufacturing units.

(ii) Domestic Content Requirement (DCR): Under some of the current schemes of the MNRE, namely CPSU Scheme Phase-II, PM-KUSUM Components B and C, and PM Surya Ghar: Muft Bijli Yojana, wherein government subsidy is given, it has been mandated to source solar PV cells and modules from domestic sources.

(iii) Preference to 'Make in India' in Public Procurement: In accordance with Department for Promotion of Industry and Internal Trade (DPIIT) 'Public Procurement (Preference to Make in India), Order', MNRE had notified Purchase Preference (linked with local content) for RE sector which, inter-alia, identified list of all goods and services or works in respect of which there is sufficient local capacity and competition, and mandated that only "Class-I local supplier" shall be eligible to bid for the above goods/services/works with the mandate that minimum local content should be at least 50%.

(iv) Imposition of Basic Customs Duty on import of solar PV cells and modules: The Government has imposed Basic Customs Duty (BCD) on import of solar PV cells and modules, with effect from 01.04.2022.

(v) Discontinuation of Customs Duty Concessions: MNRE has discontinued issuance of Customs Duty Concession Certificates for import of material /equipment for initial setting up of solar PV power projects with effect from 02.02.2021.

(vi) Domestic Manufacturing in Wind Sector: MNRE has also put in place a procedure to enlist type and quality certified wind turbines under 'Revised List of

Models and Manufacturers' (RLMM). It also mandates that Hub and Nacelle assembly / manufacturing facility shall be in India. Around 31 different models of wind turbines are being manufactured in India by 14 different companies. The current annual production capacity of wind turbines in the country is around 18,000 MW.

(vii) Renewable Energy Research and Technology Development Programme

(RE-RTD): Ministry of New and Renewable Energy is implementing a “Renewable Energy Research and Technology Development Programme (RE-RTD)” through various research institutions and industry to develop indigenous technologies and manufacturing for widespread applications of new and renewable energy in efficient and cost-effective manner. The objective of the scheme is to support the R & D projects for technology development and demonstration in various areas of new and renewable energy such as solar photovoltaic systems, biogas systems, waste to energy systems, wind energy systems, hybrid systems, storage systems, hydrogen and fuels cells, geothermal, etc. with the ultimate aim of increasing share of renewables in the energy mix in the country. It provides up to 100% financial support to government/non-profit research organizations and up to 70% to industry, startups, private institutes, entrepreneurs, and manufacturing units.

4जी और 5जी कनेक्टिविटी सूचकांक

1508. श्री सुखजिंदर सिंह रंधावा:

क्या **संचार** मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने 4जी और 5जी कनेक्टिविटी की उपलब्धता और गुणवत्ता के संबंध में कोई सूचकांक तैयार किया है;
- (ख) यदि हां, तो पंजाब, विशेषकर गुरदासपुर और पठानकोट जिलों के संबंध में तत्संबंधी ब्यौरा क्या है;
- (ग) यदि नहीं, तो इसके क्या कारण हैं; और
- (घ) सरकार द्वारा पंजाब में नेटवर्क क्षमता का विस्तार करने के लिए क्या कदम उठाए जा रहे हैं और इस संबंध में प्रस्तावित योजना का ब्यौरा क्या है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) से (ग) 4जी और 5जी कनेक्टिविटी की उपलब्धता का आकलन उस क्षेत्र में संस्थापित 4जी और 5जी बीटीएस की संख्या से किया जाता है। पंजाब के गुरदासपुर और पठानकोट जिलों में 4जी प्रौद्योगिकी के क्रमशः लगभग 2865 और 1426 बीटीएस संस्थापित है। इसके अलावा पंजाब के गुरदासपुर और पठानकोट जिलों में 5जी प्रौद्योगिकी के क्रमशः 761 और 425 बीटीएस संस्थापित है।

भारतीय दूरसंचार विनियामक प्राधिकरण (ट्राई) 4जी और 5जी कनेक्टिविटी की गुणवत्ता के आकलन हेतु दिशानिर्देश जारी करता है और दूरसंचार सेवा प्रदाताओं द्वारा दी जाने वाली सेवाओं की गुणवत्ता (क्यूओएस) की निगरानी हेतु मानक निर्धारित करता है। क्यूओएस मानक के अनुपालन को सुनिश्चित करने हेतु इन मापदंडों का आकलन पूरे लाइसेंस प्राप्त सेवा क्षेत्र के लिए तिमाही आधार पर किया जाता है।

हाल ही में ट्राई ने दिनांक 2 अगस्त 2024 को मोबाइल नेटवर्क की सेवाओं की गुणवत्ता (क्यूओएस) के मानकों पर अपने संशोधित नियमों को अधिसूचित किया है। इस नियमों में 4जी और 5जी नेटवर्क हेतु सेवा की गुणवत्ता के आकलन के लिए नेटवर्क की उपलब्धता, उसकी पहुंच और स्थिरता के लिए मानक शामिल किए गए हैं।

(घ) सरकार ने सुदूरवर्ती और दुर्गम क्षेत्रों सहित देश के सभी सेवा से वंचित गांवों तक सेवा पहुंचाने हेतु 4जी सैचुरेशन परियोजना शुरू की है। इस परियोजना के तहत पंजाब राज्य के 47 गांवों की पहचान 4जी मोबाइल सेवाएं प्रदान करने के लिए की गई है। इन 47 गांवों में से 36 गांवों में 4जी सेवाएं शुरू की जा चुकी हैं।

SUB-STANDARD QUALITY OF FOOD SERVED IN EXPRESS TRAINS

1509. SHRI CHUDASAMA RAJESHBHAI NARANBHAI:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether Government is aware of the sub-standard quality of food service experienced by passengers on express trains;
- (b) if so, the number of complaints received during the last three years;
- (c) whether a digital platform has been created or proposed to be created for the redressal of customer issues related to food catering services and prices; and
- (d) if so, the details thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d): It is the continuous endeavour of Indian Railways (IR) to provide good quality and hygienic food to passengers as per the norms and standards of Food Safety and Standards Authority of India (FSSAI). Prompt and appropriate punitive action, including imposition of fines, disciplinary action, counselling, warning etc., is taken in case of catering related complaints.

There is a robust digital mechanism in place for redressal of all passenger service related complaints including catering issues through RailMadad.

अवैध खनन

1510. श्रीमती गनीबेन नागाजी ठाकोर:

क्या खान मंत्री यह बताने की कृपा करेंगे कि :

(क) अवैध खनन को रोकने के लिए सरकार द्वारा उठाए गए कदमों का ब्यौरा क्या है;

(ख) क्या सरकार ने विगत दस वर्षों के दौरान ऐसे कृत्यों में संलिप्त लोगों के विरुद्ध कोई कार्रवाई की है; और

(ग) यदि हां, तो तत्संबंधी राज्य-वार ब्यौरा क्या है?

कोयला मंत्री ; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) से (ग): खान और खनिज (विकास और विनियमन) (एमएमडीआर) अधिनियम, 1957 की धारा 23ग राज्य सरकार को खनिजों के अवैध खनन, ढुलाई एवं भंडारण को रोकने तथा उससे संबंधित उद्देश्यों के लिए नियम बनाने का अधिकार देती है। इसलिए, अवैध खनन पर नियंत्रण मुख्य रूप से राज्य सरकार की जिम्मेदारी है। केंद्र सरकार नीतिगत पहलों के माध्यम से समय-समय पर इन प्रयासों का समर्थन करती है तथा उन्हें बढ़ाती है। अवैध खनन की रोकथाम एवं नियंत्रण के लिए केंद्र सरकार द्वारा उठाए गए कुछ कदम निम्नलिखित हैं:

(i) एमएमडीआर अधिनियम, 1957 को एमएमडीआर (संशोधन) अधिनियम, 2015 के माध्यम से संशोधित किया गया, जिसमें धारा 21 और 23ग के साथ पठित धारा 30ख और 30ग में अन्य बातों के साथ-साथ अवैध खनन से निपटने के लिए कठोर दंडात्मक प्रावधान किए गए हैं। अवैध खनन को पांच वर्ष तक के कारावास तथा प्रति हेक्टेयर क्षेत्र पर पांच लाख रुपये तक के जुर्माने के साथ दंडनीय बनाया गया है। अवैध खनन से संबंधित अपराधों की शीघ्र सुनवाई के उद्देश्य से विशेष न्यायालयों की स्थापना के भी प्रावधान किये गये हैं।

(ii) एमएमडीआर अधिनियम, 1957 की धारा 5(2)(ख) के अनुसार, प्रमुख खनिजों के लिए खनन पट्टा प्रदान करने के लिए खनन योजना को पूर्वापेक्षा बनाया गया है। खनन योजना में खनिज भंडार, भूविज्ञान, आशिमकी (लिथोलॉजी), खनन के प्रकार, खनन क्षेत्र के पुनर्वास और बहाली आदि संबंधी अन्य आवश्यक विवरणों के अलावा, पांच वर्ष की अवधि के लिए उत्खनन के वार्षिक कार्यक्रम का ब्यौरा शामिल है।

(iii) खान मंत्रालय ने देश में अवैध खनन गतिविधि पर अंकुश लगाने के लिए अंतरिक्ष प्रौद्योगिकी का उपयोग करने हेतु आईबीएम के माध्यम से भास्कराचार्य इंस्टीट्यूट फॉर स्पेस एप्लीकेशन एंड जियो-

इंफॉर्मेटिक्स (बीआईएसएजी), गांधीनगर और इलेक्ट्रॉनिक्स एवं सूचना प्रौद्योगिकी मंत्रालय (एमईआईटीवाई) के सहयोग से खनन निगरानी प्रणाली (एमएसएस) विकसित की है।

**DEVELOPMENT OF THAWE JUNCTION OF BIHAR UNDER AMRIT BHARAT
STATION SCHEME**

1511. DR. ALOK KUMAR SUMAN:

Will the Minister of **RAILWAYS** be pleased to state:

(a) whether the Thawe Junction is being developed under Amrit Bharat Station Scheme in the State of Bihar and if so, the details thereof;

(b) whether the work has been started for the development of Thawe Junction under the Amrit Bharat Station Scheme if so, the details thereof and if not, the reasons therefor;

(c) whether the Government has given financial assistance for development of said junction under the Amrit Bharat Station Scheme and if so, the details thereof and if not, the reasons therefor;

(d) whether the Government is delaying the development of said Junction under the said Scheme due to unavailability of fund and if so, the details thereof; and

(e) the stipulated time for development of said Junction under the Amrit Bharat Station Scheme?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e) Ministry of Railways has launched 'Amrit Bharat Station Scheme' for development of Railway stations on Indian Railways. Amrit Bharat Station Scheme envisages development of stations on a continuous basis with a long-term approach.

It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, Executive Lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, etc.

as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 station have been identified under Amrit Bharat Station Scheme, out of which 98 stations, including Thawe station are located in the state of Bihar. The names of stations identified for development under Amrit Bharat Station Scheme in the state of Bihar are as following:

State	No. of Stations	Name of Stations
Bihar	98	Anugraha Narayan Road, Ara, Bakhtiyarpur, Banka, Banmankhi, BapudhamMotihari, Barahiya, Barauni, Barh, Barsoi Jn, Begusarai, Bettiah, Bhabua Road, Bhagalpur, Bhagwanpur, Bihar Sharif, Bihiya, Bikramganj, Buxar, Chausa, Chhapra, Dalsingh Sarai, Darbhanga, Dauram Madhepura, Dehri On Sone, Dholi, Dighwara, Dumraon, Durgauti, Fatuha, Gaya, Ghorasahan, Guraru, Hajipur Jn, Jamalpur, Jamui, Janakpur Road, Jaynagar, Jehanabad, Jhanjharpur, Kahalgaon, Karhagola Road, Katihar, Khagaria Jn, Kishanganj, Kudra, Labha, Laheria Sarai, Luckeesarai, Lakhminia, Madhubani, Maheshkhunt, Mairwa, Mansi Jn, Mokama, Munger,

		<p>Muzaffarpur, Nabinagar Road, Narkatiaganj, Naugachia, Paharpur, Patliputra, Patna, Piro, Pirpanti, Rafiganj, Raghunathpur, Rajendra Nagar, Rajgir, Ram Dayalu Nagar, Raxaul, Sabaur, Sagauli, Saharsa, Sahibpur Kamal, Sakri, Salauna, Salmari, Samastipur, Sasaram, Shahpur Patoree, Shivanarayanpur, Simri Bakhtiyarpur, Simultala, Sitamarhi, Siwan, Sonpur Jn, Sultanganj, Supaul, Taregna, Thakurganj, Thawe, Arariya Court, Chakia, Nawadah, Motipur, Ekma, Mashrakh</p>
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For development works at Thawe station, tenders have been awarded and works of extension of platforms, improvement of platform surfacing, platform shelters, toilets, circulating area, parking facilities, approach road improvement, etc. have been taken up.

The details of allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise under Plan Head-53 'Customer Amenities' and not work-wise or Station-wise or State wise. The state of Bihar is covered by four zones viz. Eastern Railway, East Central Railway, North Eastern Railway and Northeast Frontier Railway. The allocation for the financial year 2024-25 for these

zones is Rs 2166 Crores. The allocation is sufficient for the ongoing projects on these zones.

Further, development/redevelopment/upgradation of Railway Stations is complex in nature involving safety of passengers and trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance, etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities, (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

STARTUP UNDER SAMRIDH

1512. SHRI RAJU BISTA:

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

(a) whether the Government has successfully launched the second cohort of Startup Accelerator of MeitY for Product Innovation, Development and Growth (SAMRIDH) to further support and accelerate Indian startups and if so, the key objectives and details of this initiative;

- (b) the details to foster innovation and development among startups in the field of electronics and IT since its start under the said scheme;
- (c) the number of startups that have benefited from the said scheme in the State of West Bengal so far;
- (d) the steps taken by the Government to promote startups from tier 2 and tier 3 cities like Siliguri, Darjeeling and Kalimpong; and
- (e) whether the Government further plans to expand such startup initiative in other sectors to promote innovation and entrepreneurship in the country and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY; AND
MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND INFORMATION
TECHNOLOGY (SHRI JITIN PRASADA):**

- (a) and (b): The Startup Accelerator of MeitY for Product Innovation, Development, and Growth (SAMRIDH) programme was launched in August 2021 for a period of three years (further extended for one year) to accelerate around 300 Startups through existing and upcoming Accelerators. At present, under the SAMRIDH programme, 175 startups have been selected and accelerated through 22 selected accelerators spread across 12 states of India, in the focused areas of Health-tech, Ed-tech, Agri-tech, Consumer-tech, Fin-tech, Software as a Service (SaaS), and sustainability. The government has launched the second cohort of SAMRIDH to support 125 startups through potential accelerators.

(c): Under the first cohort of SAMRIDH scheme, IIM Calcutta Innovation Park, IIM Calcutta was selected as one of the SAMRIDH Accelerator. The allocated cohort size of startups to IIM Calcutta Innovation Park is of 10 Startups.

(d) and (e): The Government of India is making continuous efforts to promote IT industry in smaller cities and towns and has initiated multiple schemes and programmes for growth of IT industry in this regard. Today India is recognized as IT Hub worldwide.

The Software Technology Park (STP) is the one of the most important schemes in this effort. Under this scheme, Software Technology Parks have been established in 65 cities across India with 57 centres in Tier-2 and Tier-3 cities like Durgapur, Haldia, Kharagpur, Siliguri etc. The STP centres provide incubator facility which help entrepreneurs to convert their innovative ideas into startups. The incubator facility provides opportunity of meeting with investors like Venture Capitalists (VCs), mentors from IITs/NITs/Industry and networking opportunity with IT professionals etc.

Further, MeitY has initiated the 'Gen-Next Support for Innovative Startups (GENESIS)' Scheme with the aim to strengthen the startup ecosystem in Tier-II and Tier-III cities across India. The scheme envisages scaling up about 1,600 technology startups, to discover, nurture and grow technology startups with an outlay of Rs. 490 Crore over period of five years. Under GENESIS, Indian Institute of Science Education and Research (IISER),Nadia, West Bengal has been selected as one of the Implementing Agency.

सेमीकंडक्टर की मांग को पूरा करने के लिए आयात

1513.श्री चिन्तामणि महाराज:

क्या इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री यह बताने की कृपा करेंगे कि:

- (क) देश की सेमीकंडक्टर की मांग को पूरा करने के लिए कितनी मात्रा में आयात किया जा रहा है; और
(ख) सरकार द्वारा उक्त आयात को कम करने के लिए सेमीकंडक्टर विनिर्माण पारिस्थितिकी तंत्र को बढ़ावा देने के लिए क्या उपाय किए जा रहे हैं?

वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय में राज्य मंत्री (श्री जितिन प्रसाद):

(क): वाणिज्यिक खुफिया और सांख्यिकी महानिदेशालय (डीजीसीआईएस) पोर्टल के अनुसार, वित्त वर्ष 2023-24 में हार्मोनाइज्ड सिस्टम ऑफ नोमेनक्लेचर (एचएसएन) कोड 85423100 (मोनोलिथिक इंटीग्रेटेड सर्किट - डिजिटल), 85423200 (मेमोरी), 85423300 (एम्पलीफायर), 85423900 (अन्य) और 85429000 (इलेक्ट्रॉनिक इंटीग्रेटेड सर्किट और माइक्रो असेंबली के हिस्से) के लिए सेमीकंडक्टर चिप का आयात मूल्य 20.7 बिलियन अमेरिकी डॉलर (~ 1,71,483 करोड़ रुपये) है।

(ख): सरकार ने देश में सेमीकंडक्टर और डिस्प्ले मैन्युफैक्चरिंग इकोसिस्टम के विकास के लिए 76,000 करोड़ रुपये के कुल परिव्यय के साथ सेमीकॉन इंडिया कार्यक्रम को मंजूरी दे दी है। यह कार्यक्रम निम्न प्रदान करता है:

1. भारत में सिलिकॉन पूरक धातु-ऑक्साइड-सेमीकंडक्टर (सीएमओएस) आधारित सेमीकंडक्टर फैब्स की स्थापना के लिए समरूप आधार पर परियोजना लागत के 50% की राजकोषीय सहायता।

2. भारत में डिस्प्ले फैब्स की स्थापना के लिए समरूप आधार पर परियोजना लागत के 50% की राजकोषीय सहायता।
3. भारत में कंपाउंड सेमीकंडक्टर/सिलिकॉन फोटोनिक्स (एसआईपीएच)/सेंसर (माइक्रो-इलेक्ट्रो-मैकेनिकल सिस्टम सहित), फैब/डिस्क्रीट सेमीकंडक्टर फैब और सेमीकंडक्टर असेंबली, टेस्टिंग, मार्किंग और पैकेजिंग (एटीएमपी)/आउटसोर्स सेमीकंडक्टर असेंबली और टेस्ट (ओएसएटी) सुविधाओं की स्थापना के लिए समरूप आधार पर पूंजीगत व्यय के 50% का राजकोषीय समर्थन।
4. प्रति आवेदन ₹15 करोड़ की उच्चतम सीमा के अध्यक्षीन पात्र व्यय के 50% तक का उत्पाद डिजाइन संबद्ध प्रोत्साहन और चिप डिजाइन को प्रोत्साहित करने के लिए प्रति आवेदन ₹30 करोड़ की उच्चतम सीमा के अध्यक्षीन 5 वर्षों में निवल बिक्री कारोबार के 6% से 4% का "परिनियोजन संबद्ध प्रोत्साहन" भी।

सरकार ने कुशलता और साइकल टाइम बढ़ाने के लिए सेमी-कंडक्टर प्रयोगशाला, मोहाली के आधुनिकीकरण को भी मंजूरी दी है।

सेमीकॉन इंडिया कार्यक्रम के तहत, सरकार ने पहले ही लगभग 1 लाख 52 हजार करोड़ रुपये के संचयी निवेश के साथ पांच (5) सेमीकंडक्टर परियोजनाओं को मंजूरी दे दी है। इसके अलावा, भारतीय उत्पादों के लिए चिप्स डिजाइन करने के लिए डिजाइन लिंकड प्रोत्साहन योजना के तहत 15 सेमीकंडक्टर डिजाइन कंपनियों को भी मंजूरी दी गई है। इसके अतिरिक्त, 41 सेमीकंडक्टर डिजाइन कंपनियों को चिप्स (जिसे ईडीए उपकरण कहा जाता है) को डिजाइन करने के लिए आवश्यक उपकरणों तक पहुंच के लिए अनुमोदन दिया गया है। इन चिप्स को सी-डैक बंगलुरु में चिपआईएन सेंटर में राष्ट्रीय ईडीए टूल ग्रिड सेटअप द्वारा उपलब्ध कराया जा रहा है।

चिप डिजाइन के लिए कुशल जनशक्ति तैयार करने के लिए, सरकार ने चिप्स टू स्टार्टअप ('सी 2 एस') कार्यक्रम शुरू किया जिसमें वीएलएसआई और एम्बेडेड सिस्टम डिजाइन में लगभग 113 प्रतिभागी संस्थानों में 85 हजार विशेष कर्मचारियों को प्रशिक्षित करने की योजना है।

TIDAL ENERGY POTENTIAL

1514. SHRI MAGUNTA SREENIVASULU REDDY:

Will the **MINISTER OF NEW AND RENEWABLE ENERGY** be pleased to state:

- (a) whether the Government has assessed the potential and the exploitable potential of ocean energy in the country, if so, the details thereof and the works carried out in this regard;
- (b) whether the Government has conducted any assessment to determine the economic viability and benefits of ocean energy, if so, details thereof;
- (c) the details regarding the funds allocated and utilised for research and development of ocean energy, during each of the last five years, institution-wise;
- (d) whether the Government has conducted any environmental impact assessment of ocean energy power plants, if so, details thereof and if not, the reasons therefor;
- (e) the details regarding the R & D/pilot project proposals received and approved under the Renewable Energy Research and Technology Development Programme (RE-RTD) for tidal power; and

- (f) whether the Government has any schemes/plans/initiatives to set up new ocean energy power plants in the country, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) The Ministry has assessed the Tidal Power Potential of 12,455 MW and Wave Power Potential of 41,300 MW in the country in December 2014. The exploitable potential of ocean energy has not been assessed in the country.

(b) No

(c) No fund has been allocated by Ministry, so far.

(d) No, Ocean energy-based power plants are still at R & D stage.

(e) The Ministry received 22 nos. of project proposals under the RE-RTD Programme. Approval has been accorded to two proposals.

(f) The RE-RTD Programme has a provision of financial support for promotion of indigenous technology development for wide spread deployment of new and renewable energy, including ocean energy. The Ministry provides up to 100% financial support to Government/non-profit research organizations and upto 70% to Industry, start-ups, private Institutes, entrepreneur, and manufacturing units.

COAL BLOCK ALLOCATION

1515. SHRI ADHIKARI DEEPAK DEV:

Will the Minister of **COAL** be pleased to state:

(a) whether there is any change in Coal Block allocation and if so, the details thereof;

(b) the details of Coal Block allocation along with name of Block allote during the last five years; and

(c) the number of blocks are operational after allotment?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY) :

(a): The policy for auction of coal blocks for sale of coal on revenue sharing basis under the Coal Mines (Special Provisions) Act, 2015 [CMSP Act] and the Mines and Minerals (Development and Regulation), Act, 1957 [MMDR Act] was issued on 28.05.2020. Since then all the coal blocks have been allocated for sale of coal through auctions.

(b): Details of coal block allocation (both through auction and allotment route) along with name of block allocatee during the last five years is at **Statement**.

(c): 37 coal blocks allocated through allotment route are operational.

STATEMENT

Details of coal blocks allocated during the last five years						
S. No.	Name of Coal Mine	State	CMSP Act /MMDR Act	Successful Bidder / Allottee	Auction/ Allotment	Vesting order /Allotment order date
1-2	Durgapur-II/Taraimar and Durgapur-II/Saria	Chhattisgarh	CMSP	KPCL	Allotment	02-03-2020
3	Bhaskarpara	Chhattisgarh	CMSP	Prakash Industries Limited	Auction	18-11-2021
4	Gare Palma IV/7	Chhattisgarh	CMSP	Sarda Energy and Minerals Limited	Auction	08-03-2021
5	Gare Palma IV/1	Chhattisgarh	CMSP	Jindal Power Limited	Auction	08-03-2021

6	Jhigador	Chhattisgarh	MMDR	CG Natural Resources Private Ltd	Auction	18-11-2021
7	Khargaon	Chhattisgarh	MMDR	CG Natural Resources Private Ltd	Auction	18-11-2021
8	Gare Palma IV/6	Chhattisgarh	CMSP	Jindal Steel and Power Limited	Auction	10-10-2022
9	Barra	Chhattisgarh	MMDR	Bharat Aluminium Company Ltd	Auction	12-12-2022
10-11	Gare Palma IV/2 and Gare Palma IV/3	Chhattisgarh	CMSP	Jindal Power Limited	Auction	02-05-2023
12	Datima	Chhattisgarh	CMSP	Shree Cement Limited	Auction	08-06-2023

13	Gare Palma Sector-I	Chhattisgarh	CMSP	Jindal Power Limited	Auction	08-06- 2023
14	Purunga	Chhattisgarh	MMDR	CG Natural Resources Private Limited	Auction	08-06- 2023
15	Sherband	Chhattisgarh	MMDR	Nilkanth Coal Mining Private Limited	Auction	14-12- 2023
16	Baisi	Chhattisgarh	MMDR	Indermani Mineral India Pvt Ltd	Auction	01-08- 2024
17	Sugia Closed Mine	Jharkhand	CMSP	Jharkhand State Mineral Development Corporation	Allotment	22-09- 2020
18	Tokisud North	Jharkhand	CMSP	NMDC	Allotment	17-08- 2020

19	Rajhara North (Central and Eastern)	Jharkhand	CMSP	Fairmine Carbons Private Limited	Auction	03-03-2021
20	Gondulpara	Jharkhand	CMSP	Adani Enterprises Limited	Auction	08-03-2021
21	Urma Paharitola	Jharkhand	CMSP	Aurobindo Reality And Infrastructure Private Limited	Auction	03-03-2021
22	Brahmdiha	Jharkhand	CMSP	Andhra Pradesh Mineral Development Corporation Limited	Auction	02-03-2021
23	Chakla	Jharkhand	CMSP	Hindalco Industries Ltd	Auction	03-03-2021

24	Jogeshwar and Khas Jogeswar	Jharkhand	CMSP	South West Pinnacle Exploration Limited	Auction	18-11-2021
25	Rohne	Jharkhand	CMSP	NMDC	Allotment	18-06-2021
26-27	Brinda and Sasai	Jharkhand	CMSP	Dalmia Cement (Bharat) Limited	Auction	10-10-2022
28	Rauta Closed	Jharkhand	CMSP	Shreesatya Mine Private Limited	Auction	18-11-2021
29	Basantpur	Jharkhand	MMDR	Gangaramchak Mining Pvt Ltd	Auction	12-12-2022
30	Jitpur	Jharkhand	CMSP	Terri Mining Private Ltd	Auction	17-01-2023
31	Tokisud Block-II	Jharkhand	MMDR	Twenty First Century Mining	Auction	08-02-2023

				Private Limited		
32	Sitanala	Jharkhan d	CMSP	JSW Steel Limited	Auction	08-06- 2023
33	Choritand Tiliaya	Jharkhan d	CMSP	Rungta Metals Private Limited	Auction	08-06- 2023
34	Binja	Jharkhan d	MMDR	Assam Mineral Development Corporation Limited	Auction	08-06- 2023
35	Burakhap Small Patch	Jharkhan d	CMSP	Shreesatya Mines Private Limited	Auction	08-06- 2023
36	Parbatpur Central	Jharkhan d	CMSP	JSW Steel Limited	Auction	08-06- 2023
37	Patal East (Eastern Part)	Jharkhan d	CMSP	RCR Steel Works	Auction	08-06- 2023

				Private Limited		
38	North Dhadu (Eastern Part)	Jharkhan d	CMSP	NTPC	Auction	14-12- 2023
39	North Dhadu (Western Part)	Jharkhan d	CMSP	NLCIL	Auction	14-12- 2023
40	Babupara East	Jharkhan d	MMDR	Rungta Sons Private Limited	Auction	01-08- 2024
41	Dumri	Jharkhan d	CMSP	S M Steels and Powver Limited	Auction	01-08- 2024
42	Duni Central	Jharkhan d	MMDR	Bull Mining Private Limited	Auction	01-08- 2024

43	Lalgarh South	Jharkhan d	MMDR	Rungta Sons Private Limited	Auction	01-08- 2024
44	South of Damuda	Jharkhan d	MMDR	Rungta Sons Private Limited	Auction	01-08- 2024
45	Rabodih OCP	Jharkhan d	CMSP	Twenty First Century Mining Private Limited	Auction	08-10- 2024
46	Bikram	Madhya Pradesh	CMSP	Birla Corp. Ltd	Auction	10-02- 2020
47	Brahampu ri	Madhya Pradesh	CMSP	Birla Corp. Ltd	Auction	10-02- 2020
48	Urtan North	Madhya Pradesh	CMSP	JMS Mining Private Limited	Auction	03-03- 2021
49	Sahapur West	Madhya Pradesh	CMSP	Sarda Energy And Minerals Limited	Auction	03-03- 2021

50-51	Gotitoria (East) and (West)	Madhya Pradesh	CMSP	Boulder Stone Mart Pvt Ltd	Auction	18-11-2021
52	Urtan	Madhya Pradesh	MMDR	JMS Mining Private Limited	Auction	03-03-2021
53	Dhirauli	Madhya Pradesh	MMDR	Stratatech Mineral Resources Private Limited	Auction	03-03-2021
54	Bandha	Madhya Pradesh	MMDR	EMIL Mines And Mineral Resources Limited	Auction	03-03-2021
55	Gonbahera Ujheni East	Madhya Pradesh	MMDR	MP Natural Resources Private Limited	Auction	10-10-2022

56	Beheraba nd North Ext.	Madhya Pradesh	MMDR	Auro Coal Private Limited	Auction	10-10- 2022
57	Maiki North	Madhya Pradesh	MMDR	Maiki South Mining Pvt. Ltd.	Auction	12-12- 2022
58	Bandha North	Madhya Pradesh	MMDR	Jaiprakash Power Ventures Limited	Auction	12-12- 2022
59	Marki Barka	Madhya Pradesh	CMSP	Birla Corp. Ltd	Auction	17-01- 2023
60	Arjuni East	Madhya Pradesh	MMDR	Ultratech Cement Limited	Auction	08-06- 2023
61	Arjuni West	Madhya Pradesh	MMDR	Ganga Khanij Private Limited	Auction	08-06- 2023
62	Gondbahe ra Ujheni	Madhya Pradesh	MMDR	MP Natural Resources	Auction	08-06- 2023

				Private Limited		
63	Mandla North	Madhya Pradesh	CMSP	Dalmia Cement (Bharat) Limited	Auction	08-06-2023
64	Marwatola – VI	Madhya Pradesh	MMDR	JSW Cement Limited	Auction	08-06-2023
65	Marwatola – VII	Madhya Pradesh	MMDR	Rama Cement Industries Private Limited	Auction	08-06-2023
66	Pathora East	Madhya Pradesh	MMDR	Shri Bajrang Power and Ispat Limited	Auction	14-12-2023
67	Pathora West	Madhya Pradesh	MMDR	Shri Bajrang Power and Ispat Limited	Auction	14-12-2023
68	Mara II Mahan	Madhya Pradesh	CMSP	Mahan Energen Ltd	Auction	01-08-2024

69	Lamatola	Madhya Pradesh	MMDR	ACC Limited	Auction	01-08-2024
70	West of Shahdol (South)	Madhya Pradesh	MMDR	JK Cement Ltd.	Auction	01-08-2024
71	Marki Mangli-II	Maharashtra	CMSP	Yazdani International Private Limited	Auction	03-03-2021
72	Gondkhari	Maharashtra	CMSP	Adani Power Maharashtra Ltd	Auction	18-11-2021
73	Takli-Jena-Bellora (North) and Takli-Jena-Bellora (South)	Maharashtra	CMSP	Aurobindo Reality And Infrastructure Private Limited	Auction	03-03-2021

74	Bhivkund	Maharashtra	MMDR	Sunflag Iron and Steel Company Limited	Auction	18-11-2021
75	Marki Mangli-IV	Maharashtra	CMSP	Sobhagya Mercantile Limited	Auction	17-01-2023
76	Dahegaon -Gowari	Maharashtra	MMDR	Ambuja Cements Limited	Auction	08-06-2023
77	Kalambi Kalmeshwar (Western Part)	Maharashtra	MMDR	Samlok Industries Private Limited	Auction	16-06-2023
78	North West of Madheri	Maharashtra	MMDR	MH Natural Resources Private Limited	Auction	08-06-2023
79	Utkal-A	Odisha	CMSP	MCL Ltd	Allotment	18-11-2021

80	Mandakini	Odisha	CMSP	KPCL	Allotment	02-03-2020
81	Jamkhani	Odisha	CMSP	Vedanta Ltd	Auction	10-02-2020
82	Radhikapu r West	Odisha	CMSP	Vedanta Ltd	Auction	03-03-2021
83	Kuraloi (A) North	Odisha	MMDR	Vedanta Ltd	Auction	03-09-2021
84	Utkal-C	Odisha	CMSP	Jindal Steel and Power Limited	Auction	10-10-2022
85- 86	Utkal B1 and B2	Odisha	CMSP	Jindal Steel and Power Limited	Auction	10-10-2022
87	Bijahan	Odisha	CMSP	Mahanadi Mines and Minerals Pvt. Ltd.	Auction	10-10-2022
88	Bankhui	Odisha	MMDR	Yazdani Steel and	Auction	10-10-2022

				Power Limited		
89	Alaknanda	Odisha	MMDR	Rungta Sons Pvt Ltd.	Auction	12-12-2022
90	Baitarni West	Odisha	CMSP	Gujarat Mineral Development Corporation Ltd	Auction	08-06-2023
91	Burapahar	Odisha	MMDR	Gujarat Mineral Development Corporation Ltd	Auction	08-06-2023
92	Chendipada (Revised)	Odisha	CMSP	Rungta Sons Private Limited	Auction	08-06-2023
93	Sakhigopala – B Kankili	Odisha	MMDR	Rungta Sons Private Limited	Auction	08-06-2023

94	Meenakshi West	Odisha	MMDR	Hindalco Industries Ltd	Auction	14-12- 2023
95	Kudanali Lubri	Odisha	MMDR	Gujarat Mineral Development Corporation Ltd	Auction	05-09- 2024
96	Machhaka ta (Revised)	Odisha	CMSP	NLC India Limited	Auction	05-09- 2024
97	Sakhigopa I-B Kakurhi	Odisha	MMDR	TANGEDCO	Auction	05-09- 2024
98- 99	Ghogharp alliand Its dip extension	Odisha	MMDR	Vedanta Limited	Auction	10-06- 2024
100	East of Damogori a	West Bengal	CMSP	BCCL	Allotmen t	21-11- 2019

101	Jaganathpur B	West Bengal	CMSP	Powerplus Traders Pvt. Ltd	Auction	13-02-2020
102	Kasta East	West Bengal	CMSP	Jitusol developers Pvt Ltd	Auction	12-12-2022
103	Kagra Joydev	West Bengal	CMSP	Orissa Metallurgical Industry Private Limited	Auction	08-06-2023
104	Binodpur Bhabhaniganj	West Bengal	MMDR	JMS Mining Private Limited	Auction	01-08-2024
105	Koilajan	Assam	MMDR	Assam Mineral Development Corporation Limited	Auction	10-10-2022
106	Garampani	Assam	MMDR	Assam Mineral	Auction	10-10-2022

				Development Corporation Limited		
107	Namchik Namphuk	Arunachal Pradesh	CMSP	Coal Pulz Private Limited	Auction	17-08- 2023

FINANCIAL CONDITION OF MTNL EMPLOYEES

1516. SHRI ANIL YESHWANT DESAI:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) the financial position, number of employees and assets and liabilities of MTNL prior to 2020 when VRS was offered to its employees and the number of employees and financial condition of the MTNL as on March 31, 2024;
- (b) whether Government made any assessment about the reasons for such huge losses incurred by the State- run-undertaking if so, the details thereof; and
- (c) whether any responsibility against those officers or employees who have ever been fixed, if so, the details thereof and if not, the reasons therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT; AND
MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS**

(DR. CHANDRA SEKHAR PEMMASANI) :

(a) to (c) The number of employees in MTNL was 21,708 as on 31.03.2019, which has gone down to 3,309 as on 31.03.2024. The details in respect of financial position and assets and liabilities of MTNL is published by MTNL in its annual report and available on its website.

MTNL has been incurring losses mainly due to stiff competition in the mobile segment, absence of 4G services, debt burden and high employee cost.

POSTAL EXPORT CENTRES

1517. SHRI Y S AVINASH REDDY:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) the number of Postal Export centres targeted to be set up by the Government across the country;
 - (b) the State-wise details thereof;
 - (c) the types of goods to be exported by the Government from these centres;
- and
- (d) the countries with whom the Government is making MoUs for e-exports?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT; AND

MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS

(DR. CHANDRA SEKHAR PEMMASANI):

(a) At the time of the formulation of scheme, one “Dak Ghar Niryat Kendra” (post office export centre) was planned to be setup in every district. So far, Government has set up 1013 Dak Ghar Niryat Kendras across the country to promote exports through the post office network. These Dak Ghar Niryat Kendras facilitate cross border e-commerce and enable artisans, weavers, craftsmen and Micro, Small and Medium Enterprises in the hinterland to reach international markets.

(b) State-wise details of the 1013 Dak Ghar Niryat Kendras are attached as

Statement-I;

(c) Various types of goods and products are exported through Dak Ghar Niryat Kendras, which include gem stones and imitation jewelry, fabric and apparel, leather products, handicrafts, ayurvedic and herbal products, spices, musical instruments, watches, home appliances, tea and coffee, other consumer goods, etc.;

(d) Department of Posts has entered into multilateral and bilateral agreements and started ‘International Tracked Packet Service’ to 41 countries as per the details in **Statement-II**. During 2023-24 around 13.48 lakh such shipments were booked for these countries.

STATEMENT -I

Details of number of Dak Ghar Niryat Kendras (DNKs) set up State-wise and

Union Territory-wise

State	Number of DNKs set up
Andhra Pradesh	29
Arunachal Pradesh	23
Assam	36
Bihar	46
Chhattisgarh	40
Goa	5
Gujarat	48
Haryana	31
Himachal Pradesh	18
Jharkhand	26
Karnataka	76
Kerala	21
Madhya Pradesh	57
Maharashtra	64
Manipur	16
Meghalaya	12
Mizoram	11
Nagaland	15
Odisha	35

Punjab	26
Rajasthan	53
Sikkim	1
Tamil Nadu	64
Telangana	38
Tripura	8
Uttar Pradesh	93
Uttarakhand	18
West Bengal	30
Union Territories	
Andaman and Nicobar Islands	3
Chandigarh	3
Dadar and Nagar Haveli, Daman and Diu	3
Delhi	33
Jammu and Kashmir	26
Ladakh	2
Lakshadweep	1
Puducherry	2
Total	1013

STATEMENT -II**List of countries with International Tracked Packet Service (ITPS)**

S. No	Country	S.No	Country
1	Aruba	21	Jersey
2	Australia	22	Korea (Republic)
3	Belarus	23	Lithuania
4	Bhutan	24	Malaysia
5	Canada	25	Mongolia
6	Cambodia	26	Morocco
7	Chile	27	Myanmar
8	China	28	Netherlands
9	Curacao	29	New Zealand
10	Dominican Republic	30	Oman
11	Egypt	31	Philippines

12	Estonia	32	Singapore
13	France	33	Solomon Island
14	Georgia	34	Sri Lanka
15	Germany	35	Svalbard and Jan Mayen
16	Gibraltar	36	Thailand
17	Great Britain	37	Tuvalu
18	Hong Kong	38	Ukraine
19	Indonesia	39	United Arab Emirates
20	Japan	40	United States of America
		41	Vietnam

PDS IN KARNATAKA

1518. SHRI BASAVARAJ BOMMAI:

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

- (a) the details of funds sanctioned, allocated and utilized under Public Distribution System (PDS) within Karnataka during the last three years;
- (b) the details of items being provided through PDS across the country including Karnataka;
- (c) the details of the number of beneficiaries under PDS within Karnataka;
- (d) whether any steps have been/are being taken by the Department of Food and Public Distribution to address issues of transparency and leakages in the Targeted Public Distribution System (TPDS) through end-to-end computerization; and
- (e) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION
(SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):**

(a): State wise funds are not allocated towards food subsidy by the Ministry of Finance, Government of India. Department of Food and Public Distribution (DFPD) reimburse the expenditure incurred by States that have opted Decentralized Procurement (DCP) mode on distribution of Food grains under Central Sector Schemes. Other States lift the food grains from Food Corporation of India (FCI) as per allocation earmarked by DFPD.

The details of the Food Subsidy reimbursed for distribution of food grains to NFSA beneficiaries in Karnataka for the last three years is as under:

Financial Year	Amount released (Rupees in Crore)
2021-22	1682.12
2022-23	2191.75
2023-24	1222.13

(b): The details of items being provided through PDS across the country including Karnataka is enclosed at **Statement – I**.

(c): The details of the number of beneficiaries within Karnataka are attached at **Statement –II**.

(d) and (e): As part of the 'End to end Computerization of TPDS operations' scheme, with the aim to improve the efficiency and transparency of the PDS and to address various challenges such as leakages and diversion of foodgrains, ration cards/beneficiaries database have been completely digitized in all States/UTs. The transparency portal and online

grievance redressal facility/Toll-free number have been implemented in all States/UTs. Also, the online allocation has been implemented in all States/UTs (except UTs of Chandigarh, Puducherry and urban areas of Dadra and Nagar Haveli which have adopted the DBT Cash Transfer Scheme) and the supply chain has been computerized in 31 States/UTs. Further, more than 5.41 Lakh out of a total 5.43 Lakh Fair Price Shops (FPSs) in the country have been automated by installing ePoS devices for the distribution of foodgrains in a transparent manner (electronically) through biometric/Adhaar authentication of beneficiaries.

STATEMENT -I

Allocation of foodgrains under TPDS/NFSA during 2021-22 to 2024-25

In thousand tons

SNO	STATE/UT	2021-22			2022-23			2023-24			2024-25		
		WHEAT	RICE	COARSE GRAIN	WHEAT	RICE	COARSE GRAIN	WHEAT	RICE	COARSE GRAIN	WHEAT	RICE	COARSE GRAIN
1	ANDHRA PRADESH	22.068	1849.776	0.000	22.068	1849.776	0.000	22.068	1822.260	27.516	22.068	1849.776	0.000
2	ARUNACHAL PRADESH	0.000	88.996	0.000	0.000	88.996	0.000	0.000	88.996	0.000	0.000	88.996	0.000
3	ASSAM	66.726	1628.000	0.000	66.195	1628.935	0.000	66.195	1628.935	0.000	66.195	1628.935	0.000
4	BIHAR	2210.840	3316.260	0.000	1289.657	4237.444	0.000	1105.420	4421.680	0.000	1434.382	4092.718	0.000
5	CHHATTISGARH	0.000	1384.056	0.000	0.000	1384.056	0.000	0.000	1384.056	0.000	0.000	1384.056	0.000
6	DELHI	356.472	92.210	0.000	283.759	164.934	0.000	291.082	157.694	0.000	269.282	179.521	0.000
7	GOA	9.405	49.640	0.000	9.405	49.640	0.000	9.405	49.640	0.000	9.405	49.640	0.000

8	GUJARAT	1487.400	688.342	0.000	1056.765	1128.610	0.000	907.799	1175.297	128.138	1071.028	1097.944	77.946
9	HARYANA	795.000	0.000	0.000	727.500	0.000	67.500	659.000	0.000	136.000	654.360	0.000	140.640
10	HIMACHAL PRADESH	322.624	185.396	0.000	322.624	185.396	0.000	322.624	185.396	0.000	322.309	185.709	0.000
11	JHARKHAND	689.960	1034.940	0.000	406.142	1337.588	0.000	350.204	1400.816	0.000	454.674	1297.320	0.000
12	KARNATAKA	0.000	2052.719	556.101	0.000	2138.544	470.292	0.000	1908.836	700.000	0.000	2325.065	283.771
13	KERALA	265.059	1159.990	0.000	205.043	1219.015	0.991	187.033	1237.498	0.517	187.551	1237.498	0.000
14	MADHYA PRADESH	2374.379	791.460	0.000	1488.767	1770.679	0.237	1374.433	2061.649	0.000	1743.740	1750.055	0.000
15	MAHARASHTRA	2584.092	2021.100	0.000	1812.238	2792.950	0.000	1657.868	2947.320	0.000	1825.857	2779.331	0.000
16	MANIPUR	0.000	130.994	0.000	0.000	136.172	0.000	0.000	136.286	0.000	0.000	138.037	0.000
17	MEGHALAYA	21.947	154.351	0.000	21.947	154.351	0.000	21.947	154.351	0.000	21.947	154.351	0.000
18	MIZORAM	0.000	65.758	0.000	0.000	65.758	0.000	0.000	65.758	0.000	0.000	65.758	0.000
19	NAGALAND	0.000	138.058	0.000	0.000	138.058	0.000	0.000	138.058	0.000	0.000	138.058	0.000

20	ORISSA	297.876	1946.355	0.000	49.862	2199.843	0.000	0.000	2251.617	0.000	119.436	2133.769	0.000
21	PUNJAB	870.120	0.000	0.000	870.120	0.000	0.000	870.120	0.000	0.000	870.120	0.000	0.000
22	RAJASTHAN	2770.584	0.000	0.000	2770.584	0.000	0.000	2770.584	0.000	0.000	2770.584	0.000	0.000
23	SIKKIM	3.554	40.770	0.000	3.554	40.770	0.000	3.554	40.771	0.000	3.554	40.771	0.000
24	TAMIL NADU	367.775	3309.977	0.000	146.619	3529.762	1.371	102.781	3570.513	4.458	154.058	3521.804	1.889
25	TELANGANA	41.949	1296.051	0.000	41.949	1296.051	0.000	41.949	1296.051	0.000	46.137	1291.669	0.000
26	TRIPURA	38.062	233.169	0.000	38.081	233.143	0.000	37.838	233.393	0.000	37.753	233.478	0.000
27	UTTARAKHAND	220.587	282.412	0.000	163.893	339.098	0.000	152.554	350.436	0.000	152.554	350.436	0.000
28	UTTAR PRADESH	5815.923	3961.876	2.763	4271.754	5563.338	43.443	3837.532	5862.685	235.267	4232.962	5608.541	137.563
29	WEST BENGAL	2362.671	1607.949	0.000	1717.318	2253.301	0.000	1588.248	2382.372	0.000	1736.285	2234.335	0.000
30	A and N ISLANDS	9.777	19.781	0.000	9.777	19.781	0.000	9.777	19.781	0.000	9.777	19.781	0.000
31	CHANDIGARH (DBT)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
32	D and N H and D and DIU	1.448	13.973	0.000	1.424	13.738	0.000	1.421	13.707	0.000	1.421	13.707	0.000

33	JAMMUand KASHMIR	218.766	515.888	0.000	218.766	515.888	0.000	218.766	515.888	0.000	218.766	515.888	0.000
34	LADAKH	9.417	7.010	0.000	9.417	7.010	0.000	9.417	7.010	0.000	9.417	7.010	0.000
35	LAKSHADWEEP	0.000	4.620	0.000	0.000	4.620	0.000	0.000	4.620	0.000	0.000	4.620	0.000
36	PUDDUCHERRY(DBT)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Total	24234.480	30071.877	558.864	18025.228	36487.247	583.833	16619.618	37513.370	1231.896	18445.620	36418.578	641.810

STATEMENT-II

BHA

Statement indicating State-Wise number of Persons/families Covered under National Food Security Act, 2013 - As on 07.10.2024															Remarks	Updated on	
Sl. No.	States/UTs	Impl. Month	Population in lakh (Census 2011)	Percentage Coverage			Accepted No. of persons under NFSA (in lakh)			Ceiling of AAY HH (in lakh)	Present coverage (In lakh)						
				Rural	Urban	Total	Rural	Urban	Total		AAY		Total persons	% of accepted persons			
											No. of families	No. of person					No. of persons
1	Andhra Pradesh	Dec-15	493.77	60.96	41.14	54.32	200.20	68.03	268.23	9.09	9.08	23.52	244.70	268.22	100.00%		
2	Arunachal Pradesh	Apr-16	13.83	66.31	51.55	62.95	7.09	1.62	8.71	0.38	0.38	1.50	6.90	8.40	96.53%		
3	Assam	Dec-15	311.69	84.17	60.35	80.82	225.41	26.49	251.90	7.04	6.92	28.08	223.08	251.17	99.71%		

4	Bihar	Mar-14	1038.05	85.12	74.53	83.92	783.74	87.42	871.16	25.01	25.01	125.05	746.11	871.16	100.00%		
5	Chattisgarh	Jan-14	255.40	84.25	59.98	78.61	165.16	35.61	200.77	7.19	7.19	20.42	180.35	200.77	100.00%		
6	Delhi	Oct-13	167.53	37.69	43.59	43.44	1.58	71.20	72.78	1.57	0.69	2.78	70.00	72.78	100.00%		
7	Goa	Dec-15	14.58	42.24	33.02	36.50	2.33	2.99	5.32	0.18	0.12	0.46	4.86	5.32	100.00%		
8	Gujarat	Apr-16	603.84	74.64	48.25	63.40	258.78	124.06	382.85	8.13	7.76	35.82	327.17	362.98	94.81%	Ok	09.09.2024
9	Haryana	Sep-13	253.53	54.61	41.05	49.89	90.28	36.21	126.49	3.03	2.68	11.35	115.14	126.49	100.00%		
10	Himachal Pradesh	Oct-13	68.57	56.23	30.99	53.69	34.68	2.13	36.82	1.97	1.65	6.82	23.07	29.88	81.17%	Ok	09.09.2024
11	Jharkhand	Oct-15	329.66	86.48	60.20	80.16	216.52	47.73	264.25	9.18	8.94	34.76	229.43	264.19	99.98%		
12	Karnataka	Jan-14	611.31	76.04	49.36	65.75	285.55	116.38	401.93	12.00	10.97	43.91	358.02	401.93	100.00%		
13	Kerala	Nov-16	333.88	52.63	39.50	46.36	91.87	62.93	154.80	5.96	5.96	25.59	129.21	154.80	100.00%		
14	Madhya Pradesh	Mar-14	725.98	80.10	62.61	75.27	420.83	125.59	546.42	15.82	14.63	54.93	479.86	534.79	97.87%		
15	Maharashtra	Feb-14	1123.73	76.32	45.34	62.31	469.71	230.45	700.17	25.05	25.05	108.01	592.16	700.17	100.00%		
16	Manipur	Apr-16	28.56	88.56	85.75	87.74	17.90	7.15	25.06	0.64	0.64	1.91	18.97	20.87	83.30%		
17	Meghalaya	Feb-16	29.64	77.79	50.87	72.39	18.43	3.03	21.46	0.70	0.70	2.91	18.54	21.46	100.00%		

18	Mizoram	Mar-16	10.91	81.88	48.60	64.74	4.33	2.73	7.06	0.26	0.26	0.64	6.41	7.05	99.83%		
19	Nagaland	Jul-16	19.81	79.83	61.98	74.64	11.23	3.56	14.79	0.48	0.48	2.11	11.94	14.05	94.99%		
20	Odisha	Nov-15	419.47	82.17	55.77	77.77	287.19	39.02	326.21	12.65	12.53	37.57	287.60	325.17	99.68%	Ok	09.09.2024
21	Punjab	Dec-13	277.04	54.79	44.83	51.06	94.88	46.57	141.45	1.79	1.79	7.64	133.80	141.45	100.00%		
22	Rajasthan	Oct-13	686.21	69.09	53.00	65.08	356.09	90.53	446.62	9.32	6.29	22.29	417.72	440.01	98.52%		
23	Sikkim	Jan-16	6.08	75.74	40.36	66.87	3.45	0.61	4.07	0.17	0.17	0.57	3.24	3.81	93.78%		
24	Tamil Nadu	Nov-16	721.39	62.55	37.79	50.55	232.62	132.08	364.69	18.65	18.64	65.78	298.34	364.12	99.84%		
25	Telangana	Oct-15	352.89	60.96	41.14	54.32	143.08	48.62	191.70	6.49	5.67	15.95	175.74	191.70	100.00%	Ok	09.09.2024
26	Tripura	Sep-15	36.71	74.75	49.54	68.15	20.26	4.76	25.02	1.13	1.09	4.62	19.81	24.43	97.65%		
27	Uttar Pradesh	Jan-16	1995.81	79.56	64.43	76.19	1234.06	286.52	1520.59	40.95	40.90	132.57	1377.26	1509.82	99.29%		
28	Uttarakhand	Oct-15	101.17	65.26	52.05	61.22	45.85	16.09	61.94	1.91	1.84	7.92	54.02	61.94	100.00%		
29	West Bengal	Jun-15	913.48	74.47	47.55	65.88	463.31	138.53	601.84	19.86	16.42	54.99	546.85	601.84	100.00%		
30	AandN	Mar-16	3.80	24.94	1.70	16.65	0.61	0.02	0.63	0.11	0.04	0.14	0.46	0.61	96.21%		
31	DNHand DD	Nov-15	5.86	69.93	54.17	60.72	1.70	1.85	3.56	0.08	0.05	0.24	2.45	2.69	75.60%		
32	Lakshadweep	Aug-15	0.64	35.30	33.56	34.17	0.05	0.17	0.22	0.01	0.01	0.04	0.18	0.22	99.72%		

33	Chandigarh (DBT)	Feb-14	10.55	38.54	47.26	47.01	0.11	4.85	4.96	0.09	0.00	0.01	2.98	2.99	60.29%		
34	Puducherry (DBT)	Sep-15	12.44	59.68	46.94	51.00	2.35	3.99	6.34	0.32	0.25	0.82	5.52	6.34	99.92%		
35	JandK	Feb-16	122.67	63.93	46.93	59.26	56.87	15.82	72.69	2.76	2.33	10.61	61.80	72.41	99.61%		
36	Ladakh	Feb-16	2.74	55.65	41.62	52.47	1.18	0.26	1.44	0.06	0.06	0.29	1.15	1.44	99.99%		
Total			12103.22	75.00	50.00	67.21	6249.30	1885.61	8134.91	250.00	237.19	892.62	7174.86	8067.47	99.17%		

कोयला खनन विकास समझौता

1519. श्री मुकेशकुमार चंद्रकांत दलाल:

श्री नव चरण माझी:

श्री बाल्या मामा सुरेश गोपीनाथ म्हात्रे:

श्री तापिर गाव:

क्या कोयला मंत्री यह बताने की कृपा करेंगे कि:

- (क) मच्छकटा, कुडानाली लुबरी और सखीगोपाल-बी काकुरही कोयला खानों के लिए हाल ही में निष्पादित कोयला खनन, विकास और उत्पादन समझौतों का अपेक्षित आर्थिक प्रभाव क्या होगा; और
- (ख) उक्त समझौतों से कोयला क्षेत्र में आत्मनिर्भरता प्राप्त करने के सरकार के लक्ष्य में किस प्रकार योगदान मिलने की संभावना है?

कोयला मंत्री ;तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) : दिनांक 05.09.2024 को मच्छकटा (संशोधित), कुडानाली लुबरी और सखीगोपाल-बी काकुरही कोयला खानों को क्रमशः एनएलसी इंडिया लिमिटेड, गुजरात खनिज विकास निगम लिमिटेड (जीएमडीसी) और तमिलनाडु उत्पादन और वितरण निगम (टीएनजीईडीसीओ) को सफलतापूर्वक आवंटित किया गया है। कुडानाली लुबरी और सखीगोपाल-बी काकुरही आंशिक रूप से अन्वेषित ब्लॉक हैं, जबकि मच्छकटा (संशोधित) कोयला ब्लॉक पूर्ण रूप से 1377 मि.ट. और 30 एमटीपीए के पीआरसी के भंडार के साथ अन्वेषित है, जिससे ~ 2,991 करोड़ रुपये का वार्षिक राजस्व प्राप्त होने की अपेक्षा है और इसके प्रचालन से ~ 4,500 करोड़ रुपये का अनुमानित निवेश होगा।

(ख) : मच्छकटा (संशोधित) कोयला खान की चरम दर क्षमता 30 एमटीपीए है जबकि अन्य दो खानें आंशिक रूप से अन्वेषित कोयला खानें हैं। एक बार प्रचालनात्मक हो जाने पर इन खानों से देश में

कोयले के आयात में कमी आने की अपेक्षा है जिससे इसे घरेलू रूप से उत्पादित कोयले से प्रतिस्थापित किया जाएगा।

SOLAR POWER INVESTMENT

1520. SHRI VISHALDADA PRAKASHBAPU PATIL:

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

- (a) the details of the companies investing in solar power in Maharashtra, particularly using CSR funds, district wise;
- (b) the project-wise information of the energy related investments that are currently in the pipeline for Maharashtra; and
- (c) the steps taken to ensure that the investments are environmentally sustainable and socially responsible?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

- (a) As per the information available, Solar Energy Corporation of India has implemented three projects on solar based irrigation and solar street lighting systems, using CSR funds in Nashik and Gondia districts of Maharashtra.

In addition, Indian Renewable Energy Development Agency has implemented two projects on solar water heating system and solar PV off grid and street light systems using CSR funds in Sindhudurg and Ratnagiri districts of Maharashtra.

Further, NTPC Ltd. is implementing one project on solar PV system in Thane and two projects for installing solar high-masts in Solapur and Nagpur districts of Maharashtra, using CSR funds.

(b) The Government has sanctioned four Solar Parks with an aggregate capacity of 1105 MW under the scheme for “Development of Solar Parks and Ultra-Mega Solar Power Projects” in Maharashtra. This may attract an investment of around Rs. 5000 crore. Under the PM-KUSUM scheme, 7.75 lakh pumps have been allocated under Component-C (Feeder Level Solarization) which would result in addition of around 3875 MW of solar capacity. This may attract an investment of around Rs. 13,500 crore. Under Component-B of PM-KUSUM scheme, total 5.05 lakh pumps are being installed which would attract additional investment of around Rs. 13,000 crore.

In addition, around 1142.17 MW of solar projects are in the pipeline under the RE Policy 2020 of the Government of Maharashtra. The details are given at **Statement.**

(c) Solar Energy projects are considered as environmentally sustainable. To manage e-waste generated after the use of solar photo-voltaic modules or panels

or cells, Ministry of Environment, Forest and Climate Change has notified the E-Waste (Management) Rules, 2022, effective from 1st April, 2023.

Further, the recycling of solar photo-voltaic modules or panels or cells are mandated for recovery of material as laid down by the Central Pollution Control Board (CPCB).

STATEMENT

SOLAR POWER PROJECTS UNDER PIPELINE IN RE POLICY 2020 OF GOVT. OF MAHARASHTRA

Sr. No.	Name of the Project Developer / Investor	District	Capacity (MW)
1	Vidisha Electrical Company	Chandrapur	2
2	Vidisha Electrical Company	Chandrapur	1.5
3	Ctrl Datacenters Ltd	Wardha	50
4	Convergence Energy Services Ltd	Amravati	5
5	Convergence Energy Services Ltd	Amravati	5
6	Ms. Renew Green (Mh One) Pvt Ltd	Solapur	18
7	Hindustan Platinum Pvt Ltd	Jalna	1.5
8	Precise Chemipharma Pvt Ltd	Ahmednagar	1
9	Surekha Sharad Patil	Latur	2.5
10	Avaada Sun Energy Pvt Ltd	Wardha	25
11	Veerasha Techno Industries Pvt Ltd	Solapur	2.2

Sr. No.	Name of the Project Developer / Investor	District	Capacity (MW)
12	Jagadeesh Castings Pvt.Ltd	Nanded	4
13	Bliss Gvs Pharma Ltd	Ahmednagar	2
14	Jugai Iron And Steel Pvt.Ltd	Nanded	2.6
15	Suyesh Automobile Casting Pvt Ltd	Nanded	3.9
16	Renew Green (Mpr Three) Private Limited	Yavatmal	71.5
17	Fp Future Solar Pvt Ltd	Jalgaon	3.3
18	Padmavati Castings Pvt Ltd	Nanded	3.9
19	Spm Autocomp Systems Pvt Ltd	Wardha	7.7
20	Sky Gold Limited	Solapur	1
21	Shree Kashi Vishwanath Infra Projects Private Limited	Parbhani	5
22	Vitthal Rukmini Renewable Energy Private Limited	Latur	2.5
23	Mayuresh Protenz Pvt Ltd	Wardha	1.1
24	Avesta Solar Private Limited (Unit - 1)	Solapur	2.5
25	Avesta Solar Private Limited (Unit - 2)	Solapur	2.5
26	Avesta Solar Private Limited (Unit - 3)	Solapur	2.5
27	Sorion Solar Private Limited	Latur	1.29
28	Apricus Renewables Private Limited	Latur	3.8

Sr. No.	Name of the Project Developer / Investor	District	Capacity (MW)
29	Jatan Enterprises	Amravati	2
30	Jatan Enterprises	Amravati	5
31	F and K Agro Pvt.Ltd	Nanded	2.9
32	Sound Castings Private Limited	Nanded	4.35
33	Arnav Electricals Pvt. Ltd.	Solapur	2
34	Supriya Lifescience Limited	Nanded	3.35
35	Menon and Menon Ltd	Jalgaon	4.13
36	Klassic Wheels Limited	Nanded	4
37	Accesset Ventures (Phase-4)	Amravati	2
38	Accesset Ventures (Phase-3)	Amravati	2
39	Accesset Ventures (Phase-5)	Amravati	2
40	Accesset Ventures (Phase-1)	Amravati	5
41	Accesset Ventures (Phase-2)	Amravati	2
42	Kolhapur Zilla Sahakari Dudh Utpadak Sangh Limited	Solapur	4.72

Sr. No.	Name of the Project Developer / Investor	District	Capacity (MW)
43	First Energy Nine Private Limited (Phase-2)	Dharashiv	1.475
44	Amp Energy Candl Nineteen Private Limited	Parbhani	10
45	Clean Max Enviro Energy Solutions Private Limited	Yavatmal	6.6
46	Bn Peak Power-1 Private Limited - 10 Mw (Hybrid)	Dharashiv	10
47	O2 Renewable Energy Xiv Private Limited	Buldhana	8.4
48	Shri Sai Purnanand Green Energy Pvt Ltd	Nanded	1.2
49	Graphite India Limited	Dharashiv	6
50	O2 Renewable Energy Xiv Private Limited	Buldhana	16.6
51	Kiran Renewables Private Limited	Pune	6
52	Aloke Alloys	Ahmednagar	1
53	Fp Ampere Energy Private Limited	Nagpur	3.85
54	Trinity India Forgetech Private Limited	Ahmednagar	2.5

Sr. No.	Name of the Project Developer / Investor	District	Capacity (MW)
55	Sunsure Solarpark Seventeen Private Limited	Solapur	21
56	Sunsure Solarpark Twelve Private Limited -	Solapur	15.19
57	Novasys Greenergy Pvt Ltd	Nagpur	1
58	O2 Renewable Energy Xxiv Private Limited	Buldhana	4.4
59	Teq Green Power Xi Private Limited	Dharashiv	7.35
60	Sound Castings Pvt Ltd	Jalgaon	3.575
61	Technovision Auto Components Pvt Ltd	Beed	1.5
62	Namitech Solar Aplha 2m Llp	Solapur	2
63	Amp Energy Candl Twenty-Seven Private Limited	Latur	9.9
64	Solarcraft Power India 27 Private Limited	Hingoli	65
65	Balaji Amines Limited	Solapur	6
66	Karkambh Park Spv 2 Llp	Solapur	2.5
67	Gayatri Construction	Solapur	1
68	Randack Fasteners India Pvt Ltd	Solapur	3
69	Ryb Power Electricals Pvt Ltd	Solapur	4

Sr. No.	Name of the Project Developer / Investor	District	Capacity (MW)
70	Tata Power Renewable Energy Limited	Solapur	150
71	Tata Power Renewable Energy Limited	Hingoli	200
72	Teq Green Power Xi Private Limited	Ahmednagar	22.5
73	Hr Godavari Pvt Ltd	Parbhani	10.7
74	Sangkaj Auto Components Private Limited	Ahmednagar	3.7
75	Pudumjee Paper Products Limited	Solapur	15.4
76	Karkambh Park Spv 1 Llp	Solapur	3
77	Neeta Instruments	Beed	1.01
78	Gainmax Ferrocast Pvt Ltd	Beed	1.2
79	Iconic Castings Pvt Ltd	Beed	2.1
80	Rel Kumbhari Solar Project 10 Pvt Ltd	Solapur	4.3
81	Waaree Renewable Technologies Limited	Yavatmal	10
82	O2 Renewable Energy Xxvii Private Limited	Yavatmal	7.53
83	O2 Renewable Energy Vii Private Limited	Yavatmal	19.45
84	Sunsure Solarpark Nineteen Private Limited	Solapur	9

Sr. No.	Name of the Project Developer / Investor	District	Capacity (MW)
85	Radiance Dc Sun Energy Private Limited	Satara	50
86	Sael Re Power Private Limited	Beed	50
87	Karkambh Park Spv 3 Pvt Ltd	Solapur	2
88	Karkambh Park Spv 3 Private Limited	Solapur	4
89	Tp Saurya Ltd	Jalna	50
90	Poolavadi Windfarm Ltd	Nashik	25
		TOTAL	1142.17

METHODOLOGICAL DIFFERENCES BETWEEN DIFFERENT LABOUR SURVEYS

1521. SHRI ASADUDDIN OWAISI:

Will the Minister of **STATISTICS AND PROGRAMME IMPLEMENTATION** be pleased to state:

- (a) whether it is true that there are differences in the Labour Force Participation Rate (LFPR) and Unemployment Rate (UR) as reported by the Periodic Labour Force Survey (PLFS), Centre for Monitoring Indian Economy (CMIE) and International Labour Organization (ILO);
- (b) if so, the details of the main methodological differences among PLFS, CMIE and ILO surveys in defining and estimating LFPR and UR;

- (c) the rationale for the Government's chosen methodology in PLFS; and
- (d) whether any measures are being considered to harmonise it with other agencies to improve comparability of labour market data, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE (RAO INDERJIT SINGH):

(a) to (d): The Ministry of Statistics and Programme Implementation (MoSPI) has been conducting Periodic Labour Force Survey (PLFS) since 2017 to estimate various indicators related to employment and unemployment situation in the country. PLFS gives estimates of key employment and unemployment Indicators like the Labour Force Participation Rates (LFPR), Worker Population Ratio (WPR), Unemployment Rate (UR), etc. The ILO cites PLFS as the source of employment unemployment statistics in respect of India on its ILOSTAT database. However, the comparability of PLFS estimates with those of private agencies such as CMIE is not maintained in MoSPI.

Considering the importance of availability of labour force data at more frequent time intervals, on the recommendation of the National Statistical Commission (NSC), MoSPI constituted a Committee on PLFS under the Chairpersonship of Prof. Amitabh Kundu, the then Member, NSC to develop the survey methodology including the sample design for generating monthly/quarterly labour market data. Subsequently, as a follow-up action on the recommendation made by the NSC, a

Standing Committee on Labour Force Statistics (SCLFS) was constituted by MoSPI on 12.11.2014 under the Chairmanship of Prof. S. P. Mukherjee, Emeritus Professor, University of Calcutta. The SCLFS decided that the PLFS would also be used to collect data on some aspects of the quinquennial employment and unemployment survey covering both rural and urban areas, besides retaining the feature of PLFS to generate quarterly estimates of level and change parameters for only urban areas. Accordingly, SCLFS made recommendations with respect to the structure of the Schedule of Enquiry, Sampling Design, etc., which were adopted for PLFS.

The concepts and definitions in the surveys of MoSPI are formulated conforming to various standards. Further, various facets of internationally accepted standards on labour statistics are studied in MoSPI to assess their applicability and relevance in the country context.

OPERATIONALIZATION OF TRANSMITTER FOR AKASHVANI BHADRAVATI

1522. SHRI B Y RAGHAVENDRA:

Will the Minister of **INFORMATION AND BROADCASTING** be pleased to state:

- (a) the reasons for the delay in the installation of the 10 KW FM Transmitter for Akashvani Bhadravati which was scheduled to be operational earlier this year;
- (b) the current status of its installation process along with the specific steps required for its completion; and

- (c) the measures being taken to expedite the installation and ensure that the transmitter becomes fully functional at the earliest?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c): At Bhadravati (in Karnataka), an Akashvani station is already operational with 20 kW Medium Wave (MW) transmitter and 1 kW FM transmitter. In addition, a project for setting up of 10 KW FM transmitter at Doordarshan site in Shimoga, 25 Kms away from Bhadravati, is approved under Broadcasting Infrastructure and Network Development (BIND) Scheme. The foundation stone has been laid on 19.01.2024 by Hon'ble Prime Minister. The procurement of FM transmitter and associated equipment has started.

ELECTRICITY THROUGH RENEWAL SOURCES

1523. SHRI ROBERT BRUCE C. :

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

(a) the amount of electricity produced by renewable energy sources, State-wise

(b) the measures taken and schemes introduced to promote renewable energy sources;

(c) the total amount of electricity produced by renewable energy sources in the State of Tamil Nadu, district-wise;

(d) the steps taken to implement green power corridors; and

(e) the amount of subsidy allocated and disbursed for adopting renewable energy sources, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) State-wise details of electricity produced by renewable energy (RE) sources during the year 2023-24, as received from Central Electricity Authority (CEA), are given at **Statement-I**.

(b) Government of India has taken several steps and initiatives, including launch of various schemes, to promote and accelerate renewable energy capacity in the country. Details are given at **Statement-II**.

(c) District-wise details of electricity generation are not maintained.

(d) For setting up of transmission infrastructure for evacuation of RE in the country, Ministry of New and Renewable Energy(MNRE) is implementing Green Energy Corridor scheme in 10 States namely Andhra Pradesh, Gujarat, Rajasthan, Himachal Pradesh, Karnataka, Maharashtra, Madhya Pradesh, Tamil Nadu, Kerala and Uttar Pradesh. There is a provision of Central Grant Assistance

of upto 40% of project cost in the Intra State transmission scheme (InSTS). Further, a project for setting up Inter State Transmission System (ISTS) for power evacuation and grid integration of the 13 GW RE projects in Ladakh and dispatch of power from the U.T. of Ladakh to other parts of the country, is also being implemented. Under this project the Central Grant Assistance is 40%.

(e) No State-wise allocation of funds is made by the Ministry. The Central Financial Assistance (CFA) is released in accordance with the respective scheme guidelines. State-wise details of CFA released during the last financial year (2023-24) under major renewable energy schemes being implemented by the Ministry are given at **Statement-III**.

STATEMENT-I

State-wise and source wise details of RE generation during the year 2023-24

[in Million Units (MU)]

S. No.	Name of State/ UT	Wind	Solar	Biomass	Bagasse	Small Hydro	Large Hydro*	Others	Total
1	Andaman and Nicobar Islands	0.00	27.50	0.00	0.00	12.00	0.00	0.00	39.50
2	Andhra Pradesh	8644.00	8300.03	18.75	66.63	127.10	1373.19	307.97	18837.67
3	Arunachal Pradesh	0.00	1.89	0.00	0.00	0.66	4278.18	0.00	4280.73
4	Assam	0.00	316.31	0.00	0.00	64.20	614.70	0.75	995.96
5	Bihar	0.00	195.19	0.00	140.98	5.92	0.00	0.00	342.08
6	Chandigarh	0.00	11.70	0.00	0.00	0.00	0.00	0.00	11.70
7	Chhattisgarh	0.00	943.75	1368.61	19.54	145.54	321.76	0.00	2799.20
8	Dadra and Nagar Haveli and Daman and Diu	0.00	15.74	13.12	0.00	0.00	0.00	0.00	28.86
9	Delhi	0.00	206.53	0.00	0.00	0.00	0.00	522.28	728.81

10	Goa	0.00	59.99	0.00	0.00	0.00	0.00	7.96	67.95
11	Gujarat	24794.50	13468.91	0.00	2.13	217.68	4556.33	0.00	43039.55
12	Haryana	0.00	992.91	294.12	83.60	222.05	0.00	58.82	1651.50
13	Himachal Pradesh	0.00	59.54	0.00	0.00	2526.98	36365.85	0.00	38952.37
14	Jammu and Kashmir	0.00	0.00	0.00	0.00	408.69	15874.24	0.00	16282.93
15	Jharkhand	0.00	17.64	0.00	0.00	5.52	196.80	0.00	219.96
16	Karnataka	10950.20	15404.09	47.45	2754.06	1370.76	8973.17	0.00	39499.72
17	Kerala	214.53	1195.28	0.00	78.08	716.31	5155.72	0.04	7359.96
18	Ladakh	0.00	0.00	0.00	0.00	0.00	388.48	0.00	388.48
19	Lakshadweep	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.09
20	Madhya Pradesh	4949.78	4025.19	84.62	97.01	469.60	6444.78	28.83	16099.80
21	Maharashtra	8228.97	5814.13	304.61	3495.82	888.48	5264.49	33.40	24029.90
22	Manipur	0.00	7.73	0.00	0.00	0.00	298.18	1.23	307.14
23	Meghalaya	0.00	0.00	0.00	0.00	66.55	808.58	0.00	875.13
24	Mizoram	0.00	3.19	0.00	0.00	95.93	118.63	0.00	217.74
25	Nagaland	0.00	0.00	0.00	0.00	81.14	165.47	0.00	246.61
26	Odisha	0.00	757.69	96.07	0.00	407.97	6162.20	0.00	7423.92
27	Puducherry	0.00	12.24	0.00	0.00	0.00	0.00	0.00	12.24
28	Punjab	0.00	2673.99	613.44	197.99	636.97	4676.42	0.00	8798.82
29	Rajasthan	8390.67	38363.28	387.55	0.00	7.45	1013.97	0.00	48162.93
30	Sikkim	0.00	0.00	0.00	0.00	12.35	8609.86	0.00	8622.21
31	Tamil Nadu	16908.08	11737.48	129.14	622.61	206.00	3563.28	0.00	33166.59
32	Telangana	304.63	6884.68	10.57	95.08	58.87	1243.29	155.29	8752.39
33	Tripura	0.00	7.01	0.00	0.00	0.00	0.00	0.00	7.01
34	Uttar Pradesh	0.00	3971.31	46.65	2923.55	175.24	850.64	84.85	8052.23
35	Uttarakhand	0.00	331.80	0.00	248.52	350.62	13919.23	0.00	14850.17
36	West Bengal	0.00	168.32	2.49	0.00	204.46	2816.49	1545.13	4736.88
	Total	83385.35	115975.11	3417.19	10825.59	9485.04	134053.93	2746.55	359888.76

* Large hydro generation Excluding Import from Bhutan

Source: Central Electricity Authority (CEA)

STATEMENT -II

The Government of India has taken several steps and initiatives to promote and accelerate renewable energy capacity in the country to realize the commitment of 500 GW non-fossil energy capacity by 2030. These include, inter-alia, the following:

- Ministry of New and Renewable Energy (MNRE) has issued Bidding Trajectory for issuance of RE power procurement bids of 50 GW/annum by Renewable Energy Implementing Agencies(REIAs) [REIAs: Solar Energy Corporation of India Limited (SECI), NTPC Limited, NHPC Limited, SJVN Limited] from FY 2023-24 to FY 2027-28.
- Foreign Direct Investment (FDI) has been permitted up to 100 percent under the automatic route.
- Inter State Transmission System (ISTS) charges have been waived for inter-state sale of solar and wind power for projects to be commissioned by 30th June 2025, for Green Hydrogen Projects till December 2030 and for offshore wind projects till December 2032.
- To boost RE consumption, Renewable Purchase Obligation (RPO) followed by Renewable Consumption Obligation (RCO) trajectory has been notified till 2029-30. The RCO which is applicable to all designated consumers under the Energy Conservation Act 2001 will attract penalties on non-

compliance. RCO also includes specified quantum of consumption from Decentralized Renewable Energy sources.

- Project Development Cell for attracting and facilitating investments has been set up.
- Standard Bidding Guidelines for tariff based competitive bidding process for procurement of Power from Grid Connected Solar, Wind, Wind-Solar Hybrid and Firm and Dispatchable RE (FDRE) projects have been issued.
- Schemes such as Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM), PM Surya Ghar Muft Bijli Yojana, National Programme on High Efficiency Solar PV Modules, National Green Hydrogen Mission, Viability Gap Funding (VGF) Scheme for Offshore Wind Energy Projects have been launched.
- Scheme for setting up of Ultra Mega Renewable Energy Parks is being implemented to provide land and transmission to RE developers for installation of RE projects at large scale.
- Laying of new transmission lines and creating new sub-station capacity has been funded under the Green Energy Corridor Scheme for evacuation of renewable power.
- Electricity (Rights of Consumers) Rules, 2020 has been issued for net-metering up to five hundred Kilowatt or up to the electrical sanctioned load, whichever is lower.

- “National Repowering and Life Extension Policy for Wind Power Projects, 2023” has been issued.
- “Strategy for Establishments of Offshore Wind Energy Projects” has been issued indicating a bidding trajectory of 37 GW by 2030 and various business models for project development.
- The Offshore Wind Energy Lease Rules, 2023 have been notified vide Ministry of External Affairs notification dated 19th December 2023, to regulate the grant of lease of offshore areas for development of offshore wind energy projects.
- Standard and Labelling (SandL) programs for Solar Photovoltaic modules and Grid-connected Solar Inverters have been launched.
- To augment transmission infrastructure needed for steep RE trajectory, transmission plan has been prepared till 2030.
- “The Electricity (Late Payment Surcharge and related matters) Rules (LPS rules) have been notified.
- Electricity (Promoting Renewable Energy Through Green Energy Open Access) Rules, 2022, has been notified on 06th June 2022 with objective of ensuring access to affordable, reliable, and sustainable green energy for all. Green Energy Open Access is allowed to any consumer with contract demand of 100 kW or above through single or multiple single connection aggregating Hundred kW or more located in same electricity division of a distribution licensee.

- Green Term Ahead Market (GTAM) has been launched to facilitate sale of Renewable Energy Power through exchanges.
- Government has issued orders that power shall be dispatched against Letter of Credit (LC) or advance payment to ensure timely payment by distribution licensees to RE generators.
- For Electrolyser Manufacturing, contracts have been awarded / are under process for a capacity of 3,000 MW per annum.
- For Green Hydrogen production, capacity has been awarded for 4,12,000 tons per annum.

STATEMENT-III

State-wise details of CFA released under major schemes being implementing by MNRE during 2023-24

(Rs. in Crore)

State	Year 2023-24									
	Solar Parks	Rooftop Solar	PM KUSUM	CPSU	Solar Off-grid	Small Hydro Power	Waste to Energy	Biomass	Biogas	Green Energy Corridor
AandN Islands					1.75					
Andhra Pradesh		3.0		22.45			2.74			47.54
Arunachal Pradesh			2.12						0.39	
Assam		2.0		6.80					1.26	
Bihar		9.3								
Chandigarh		3.3								
Chhattisgarh	14.30	1.2			6.23				0.95	

Dadra and Nagar Haveli and Daman and Diu									0.11	
Delhi		4.5							0.23	
Goa							3.00			
Gujarat	505.13	639.1	28.72	145.91		1.58			8.14	23.85
Haryana		13.5	429.78			0.70				
Himachal Pradesh		2.4			5.00	0.60				40.50
Jammu and Kashmir										
Jharkhand			2.36							
Karnataka		7.9	2.38	112.35			6.61		6.77	147.12
Kerala		104.2	28.53		0.74	0.45				
Ladakh						6.57				
Lakshadweep										
Madhya Pradesh	59.26	3.8	0.80				0.84		6.97	22.26
Maharashtra		182.0	330.21			1.00	0.56	0.07	13.02	
Manipur		0.9	0.17						0.22	
Meghalaya			0.31		1.20	0.47			0.22	
Mizoram					6.90	2.09				
Nagaland			0.18						0.18	
Odisha		2.8	7.69						0.32	
Puducherry										
Punjab		12.2	5.41						2.34	
Rajasthan	97.51	83.0	49.41	692.07				1.97	0.35	53.73
Sikkim										
Tamil Nadu		9.6	2.59	80.97	3.63		2.36		0.47	
Telangana		23.2		27.39	1.03				0.29	
Tripura			17.81		0.17				0.70	
Uttar Pradesh	39.30	7.2	92.13				4.71		1.84	78.15

Uttarakhand					7.67				0.77	
West Bengal								2.14		
Others*		443.5								
Total	715.50	1558.6	1000.60	1087.94	34.32	13.46	20.82	4.18	45.54	413.14

*SECI/REC/PSUs/Govt Deptts

छत्तीसगढ़ में अल्पसंख्यकों के लिए योजनाएं

1524. श्री राधेश्याम राठिया:

क्या अल्पसंख्यक कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) छत्तीसगढ़ में 2024 में अल्पसंख्यकों के लिए क्रियान्वित की जा रही योजनाओं के नाम क्या हैं;

(ख) छत्तीसगढ़ के रायगढ़ संसदीय क्षेत्र में अल्पसंख्यकों के लिए सरकार द्वारा प्रस्तावित योजनाओं के नाम क्या हैं;

(ग) क्या उक्त योजनाएं तैयार की जा रही हैं; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरेन रिजिजू):

(क) से (घ): सरकार अल्पसंख्यकों, विशेष रूप से समाज के आर्थिक रूप से कमजोर और कम सुविधा प्राप्त वर्गों सहित हर वर्ग के कल्याण और उत्थान के लिए विभिन्न योजनाएं लागू करती है। अल्पसंख्यक कार्य मंत्रालय विशेष रूप से छह (6) केंद्रीय रूप से अधिसूचित अल्पसंख्यक समुदायों के सामाजिक-आर्थिक और शैक्षिक सशक्तीकरण के लिए विभिन्न योजनाओं को लागू करता है, ये

योजनाएं राज्य विशिष्ट नहीं बल्कि पूरे देश में लागू की जाती हैं। मंत्रालय द्वारा कार्यान्वित की जाने वाली योजनाएं/कार्यक्रम इस प्रकार हैं:

1. शैक्षिक सशक्तीकरण योजनाएं

- iv. मैट्रिक-पूर्व छात्रवृत्ति योजना
- v. मैट्रिकोत्तर छात्रवृत्ति योजना
- vi. मेरिट-सह-साधन आधारित छात्रवृत्ति योजना

2. रोजगार एवं आर्थिक सशक्तीकरण योजनाएं

i) प्रधानमंत्री विरासत का संवर्धन (पीएम विकास): पीएम विकास योजना में निम्नलिखित घटक शामिल हैं जिनका उद्देश्य लक्षित लाभार्थियों के लिए रोजगार में सुधार और बेहतर आजीविका के अवसर पैदा करने में सहायता करना है।

- क) कौशल एवं प्रशिक्षण घटक
- ख) महिला नेतृत्व और उद्यमिता घटक
- ग) शिक्षा सहायता घटक (स्कूल ड्रॉपआउट के लिए)

इसके अलावा, इस योजना का लक्ष्य लाभार्थियों के लिए ऋण और बाजार संपर्क को बढ़ावा देना है।

ii) राष्ट्रीय अल्पसंख्यक विकास एवं वित्त निगम (NMDFC): एनएमडीएफसी अधिसूचित अल्पसंख्यकों में से "पिछड़े वर्गों" को संबंधित राज्य सरकार/संघ राज्य क्षेत्र प्रशासन और केनरा बैंक द्वारा नामित राज्य चैनलाइजिंग एजेंसियों (SCA) के माध्यम से सावधि ऋण, शिक्षा ऋण, विरासत योजना और सूक्ष्म वित्त योजना की अपनी योजनाओं के अंतर्गत स्वरोजगार, आय सृजन गतिविधियों के लिए रियायती ऋण प्रदान करता है।

3. बुनियादी ढांचा विकास योजना

i) प्रधानमंत्री जन विकास कार्यक्रम (PMJVK): देश के अल्पसंख्यक बहुल क्षेत्रों में स्वास्थ्य, कौशल विकास, महिला केन्द्रित परियोजनाएं, पेयजल एवं आपूर्ति, स्वच्छता और खेल जैसे क्षेत्रों में सामुदायिक बुनियादी ढांचे का विकास करता है।

4. विशेष योजनाएं

जियो पारसी : भारत में पारसियों की जनसंख्या में गिरावट को रोककर बदलने के लिए एक योजना।

इन योजनाओं का विवरण मंत्रालय की वेबसाइट www.minorityaffairs.gov.in पर उपलब्ध है।

RISE IN PRICES OF VEGETABLES, PULSES AND OIL

1525. SHRIMATI RACHNA BANERJEE:

Will the Minister of **CONSUMER AFFAIRS, FOOD AND PUBLIC**

DISTRIBUTION be pleased to state:

- (a) whether the Government is aware about the difficulties being faced by common man due to rise in prices of vegetables, pulses and oil in the country in recent years;
- (b) if so, the details thereof;
- (c) whether the Government proposes to constitute a committee to find out the cause of this price rise and take corrective measures to bring down the price to provide relief to common man; and
- (d) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS,
FOOD AND PUBLIC DISTRIBUTION; AND MINISTER OF STATE IN THE
MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI B. L. VERMA):**

(a) and (b) : Department of Consumer Affairs monitors the daily retail and wholesale prices of selected essential food commodities, including potato, onion, tomato, pulses and edible oils, submitted by the 555 price monitoring centres that have been set up with Central assistance by the State Governments and UT Administrations across the country. The daily report of prices and indicative price trends are duly analysed for taking appropriate decisions such as release of stocks from the buffer, stock disclosure by stockholding entities, imposition of stock limits, changes in trade policy instruments like rationalisation of import duty, changes in import quota, restrictions on exports of the commodity etc.

(c) and (d) : The Government keeps a close watch on the production, prices and availability of essential commodities through regular reviews by the Inter-Ministerial Committee (IMC). The Committee reviews, on regular basis, the situation of prices and price trends in essential agri-horticulture commodities, causes of price rise and suggests measures to augment availability and to stabilise prices.

In order to ensure accessibility and availability of foodgrains for the poor, the government has decided to provide free foodgrains to about 81.35 crore beneficiaries of Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY) for a period of next five years with effect from 1st January, 2024, as per their entitlement

(i.e. 35 kg of foodgrains per month per AAY household and 5 kg of foodgrains per person per month in case of Priority Household).

In order to tackle the volatility in prices, the government maintains buffer stocks of pulses and onion for market interventions through calibrated and targeted release to moderate the prices in the market. As a measure of direct intervention in the retail market, part of the stock of pulses from the buffer are converted into dals for retail sale to the consumers at affordable prices under the Bharat Dal brand. Similarly, atta and rice are distributed to retail consumers under Bharat brand at subsidized prices. Onion from the buffer are released in a calibrated and targeted manner to moderate prices in high price consuming centres at wholesale markets and through retail outlets. Onion is distributed among retail consumers at Rs.35 per kg through stationary retail outlets and mobile vans in major consumption centres. These measures have helped in making essential food commodities such as pulses, rice, atta and onion available to consumers at affordable prices and also in stabilising the prices.

TRAINS DELAYED/CANCELLED DUE TO FOG

1526. SHRI SUDHEER GUPTA:

Will the Minister of **RAILWAYS** be pleased to state:

(a) the details of trains cancelled/running delayed due to fog this year in the country and the revenue loss incurred by the Government as a result thereof;

(b) whether any strategy has been prepared to combat the problem of delays due to fog, if so, the details thereof;

(c) whether any new technology is being implemented to reduce the delay/cancellation of trains due to fog;

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

(e) the other steps taken/proposed to be taken by the Government to ensure that trains run on time during the winter season?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e) Indian Railways makes all efforts to run trains as per their schedule and punctually. However, foggy weather conditions affect normal operation of train services causing delays, cancellations and partial cancellations. To mitigate the effect of fog and to assist the Loco Pilots in train operations during foggy weather conditions, various measures have been taken. These include provision of Retro-reflective sigma boards on the OHE mast as an indication to alert/warn the crew of the stop signal ahead and GPS based Fog Safe devices to alert crew about approaching signals, level crossing gates etc. 26977 nos. Fog Safe devices have been provided for train operation up to October, 2024.

कारगर पूर्व चेतावनी प्रणाली (ईडब्ल्यूएस)

1527. श्री हनुमान बेनीवाल:

क्या पृथ्वी विज्ञान मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने भूकंप, बाढ़, भूस्खलन और सुनामी जैसी प्राकृतिक आपदाओं के प्रति लोगों को चेतावनी देने के लिए कारगर पूर्व चेतावनी प्रणाली (ईडब्ल्यूएस) स्थापित की है, यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ख) क्या सरकार ने भूजल स्तर में गंभीर गिरावट के कारण जल की कमी को रोकने के लिए भूजल संरक्षण हेतु कोई ठोस उपाय किए हैं, यदि हां, तो तत्संबंधी ब्यौरा क्या है?

विज्ञान और प्रौद्योगिकी मंत्रालय के राज्य मंत्री; पृथ्वी विज्ञान मंत्रालय के राज्य मंत्री; प्रधानमंत्री कार्यालय में राज्य मंत्री; कार्मिक, लोक शिकायत और पेंशन मंत्रालय में राज्य मंत्री; परमाणु ऊर्जा विभाग में राज्य मंत्री; तथा अंतरिक्ष विभाग में राज्य मंत्री (डॉ. जितेंद्र सिंह):

- (क) वर्तमान में, दुनिया में कहीं भी भूकंप का समय, स्थान और परिमाण के संदर्भ में सटीक पूर्वानुमान लगाने के लिए कोई वैज्ञानिक तकनीक उपलब्ध नहीं है, और इसलिए, भूकंप की पूर्व चेतावनी देने के लिए देश में कोई सफल प्रणाली मौजूद नहीं है।

बाढ़ का पूर्वानुमान लगाना केंद्रीय जल आयोग (CWC) का कार्य है। भारत मौसम विज्ञान विभाग (IMD) के बाढ़ मौसम विज्ञान कार्यालय (FMO) प्रतिदिन क्रमशः 0930 बजे और 1230 बजे नदी उप-बेसिन-वार मात्रात्मक वर्षा पूर्वानुमान (QPF) और हाइड्रोमेट बुलेटिन प्रदान करते हैं। इन इनपुट का उपयोग केंद्रीय जल आयोग के केंद्रीय बाढ़ पूर्वानुमान प्रभाग (CFFD) द्वारा बाढ़ पूर्वानुमान के लिए किया जाता है।

भारतीय भूवैज्ञानिक सर्वेक्षण (GSI) को देश के 19 राज्यों/संघ राज्यों में भूस्खलन की संभावना वाले क्षेत्रों में भूस्खलन अध्ययन करने का अधिदेश है। जीएसआई ने 1: 50,000 पैमाने पर आधारभूत डेटा तैयार करने के लिए 2014-15 में राष्ट्रीय भूस्खलन संवेदनशीलता मानचित्रण (NLSM) कार्यक्रम शुरू किया और भारत में भूस्खलन की संभावना वाले 4.3 लाख वर्ग किलोमीटर क्षेत्रों में भूस्खलन संवेदनशीलता मानचित्रण का काम पूरा कर लिया है।

इस मंत्रालय के अंतर्गत स्वायत्तशासी संस्थान, भारतीय राष्ट्रीय महासागर सूचना सेवा केंद्र (इंकोइस) में 2007 में स्थापित भारतीय सुनामी पूर्व चेतावनी केंद्र (ITEWC) भारत के सभी तटीय क्षेत्रों को चेतावनी प्रदान करता है।

- (ख) केंद्रीय भूजल बोर्ड (CGWB) पूरे देश में मार्च/अप्रैल/मई, अगस्त, नवंबर और जनवरी के महीनों के दौरान वर्ष में चार बार क्षेत्रीय पैमाने पर भूजल स्तर की निगरानी करता है। भूजल स्तर की निगरानी के लिए, केंद्रीय भूजल बोर्ड के पास लगभग 25000 निगरानी स्टेशनों का एक समर्पित नेटवर्क है, जिसे “राष्ट्रीय हाइड्रोग्राफ नेटवर्क स्टेशन (NHNS)” कहा जाता है, जिसमें खुले, खोदे गए कुएं और जल स्तर की निगरानी के लिए उद्देश्य-निर्मित बोर/ट्यूबवेल शामिल हैं जिन्हें पीजोमीटर कहा जाता है। केंद्रीय भूजल बोर्ड ने राष्ट्रीय जल विज्ञान परियोजना (NHP) के तहत टेलीमेट्री सिस्टम के साथ डिजिटल जल स्तर रिकॉर्डर (DWLR) स्थापित करके स्वचालित उच्च आवृत्ति निगरानी शुरू की है।

भूजल संरक्षण के लिए सरकार द्वारा कार्यान्वित किये जा रहे कुछ उपाय निम्नलिखित हैं:

- i. अटल भूजल योजना, 7 राज्यों अर्थात हरियाणा, गुजरात, कर्नाटक, मध्य प्रदेश, महाराष्ट्र, राजस्थान और उत्तर प्रदेश के 80 जिलों में 8,213 जल-संकटग्रस्त ग्राम पंचायतों (GP) में लागू की गई है। यह योजना भूजल विकास से भूजल प्रबंधन की ओर एक बड़े बदलाव का प्रतीक है।
- ii. केंद्रीय भूजल बोर्ड ने लगभग 25 लाख वर्ग किलोमीटर के पूरे मानचित्रण योग्य क्षेत्र में राष्ट्रीय जलभृत मानचित्रण (NAQIM) परियोजना पूरी कर ली है, जिसे कार्यान्वयन के लिए संबंधित राज्य एजेंसियों के साथ साझा किया गया है। प्रबंधन योजनाओं में पुनर्भरण संरचनाओं के माध्यम से विभिन्न जल संरक्षण उपाय शामिल हैं।
- iii. केंद्रीय भूजल बोर्ड ने राज्यों/संघ राज्यों के परामर्श से भूजल के कृत्रिम पुनर्भरण के लिए मास्टर प्लान- 2020 भी तैयार किया है, जो एक व्यापक स्तर की योजना है, जिसमें अनुमानित लागत सहित देश की विभिन्न भू-स्थितियों के लिए विभिन्न संरचनाओं को

दर्शाया गया है। मास्टर प्लान में देश में लगभग 1.42 करोड़ वर्षा जल संचयन और कृत्रिम पुनर्भरण संरचनाओं के निर्माण का प्रावधान है, ताकि 185 बिलियन क्यूबिक मीटर (BCM) मानसून वर्षा का उपयोग किया जा सके।

- iv. भूजल प्रबंधन एवं विनियमन योजना के अंतर्गत केन्द्रीय भूजल बोर्ड ने प्रदर्शन प्रयोजनों के लिए देश में अनेक सफल कृत्रिम पुनर्भरण परियोजनाएं क्रियान्वित की हैं, जो राज्य सरकारों को उपयुक्त जल-भूवैज्ञानिक परिस्थितियों में इन्हें दोहराने में सक्षम बनाती हैं।
- v. जल संसाधन, नदी विकास और गंगा संरक्षण विभाग द्वारा राष्ट्रीय जल नीति (2012) तैयार की गई है, जो अन्य बातों के साथ-साथ वर्षा जल संचयन और जल संरक्षण पर बल देती है और वर्षा के प्रत्यक्ष उपयोग के माध्यम से पानी की उपलब्धता बढ़ाने की आवश्यकता पर भी प्रकाश डालती है।

GEO-TAGGING TO MONITOR ILLEGAL MINING

1528. SHRI KONDA VISHWESHWAR REDDY:

Will the Minister of **MINES** be pleased to state:

(a) whether the Government is utilizing geo-tagging or other geospatial technologies to monitor and prevent illegal mining activities across the country and if so, the details of such initiatives;

(b) the States where geo-tagging has been implemented for monitoring mining activities along with the results achieved;

(c) whether the Government has partnered with any technology agencies or organizations to enhance geo-tagging and satellite surveillance for curbing illegal mining; and

(d) the extent to which geo-tagging has been effective in reducing illegal mining incidents alongwith the relevant data during the last three years?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY):

(a) to (d) :Yes Sir. Geo-spatial technologies such as GIS and Satellite imagery are used to monitor and prevent illegal mining activities. The Ministry of Mines has launched the Mining Surveillance System (MSS) in October 2016 for major mineral mines. It is a system for detection of incidence of illegal mining by use of space technology and surveillance of area up to 500m outside the lease boundary to check incidences of illegal mining. The MSS has been developed through Indian Bureau of Mines (IBM) in collaboration with Ministry of Electronics and Information Technology (MeitY) and Bhaskaracharya Institute for Space Applications and Geo-informatics (BISAG) Gandhinagar. Minor mineral mines, being under the purview of state governments, are monitored locally as per state rules and technological initiatives.

Since the inception of MSS in 2016-17, the project has been implemented in major mineral rich states which includes State Government of Andhra Pradesh, Assam, Bihar, Chhattisgarh, Goa, Gujarat, Haryana, Himachal Pradesh, Jharkhand, Jammu and Kashmir, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Meghalaya, Odisha, Rajasthan, Tamil Nadu, Telangana and Uttar Pradesh. The MSS analyzes land pattern changes within a 500-meter radius of mining leases. If discrepancies are detected, alerts are generated and sent to the respective State Government for ground verification. These alerts do not

automatically indicate illegal mining but highlight suspected activities that require on-ground confirmation. During the last 3 years from 2021-22 (phase-III) to 2023-24 (phase-IV), total 472 alerts were generated by the system and communicated to State Governments for further action.

NUCLEAR POWER GENERATION CAPACITY

1529. SHRI VISHNU DATT SHARMA:

Will the **PRIME MINISTER** be pleased to state:-

- (a) whether the Government has announced plans to increase the country's nuclear power generation capacity by approximately 70 per cent by 2029 with the help of employing pressurized heavy water reactors.
- (b) if so, whether electricity generation in this way will be more logical on the basis of environment friendliness and cost effectiveness than other renewable energy sources;
- (c) if so, the details thereof; and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC

GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

(a) The present installed capacity is set to increase from 8180 MW to 14080 MW by 2029-30, an increase of approximately 70% on completion of RAPP 7and8 (2 X 700 MW), KKNPP 3and4 (2 X 1000 MW), KKNPP 5and6 (2 X 1000 MW) and PFBR (500 MW) projects which are under construction / commissioning. While RAPP 7and8 are indigenous Pressurised Heavy Water Reactors, KKNPP 3 to 6 are Light Water Reactors and PFBR is a Fast Breeder Reactor. Thus the capacity increase is planned through deployment of reactors of multiple technologies.

(b) to (d) Nuclear power is a clean, base load source of electricity available 24X7. Its lifecycle Green house gas emissions are comparable to those of renewables like hydro and wind. However, given the country's large demand and need of large energy transition to clean sources to achieve Net Zero by 2070 goal, both nuclear and other renewable technologies have to be deployed extensively.

CSR ACTIVITIES

1530. SHRI G M HARISH BALAYOGI:

SHRI MAGUNTA SREENIVASULU REDDY:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the details regarding the CSR activities undertaken by the Central Public Sector Enterprises (CPSE) and their subsidiaries of Indian Railways, zone and location wise, current status, funds allocated and utilized, implementing agency during the last five years, year-wise;
- (b) the details regarding the CSR activities undertaken with collaboration with any Trusts and/or NGO zone and location-wise, current status, funds allocated and utilized, implementing agency, during the last five years, year-wise;
- (c) the details regarding the challenges faced by these enterprises/subsidiaries/NGO/Trust in implementing their CSR activities and the steps undertaken to address them;
- (d) whether these Enterprises and their subsidiaries have adhered to their respective CSR action plans, if so, the details thereof, if not the reasons therefor; and
- (e) the details regarding the action being undertaken against them for non-fulfilment of their CSR action plans?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e): As per the section 135 of The Companies Act, 2013, every company having net worth of rupees five hundred crore or more, or turnover of rupees one thousand crore or more or a net profit of rupees five crore or more are liable to spend in every financial year at least two percent of the average net profits of the

company made during the three immediately preceding financial years on social welfare projects.

As per DPE's guidelines dated 10th December 2018, a common theme is required to be identified each year for undertaking CSR by PSUs on which 60% of annual CSR expenditure of PSUs should be spent. Remaining expenditure can be on other activities specified in Schedule VII of Companies Act, 2013. Mostly local areas activities are given preference. Also, aspirational districts are to be given due priority.

The common themes for the last 5 years are as under:

Year	Theme
2020-21	'Health and Nutrition'
2021-22	'Health and Nutrition', with special focus on Covid related measures including setting up makeshift hospitals and temporary Covid-Care Facilities'
2022-23	'Health and Nutrition'
2023-24	'Health and Nutrition'
2024-25	'Health and Nutrition' and 'PM's Internship Scheme'.

The Railway PSUs are reporting CSR activities and expenditure in their Annual Reports, which are available at the websites of respective PSU.

The Railway PSUs and their subsidiaries adhere to the CSR action in line with the Companies Act, 2013, the CSR Rules and guidelines issued from time to time by the Department of Public Enterprises. The PSUs and their subsidiaries also follow their CSR and sustainability policy which covers the scope, vision, mission and other parameters of CSR action plan.

SPACE TECHNOLOGY PROGRAMME IN ANDHRA PRADESH

1531. DR. BYREDDY SHABARI:

Will the **PRIME MINISTER** be pleased to state:

- (a) whether the State of Andhra Pradesh is getting benefits from any space technology programme aimed in improving agriculture and resource management and if so, the details thereof;
- (b) the impact of ISRO's initiatives on weather forecasting and disaster preparedness in Andhra Pradesh; and
- (c) whether there are any satellite data centres or space-related facilities in the Nandyal, Andhra Pradesh and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

- (a) Space based inputs are used in Andhra Pradesh for pre-harvest crop acreage and production estimation for rice crop, inventory of horticulture crops, viz., mango, banana, citrus and turmeric, and for agricultural drought assessment. Space technology is being used on experimental basis for rice yield estimation in Kakinada and Guntur districts of Andhra Pradesh under PMFBY scheme and the inputs are used for crop insurance claim settlement by Govt. of Andhra Pradesh.

ISRO generates and disseminates spatial data on land use / land cover (annual and at 5-yearly interval), surface water spread (weekly), and wastelands and land degradation (decadal), for India. These inputs are useful for resources management for Andhra Pradesh state.

- (b) Data of the meteorological and ocean observation satellite such as INSAT-3DR and 3DS, and Oceansat-3 realized by ISRO are being used for weather forecasting and early warning of cyclones and extreme weather events by IMD.

As part of National Hydrology Project, ISRO developed spatial flood early warning system for the Godavari river using satellite data and high resolution digital terrain data. It is implemented on experimental mode since 2022 and flood alerts are being disseminated to the Andhra Pradesh State Disaster Management Authority with 2-day lead time.

During the flood season, ISRO generates flood inundation maps for major floods using satellite data and are provided to Andhra Pradesh State

Disaster Management Authority and Andhra Pradesh State Remote Sensing Centre, for flood disaster management.

ISRO released Flood Hazard Zonation Atlas for Andhra Pradesh in 2022, which is prepared using flood inundation maps generated using satellite data during 2000 to 2020.

ISRO/ DoS has not conducted any impact assessment of ISRO's initiatives on weather forecasting and disaster preparedness in Andhra Pradesh.

- (c) ISRO/ DoS has not established any satellite data centre or space-related facilities in the Nandyal, Andhra Pradesh.

RENEWABLE ENERGY PARKS

1532. DR. NISHIKANT DUBEY:

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

- (a) whether the Government has considered for setting up of renewable energy parks in the country as a part of Make in India initiative to boost self sufficiency;
- (b) if so, the details thereof;
- (c) whether any such parks have been proposed to be established across the country particularly in the State of Jharkhand; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) to (d): Ministry of New and Renewable Energy is implementing a scheme for “Development of Solar Parks and Ultra Mega Solar Power Projects” with a target capacity of 40 GW.

Under the said scheme, as on 31-10-2024, 55 Solar Parks with an aggregate capacity of 39,958 MW have been sanctioned in 13 States in the country. The State-wise details, including the State of Jharkhand are given at **Statement**.

STATEMENT

**LIST OF SOLAR PARKS SANCTIONED UNDER THE SCHEME FOR
“DEVELOPMENT OF SOLAR PARKS AND ULTRA MEGA SOLAR POWER
PROJECTS”**

Sl. No.	State	Name of Park	Capacity sanctioned (MW)
1.	Andhra Pradesh	Ananthapuramu Solar Park	1400
2.		Kurnool Solar Park	1000
3.		Kadapa Solar Park	1000
4.		Ananthapuramu-II Solar Park	500
5.		Ramagiri Solar Park	300

Sl. No.	State	Name of Park	Capacity sanctioned (MW)
6.	Chhattisgarh	Rajnandgaon Solar Park	100
7.	Gujarat	Radhnesada Solar Park	700
8.		Dholera Solar Park	1000
9.		NTPC RE Park, Kutch	4750
10.		GSECL RE Park, Kutch	3325
11.		GIPCL RE Park Ph-I, Kutch	600
12.		GIPCL RE Park Ph-II, Kutch	1200
13.		GIPCL RE Park Ph-III, Kutch	575
14.	Himachal Pradesh	Pekhubela Solar Park, Una	53
15.	Jharkhand/West Bengal	DVC Floating Solar Park Ph-I, Dhanbad and Hazaribagh Districts of Jharkhand and Purulia District of West Bengal	755
16.	Jharkhand	SECI Floating Solar Park, Ranchi	100
17.		DVC Floating Solar Park Ph-II, Dhanbad	234
18.	Karnataka	Pavagada Solar Park, Tumkur	2000

Sl. No.	State	Name of Park	Capacity sanctioned (MW)
19.		Bidar Solar Park	500
20.	Kerala	Kasargod Solar Park	105
21.		NHPC Floating Solar Park, Kollam	50
22.		Kasargod Solar Park Ph-II	100
23.	Madhya Pradesh	Rewa Solar Park	750
24.		Mandsaur Solar Park	250
25.		Neemuch Solar Park	500
26.		Agar Solar Park	550
27.		Shajapur Solar Park	450
28.		Omkareswar Floating Solar Park, Khandwa	600
29.		Barethi Solar Park, Chhatarpur	630
30.		Morena Park	600
31.	Maharashtra	Sai Guru Solar Park, Dhule	500
32.		Dondaicha Solar Park, Dhule	250
33.		Patoda Solar Park, Beed	250
34.		Erai Floating Solar Park, Chandrapur	105

Sl. No.	State	Name of Park	Capacity sanctioned (MW)
35.	Mizoram	Vankal Solar Park, Khawzawl	20
36.	Odisha	Solar Park by NHPC, Ganjam	40
37.	Rajasthan	Bhadla-II Solar Park, Jodhpur	680
38.		Bhadla-III Solar Park, Jodhpur	1000
39.		Bhadla-IV Solar Park, Jodhpur	500
40.		Phalodi-Pokaran Solar Park, Jodhpur and Jaisalmer	750
41.		Fatehgarh Phase-1B Solar Park, Jaisalmer	421
42.		Nokh Solar Park, Jaisalmer	925
43.		Pugal Solar Park Ph-I, Bikaner	1000
44.		Pugal Solar Park Ph-II, Bikaner	1000
45.		RVUN Solar Park, Bikaner	2000
46.		TREDCO Solar Park, Jaisalmer	2000
47.		Uttar Pradesh	Solar Park in UP
48.	Jalaun Solar Park		1200
49.	Mirzapur Solar Park		100
50.	Kalpi Solar Park, Jalaun		65
51.	Lalitpur Solar Park		600

Sl. No.	State	Name of Park	Capacity sanctioned (MW)
52.		Jhansi Solar Park	600
53.		Chitrakoot Solar Park	800
54.		Kanpur Dehat Park	75
55		Kanpur Nagar Park	35
Total			39958

SOCIO-ECONOMIC STATUS OF THE MINORITIES IN NORTH-EAST REGION

1533. DR. INDRA HANG SUBBA:

Will the Minister of **MINORITY AFFAIRS** be pleased to state:

- (a) whether the Union Government has conducted any detailed study of socio-economic status of the minorities in the North-east region and if so, the details thereof;
- (b) the details of fund allocated during the last five years to the North-east region for upliftment of religious minorities, State-wise; and
- (c) the details of the religious minorities in North-east region, State-wise?

**THE MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF
MINORITY AFFAIRS (SHRI KIREN RIJIJU):**

(a) No, Sir.

(b) Ministry of Minority Affairs, Government of India has allocated a fund of Rs. 1752.02 crore under the Pradhan Mantri Jan Vikas Karyakaram (PMJVK), Rs. 177.28 crore under the Pradhan Mantri Virasat Ka Samvardhan (PM VIKAS) and Rs. 827.03 crore under the Scholarship schemes, to the North-east region during last five years. In addition, M/o DoNER has a 30% Focus Development Component (FDC) of the total outlay of Schemes of North Eastern Council including religious minorities, which is allocated for focussed development of deprived areas, deprived/neglected sections in the North Eastern States. An amount of Rs. 842.87 crore have been sanctioned across North Eastern Region under the said component for the period from 2020-21 to 2023-24.

(c) The term "Minority" is not identified in the Population Census, however, as per Census 2011, the State/UTs wise data on religions professed by the people of India is published on the website of Census India, which is available at <https://censusindia.gov.in> .

POST OFFICES IN REMOTE AREAS OF J & K AND NER

1534. SHRI AZAD KIRTI JHA:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) whether there are adequate number of post offices in remote areas such as those in North Eastern Region and Jammu and Kashmir;
- (b) if so, the details thereof;
- (c) whether the Government has taken cognizance of the fact that a single post office in Jammu and Kashmir has to cater to an area of 130.73 square km;
- (d) if so, the action taken to increase accessibility of post offices in remote areas of Jammu and Kashmir;
- (e) whether the Government has taken cognizance of the fact that a single post office in North Eastern region has to cater to an area of 60.51 sq km; and
- (f) if so, the action taken to increase accessibility of post offices in remote areas of North Eastern Region?

**THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT;
AND MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR.
CHANDRA SEKHAR PEMMASANI):**

(a) to (d): There are 8755 post offices operational in North Eastern Region and 1617 Post Offices operational in Jammu and Kashmir to provide postal, financial and insurance services. The number of Post offices in North Eastern Region and Jammu and Kashmir are given at **Statement**.

There are 1617 Post Offices operational in Jammu and Kashmir covering 1,20,355 sq km total area of the state at an average 74.43 sq km per post office. Therefore, the radius of average area served by each post office is 4.86 km. Opening of new post offices is an ongoing process. New post offices are opened

in needy and justified areas based on prescribed norms. During the financial year 2023-24, 34 new post offices have been opened to increase accessibility of post offices in remote and unbanked areas of Jammu and Kashmir.

(e) and (f): There are 8755 Post Offices operational in North Eastern Region covering 2,62,190 sq km total area of the state at an average 29.95 sq km per post office. Therefore, the radius of average area served by each post office is 3.09 km. As mentioned earlier, opening of new post offices is an ongoing process. New post offices are opened in needy and justified areas based on prescribed norms. During the financial year 2023-24, 1631 new post offices have been opened to increase accessibility of post offices in remote and unbanked areas of North Eastern Region.

STATEMENT

SI No.	Name of the State/UT	Total Number of Post Offices (Head Post Offices, Sub-Post Offices, Branch Post Offices)
1	North Eastern Region including Assam, Arunachal Pradesh, Manipur, Meghalaya, Tripura, Mizoram, Nagaland and Sikkim)	8,755
2	Jammu and Kashmir	1,617

पट्टे पर बीएसएनएल मोबाइल टावर

1535. श्री राजकुमार रोटः

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि सरकार ने बीएसएनएल के 12 हजार 500 से अधिक टावर निजी कंपनियों को पट्टे पर दिए हैं;

(ख) यदि हां, तो इससे कितनी आय हुई तथा पट्टे की अवधि कितनी है;

(ग) क्या यह सच है कि टावरों को निजी दूरसंचार ऑपरेटरों को कम लागत पर अपनी सेवाएं प्रदान करने के लिए पट्टे पर दिया गया था;

(घ) यदि हां, तो मोबाइल और इंटरनेट प्रशुल्क योजनाओं में वृद्धि किए जाने के क्या कारण हैं;

(ड.) क्या पट्टे पर लिए गए इन टावरों की श्रेणी में जियो सबसे बड़ी कंपनी है, यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(च) क्या सरकार का वर्तमान इंटरनेट डाटा उपयोग और मांग के मद्देनजर मोबाइल और इंटरनेट प्रशुल्क योजनाओं को कम करने का प्रस्ताव है और तत्संबंधी ब्यौरा क्या है?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) से (च): दिनांक 31.03.2024 की स्थिति के अनुसार, तक भारत संचार निगम लिमिटेड (बीएसएनएल) ने 12,502 टावरों को अन्य दूरसंचार/इंटरनेट सेवा प्रदाताओं (टीएसपी/आईएसपी) को पट्टे पर दिया है जिसमें मैसर्स आरजेआईएल को पट्टे पर दिए गए 8,048 टावर शामिल हैं। बीएसएनएल एक सार्वजनिक क्षेत्र का उपक्रम (पीएसयू) है और यह तकनीकी व्यावसायिक व्यवहार्यता के आधार पर अपने निर्णय लेता है। बीएसएनएल ने वर्ष 2017-18 से 2023-24 तक टावरों को पट्टे पर दे कर कुल 6,920.39 करोड़ रुपये का राजस्व अर्जित किया है।

भारतीय दूरसंचार विनियामक प्राधिकरण (ट्राई) भारत में दूरसंचार सेवाओं के लिए टैरिफ के विनियमन के लिए एक स्वतंत्र प्राधिकरण है। विद्यमान विनियामक प्रशुल्क प्रावधानों के अनुसार, राष्ट्रीय रोमिंग, ग्रामीण फिक्स लाइन सेवाओं, मोबाइल नंबर पोर्टेबिलिटी प्रभारों और लीज्ड सर्किटों जैसी सेवाओं को छोड़कर दूरसंचार सेवा के लिए प्रशुल्क फोरबियरेंस के अंतर्गत है। ग्रामीण क्षेत्रों में बैंकिंग सुविधा से वंचित फीचर फोन उपयोगकर्ताओं के बीच वित्तीय समावेशन आदि को बढ़ावा देने के लिए अनस्ट्रक्चर्ड सप्लीमेंट्री सर्विस डेटा (यूएसएसडी) सेवाओं के लिए 'शून्य' टैरिफ निर्धारित किया गया है।

CASES OF MISINFORMATION AND FAKE NEWS

1536. DR. M P ABDUSSAMAD SAMADANI:

SHRI BENNY BEHANAN:

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

- (a) the steps taken by the government to combat fake news and misinformation;
- (b) the number of reported cases of misinformation and fake news in 2024 alongwith the action taken by the government in this regard;
- (c) the details of collaboration with technology companies to ensure compliance with India's IT laws on content moderation and misinformation;
- (d) the measures taken to enhance digital literacy among citizens to help them identify and avoid misinformation; and
- (e) the steps taken by the government to monitor and evaluate the effectiveness of these initiatives in reducing the spread of fake news and misinformation online?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY; AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI JITIN PRASADA):

(a) to (e): The policies of Government of India are aimed at ensuring an open, safe, trusted and accountable cyberspace for users in the country. The key initiatives taken by Government of India to address challenges of fake news and misinformation in the cyberspace are as under:

The Ministry of Electronics and Information Technology (“Ministry”) after extensive consultations with relevant stakeholders, has notified the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021 (“IT Rules, 2021”) in exercise of the powers given under the Information Technology Act, 2000. The IT Rules, 2021 cast specific due diligence obligations on intermediaries, including social media intermediaries, with respect to the information to make reasonable efforts by itself and to cause the user of their computer resource that is not to be hosted, displayed, uploaded, published, transmitted, stored or shared on the platforms. Intermediaries are required to ensure their accountability that includes their expeditious action towards removal of the unlawful information within the timelines prescribed under Rules. For this purpose, unlawful information comprises prohibited misinformation, patently false information, untrue or misleading in nature.

IT Rules, 2021 also require the appointment of a Grievance Officer by intermediaries to resolve the complaints. Such Officer is required to provide time-bound redressal of the grievances of the victim / complainant against the violation

of these rules. In case the victim / complainant is aggrieved by the decision of an intermediary's Grievance Officer or does not receive timely redressal, he may prefer an appeal to the Grievance Appellate Committee within thirty days of the receipt of communication from the Grievance Officer. In case of failure to observe due diligence as provided in the IT Rules, 2021, intermediaries lose the exemption from liability for any third-party information, data or communication link, under IT Act.

As an additional due diligence measure in IT Rules, 2021, the significant social media intermediaries ("SSMI") (i.e. a social media intermediary having 50 lakhs or above number of registered users in India) publish periodic compliance reports mentioning the information links that it has removed or disabled using automated tools. An SSMI, among other additional due diligences, is also required to cooperate with Law Enforcement Agencies (LEA) for prevention, detection, investigation, prosecution or punishment by enabling identification of the first originator of information related to the sovereignty and integrity of India, the security of the State, friendly relations with foreign States, or public order, or of incitement to an offence relating to the above or in relation with rape, sexually explicit material or child sexual abuse material (CSAM).

Further, to address the emerging harms in the cyberspace like misinformation Ministry has conducted multiple consultations with industry stakeholders/ social media platforms and issued advisories through which the intermediaries were reminded about their due-diligence obligations outlined under the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021.

The government regularly engages with technology companies to sensitise them on the due diligence requirements under these Rules.

The Ministry has launched a program titled Information Security Education and Awareness (ISEA) to generate awareness among users while using internet. A dedicated website has been created for information security awareness that generates and upgrades relevant awareness material on a regular basis, and can be accessed at <https://www.infosecawareness.in>.

AMENDMENTS TO THE MINES AND MINERALS (DEVELOPMENT and REGULATION) ACT, 1957

1537. SHRI K RADHAKRISHNAN:

Will the Minister of **MINES** be pleased to state:

- (a) whether it is true that the proposed amendments to the Mines and Minerals (Development and Regulation) Act, 1957 is detrimental to the interests of the country and if so, the details thereof;
- (b) whether the Government has come across apprehensions raised from various stakeholders on the negative impact of the liberalisation in the mining sector on the indian economy particularly the public sector enterprises and if so, the action taken thereon;
- (c) whether the Union Government has received any representation from the Government of Kerala expressing its strong objections to the opening of the mineral sector to the private sector and if so, the details thereof;

(d) whether the Government intends to take on board the concerns raised by various stakeholders to the proposed amendments; and

(e) if so, whether a meeting of all the stakeholders is to be convened for the purpose and if not, the reasons therefor?

THE MINISTER OF COAL ; AND MINISTER OF MINES (SHRI G. KISHAN REDDY) :

(a) to (e): At present, no amendments have been proposed to the Mines and Minerals (Development and Regulation) Act, 1957 [MMDR Act, 1957]. However, whenever any amendment is proposed to be carried out in the MMDR Act, 1957 and the rules made thereunder, the comments and suggestions are sought from the States and Union Territories including Kerala, industry and other stakeholders and general public in accordance with the pre-legislative consultation policy.

As such, amendments are finalized after taking into consideration the comments received. The comments of all stakeholders have been taken into consideration during past amendments.

RICE PROCUREMENT REJECTION

1538. SHRIMATI HARSIMRAT KAUR BADAL:

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

- (a) whether any incidents have come to the notice of the Government where rice from other States was being smuggled into Punjab and sold to procurement agencies in view of rejection of rice quality and if so, the details thereof;
- (b) the manner in which the Government plans to address the rejection of Punjab's rice despite it being procured by Food Corporation of India (FCI) and State agencies;
- (c) the details of the steps being taken by the Government to investigate and rectify the issues related to paddy procurement, milling standards and quality assurance in Punjab;
- (d) whether it is part of a sabotage to reject the quality of Punjab's rice and if so, the details thereof;
- (e) the manner in which the Government plans to support farmers and millers in Punjab who are affected by these quality issues and subsequent rejections of their produce;
- (f) whether there is a long-term strategy in place to improve the overall agricultural practices in Punjab particularly regarding rice production to prevent future occurrences of substandard quality affecting State procurement; and
- (g) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS,
FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI
BAMBHANIYA):**

(a): No incidents have been reported regarding rice being smuggled into Punjab from other states.

(b): No issue regarding undue rejection of rice on ground of quality has been reported.

(c) to (g): In Punjab, paddy is mainly procured by State Government Agencies and Custom Milled Rice (CMR) is delivered to Food Corporation of India (FCI). The paddy is procured at Minimum Support Price (MSP) as per uniform specifications laid down by Government of India to ensure the remunerative price to farmers for their produce. However, in case of any natural calamities, relaxations in the uniform specifications of affected food grains are also provided for smooth procurement so as to prevent distress sale/rejection of food grains.

There is robust system of procurement and acceptance of milled rice by FCI with multi layered quality check system. In case lots are found Beyond Rejection Limit or not meeting the prescribed uniform specifications, the same shall be replaced by Fair Average Quality (FAQ) stock by the concerned Millers.

Further, during KMS 2024-25, around 172 LMT of paddy has been procured from farmers in Punjab. Out of this, 169 LMT has already been lifted from the Mandis of Punjab and stored at the mill points for further milling of the stocks of

paddy. FCI has already started acceptance of Rice from the millers as per Govt. of India (GOI) specifications and 94,000 MT has already been accepted by FCI.

All out efforts are made at every level to ensure the quality of stocks. The government is committed to procure all quantity of paddy offered for sale in Punjab as per the quality specification laid down by the Government and to ensure that the benefit of MSP regime is smoothly realized by all the farmers.

ACCESSIBILITY OF CPGRAMS

1539. SHRI AMRINDER SINGH RAJA WARRING:

Will the **PRIME MINISTER** be pleased to state:

- (a) whether the Government has assessed the accessibility of the Centralised Public Grievance Redress and Monitoring System (CPGRAMS) portal, particularly for those in rural and remote areas;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) whether any initiatives have been taken to make CPGRAMS more inclusive for citizens lacking internet access or digital literacy, if so, the details thereof; and
- (d) the steps taken/being taken by the Government to enhance awareness and usability of CPGRAMS among marginalized communities for effective grievance redressal?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE;

MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

(a) to (d): Yes sir, Government has taken a number of measures for enhanced accessibility of citizens from remote and rural areas, which has resulted in over 28 lakh citizens being registered on CPGRAMS portal from 795 districts across the country with an average monthly citizen registration of 70,000. Government has collaborated with Common Service Centres (CSC) to leverage the network of Village Level Entrepreneurs (VLEs) of CSCs across 5.6 lakh villages. 4.68 lakh grievances have been filed through Common Service Centres in 2023 and 2024. Government has adopted the CPGRAMS 10 step reform to enhance awareness and usability of CPGRAMS. These reforms include regional language facility on the CPGRAMS portal, citizen engagement through feedback call centre, simplification in citizen registration, collaboration with CSCs and launch of CPGRAMS mobile application. The Government has also conducted several awareness programmes for VLEs with focus on rural/farmer centric schemes like Pradhan Mantri Awas Yojana(PMAY) and Pradhan Mantri Kisan Samman Nidhi (PM-KISAN) . 20th of every month is being observed as CSC-CPGRAMS Day to enhance awareness and increase outreach of CPGRAMS amongst the rural population.

ओडिशा में बुढ़ापंक परजंग-सुकिन्दा रोड पर यात्री ट्रेन

1540. श्री रुद्र नारायण पाणी:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का ओडिशा में पूर्व तट रेलवे के अंतर्गत खुर्दा रोड डिवीजन के बुढ़ापंक-परजंग-सुकिन्दा रोड खंड पर यात्री रेलगाड़ी चलाने का प्रस्ताव है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ग) यदि नहीं, तो इसके क्या कारण हैं?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ग) :वर्तमान में, बुढ़ापंक-परजंग-सुकिन्दा खंड एक माल ढुलाई खंड है। इसका निर्माण माल ढुलाई गलियारे के मानदंडों के अनुसार किया गया था।

INCREASE IN TARIFF BY PRIVATE OPERATORS

1541. ADV DEAN KURIAKOSE:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) whether the Government has taken note of the increase in tariffs being levied by private network operators in the country;
- (b) if so, whether the Government has any plans to investigate into any collusion among the network operators for increasing the tariffs across all sections;

(c) if so, whether the Government has any plans of initiating any enquiry by the Competition Commission of India; and

(d) if so, whether it is true that such increases in tariffs especially data charges go against the very motto of a digitally inclusive nation and affect the common man, if so, the details of the steps being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT;

AND MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR. CHANDRA SEKHAR PEMMASANI):

(a): Yes, the tariff has been hiked by the Reliance Jio Infocomm Limited, Bharti Airtel Limited and Vodafone India Limited.

(b) to (d): Telecom Regulatory Authority of India (TRAI) is independent authority for regulation of tariff for Telecommunication service in India. As per the existing regulatory tariff framework, tariff for telecommunication service is under forbearance except for some specific services. Subject to compliance to extant regulatory provisions, service providers are free to design and offer tariff based on their understanding of the market situation and in their best commercial interest.

OPEN NETWORK FOR DIGITAL COMMERCE

1542. DR. C M RAMESH:

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

(a) the aims and objectives of Open Network for Digital Commerce (ONDC);

- (b) whether it is true that some Fair Price Shops (FPSs) have been onboarded onto the ONDC network as a pilot project;
- (c) if so, the details of FPSs identified for this pilot project from the State of Andhra Pradesh including the outcome of the pilot project; and
- (d) the steps taken/proposed to be taken by the Government to expand ONDC to other FPSs in the country?

**THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS,
FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI
BAMBHANIYA):**

(a): Open Network for Digital Commerce (ONDC) is aimed at democratizing digital commerce to enable every seller, MSME, merchant, farmer and consumer to access, participate and benefit from market access through digital commerce.

ONDC is not a platform or app. Instead it is an open protocol that enables buyers, using any app to discover and purchase products or services from any other app.

Some of the major objectives of the ONDC are as follows:

- (i) Promote interoperability to create an open, inclusive and competitive marketplace,
- (ii) Be an enabler with minimal public digital infrastructure,

- (iii) Be scale efficient and build for population-scale adoption,
- (iv) Make digital commerce, small-business friendly,
- (v) Pave the way to unlock innovation for reimagining digital commerce.

(b) and (c): The Department of Food and Public Distribution, Government of India has launched a pilot project to onboard Fair Price Shops (FPSs) with the Open Network for Digital Commerce (ONDC). As part of this initiative, 11 FPSs (5 FPSs in Una and 6 FPSs in Hamirpur districts) in Himachal Pradesh were piloted on ONDC by the Department of Food and Public Distribution.

(d): Presently, only the pilot scheme has been launched to assess the viability of onboarding ONDC in FPSs.

मध्य प्रदेश और महाराष्ट्र में गति शक्ति-राष्ट्रीय मास्टर प्लान

1543. श्रीमती भारती पारधी:

श्री श्रीरंग आप्पा चंदू बारणे:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) देश में मल्टी-मॉडल कनेक्टिविटी के लिए पीएम गति शक्ति-राष्ट्रीय मास्टर प्लान के अंतर्गत क्रियान्वयन हेतु चिह्नित/शुरू की गई रेललाइन परियोजनाओं का राज्य-वार विशेष रूप से मध्य प्रदेश और महाराष्ट्र का ब्यौरा क्या है;
- (ख) कृषि उत्पाद, उर्वरक, कोयला, लौह अयस्क, इस्पात, सीमेंट, चूना पत्थर आदि वस्तुओं के परिवहन के लिए चिह्नित मार्गों का ब्यौरा क्या है; और
- (ग) देश के तीव्र विकास हेतु कनेक्टिविटी उपलब्ध कराने के लिए सरकार द्वारा क्या कदम उठाए गए हैं?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ग): रेल परियोजनाओं का सर्वेक्षण/स्वीकृति/निष्पादन क्षेत्रीय रेल-वार किया जाता है न कि राज्य-वार किया जाता है, चूँकि रेल परियोजनाएं विभिन्न राज्यों की सीमाओं के आर-पार फैली हो सकती हैं। रेल परियोजनाओं को लाभप्रदता, यातायात अनुमानों, अंतिम छोर संपर्कता, मिसिंग लिंक और वैकल्पिक मार्गों, संकुलित/संतृप्त लाइनों का संवर्धन, राज्य सरकारों, केन्द्रीय मंत्रालयों, संसद सदस्यों, अन्य जनप्रतिनिधियों द्वारा की गई मांगों, रेलवे की अपनी परिचालनिक आवश्यकताओं, सामाजिक-आर्थिक महत्वों आदि के आधार पर स्वीकृत किया जाता है जो चालू परियोजनाओं के थ्रोफारवर्ड और निधियों की समग्र उपलब्धता पर निर्भर करता है।

माननीय प्रधानमंत्री द्वारा अक्टूबर, 2021 में पीएम गति शक्ति नेशनल मास्टर प्लान (एनएमपी) के शुभारंभ से अवसंरचनात्मक परिवहन परियोजनाओं की योजना और निष्पादन में परिवर्तनकारी दृष्टिकोण आया है। मध्य प्रदेश और महाराष्ट्र सहित पूरे देश में फैले नेशनल मास्टर प्लान ने संबंधित मंत्रालयों/राज्य सरकारों/विभागों के बीच सहयोग के माध्यम से रेलवे, जहाजरानी, सड़क मार्ग, दूरसंचार, पाइपलाइन आदि जैसे अवसंरचनात्मक क्षेत्रों के बीच सहक्रियता स्थापित की है, जिससे तेज गति से योजना बनाने के साथ ही परियोजना को पूरा करने के लिए आवश्यक मंजूरी में तेजी आई है।

भारतीय रेल ने अपनी परियोजना नियोजन प्रक्रिया में गति शक्ति के सिद्धांतों को आत्मसात किया है और अब सभी नई लाइन, आमान परिवर्तन और दोहरीकरण परियोजनाओं का सर्वेक्षण पीएम गति शक्ति नेशनल मास्टर प्लान (एनएमपी) के तहत विभिन्न आर्थिक क्षेत्रों के लिए मल्टीमॉडल कनेक्टिविटी अवसंरचना के विकास के लिए किया जाता है, जिसका उद्देश्य एकीकृत नियोजन, संभार तंत्र की दक्षता में वृद्धि और लोगों, माल/वस्तुओं जैसे कृषि उत्पादों, उर्वरकों, कोयला, लौह अयस्क, इस्पात, सीमेंट, चूना पत्थर आदि की निर्बाध आवाजाही के लिए अंतराल को दूर करना और रणनीतिक

महत्व के स्थानों, सीमावर्ती क्षेत्रों, औद्योगिक समूहों, पत्तनों, खदानों, बिजली संयंत्रों, गांवों आदि से सम्पर्क सहित सेवाएं प्रदान करना है।

महाराष्ट्र, मध्य प्रदेश सहित भारतीय रेलवे में लगभग 566 रेल परियोजनाओं को गति शक्ति जीआईएस प्लेटफॉर्म पर मैप किया गया है और इस प्लेटफॉर्म पर और अधिक परियोजनाओं को मैप/योजनाबद्ध किया जा रहा है। पीएम गति शक्ति संस्थागत तंत्र का उपयोग जमीनी सर्वेक्षण, भूमि रिकॉर्ड, मार्ग के संरेखण के लिए बड़े पैमाने पर किया जा रहा है और इससे विस्तृत परियोजना रिपोर्ट तैयार करने की गुणवत्ता में वृद्धि हुई और परियोजना लागत में कमी आई है।

रेलवे परियोजनाओं के शीघ्र अनुमोदन और कार्यान्वयन के लिए सरकार द्वारा उठाए गए विभिन्न कदमों में शामिल हैं (i) गति शक्ति इकाइयों की स्थापना (ii) परियोजनाओं को प्राथमिकता देना (iii) प्राथमिकता वाली परियोजनाओं पर निधियों के आवंटन में पर्याप्त वृद्धि (iv) क्षेत्र स्तर पर शक्तियों का प्रत्यायोजन (v) विभिन्न स्तरों पर परियोजना की प्रगति की बारीकी से निगरानी, और (vi) भूमि अधिग्रहण, वानिकी और वन्यजीवन संबंधी मंजूरी में तेजी लाने और परियोजनाओं से संबंधित अन्य मुद्दों को हल करने के लिए राज्य सरकारों और संबंधित प्राधिकरणों के साथ नियमित अनुवर्ती कार्रवाई करना शामिल हैं। इसके परिणामस्वरूप 2014 से कमीशनिंग की दर में पर्याप्त वृद्धि हुई है।

व्यापक योजना और विभिन्न हितधारकों के बीच बेहतर समन्वय के परिणामस्वरूप, नई पटरियां बिछाने/कमीशनिंग करने की गति में भी निम्नानुसार वृद्धि हुई है:-

अवधि	कमीशन की गई नई पटरियां	कमीशन की गई नई पटरियों का वार्षिक औसत
2009-14	7,599 कि.मी.	4.2 कि.मी. प्रतिदिन
2014-24	31,180 कि.मी.	8.54 कि.मी. प्रतिदिन (2 गुना से अधिक)

गत दो वर्षों अर्थात् 2022-23 और 2023-24 के दौरान भारतीय रेल पर यात्री और मालभाड़ों यातायात के लिए 10,552 कि.मी. नए रेल पथ चालू किए गए हैं।

STARTUPS IN SPACE SECTOR**1544. SHRI BHARTRUHARI MAHTAB:****SHRI BIPLAB KUMAR DEB:**

Will the **PRIME MINISTER** be pleased to state:

- (a) the total number of countries identified by Indian National Space Promotion and Authorisation Centre (IN-SPACE) where private sector can operate; and
- (b) whether there has been a rise in the number of startups in space sector during the last five years and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

- (a) IN-SPACe has established relationships with more than 25 countries from across the world, including both Space faring and Space aspiring nations, where Indian companies can pitch their products/ solutions. IN-SPACe has also conducted "IN-SPACe Space Days" with 6 countries so far, in order to enable focused match making for Indian Private Space Sector companies in these countries.

- (b) The number of Space Start-ups have gone up, from just 1 in 2014 to around 266 as on date.

RESTORATION OF KAMBAN EXPRESS TRAIN

1545. SHRI MURASOLI S:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the criteria for the restoration of trains and the details thereof;
- (b) whether the Government has any plans for the restoration of Kamban Express (16175/16176) on its original route and the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c) : To facilitate infrastructure works such as station development, capacity enhancement, passenger amenities development etc., some times trains are diverted / cancelled / short terminated - originated. With a view to facilitate the ongoing infrastructural and developmental work of Chennai Egmore station, 16175/16176 Chennai Egmore-Karaikal Express is temporarily being operated between Tambaram and Karaikal.

उत्तर प्रदेश में नए डाकघर

1546. डॉ राजकुमार सांगवान :

क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

- (क) क्या सरकार से उत्तर प्रदेश के विभिन्न क्षेत्रों, विशेषकर पश्चिमी उत्तर प्रदेश में डाकघर, उप-डाकघर खोलने की मांग की गई है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) उत्तर प्रदेश में कार्यरत डाकघरों, उप-डाकघरों, ग्राम डाकघरों की वर्तमान संख्या कितनी है;
- (घ) डाक विभाग को सुदृढ़ एवं नया स्वरूप प्रदान करने के लिए सरकार द्वारा क्या उपाय किए जा रहे हैं;
- (ङ) उत्तर प्रदेश के डाकघरों में विद्यमान रिक्तियों का श्रेणी-वार ब्यौरा क्या है; और
- (च) उपर्युक्त रिक्तियां कब तक भरी जाएंगी?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) और (ख) : देश में नए डाकघर खोले जाना एक निरंतर और सतत प्रक्रिया है। नए डाकघर, निर्धारित मानदंडों के आधार पर ऐसे क्षेत्रों में खोले जाते हैं, जहां उन्हें खोले जाना आवश्यक और औचित्यसम्मत हो। पश्चिमी उत्तर प्रदेश में 6830 डाकघर (प्रधान डाकघर, उप-डाकघर और शाखा डाकघर) प्रचालनरत हैं, जिनमें डाक, वित्तीय और बीमा सेवाओं तक पहुंच बढ़ाने के लिए वित्त वर्ष 2023-24 के दौरान खोले गए 28 नए डाकघर भी शामिल हैं।

(ग) उत्तर प्रदेश में 17,953 डाकघर प्रचालनरत हैं, जिनमें 72 प्रधान डाकघर, 2463 उप डाकघर और 15418 शाखा डाकघर शामिल हैं।

(घ) देशभर के सभी विभागीय डाकघरों को सूचना प्रौद्योगिकी (आईटी) आधुनिकीकरण परियोजना के तहत कम्प्यूटरीकृत कर नेटवर्क से जोड़ा गया है। देश के ग्रामीण क्षेत्रों में कार्य कर रहे शाखा डाकघरों

को डाक, वित्तीय और बीमा संबंधी लेन-देन कार्य ऑनलाइन रूप से करने में सक्षम बनाने हेतु मोबाइल उपकरण उपलब्ध कराए गए हैं। इसके अतिरिक्त, डाकघरों के माध्यम से आईपीपीबी, सीएससी, पासपोर्ट सेवा, आधार सेवा व डाक निर्यात केंद्र की सुविधा के साथ-साथ पार्सल डिलिवरी एवं स्पीड पोस्ट, पंजीकृत पत्रों/पार्सलों की डिलिवरी संबंधी सूचना का रीयल टाइम अपडेशन, ईएमओ और कैश-ऑन डिलिवरी जैसी अन्य सेवाएं भी प्रदान की जा रही हैं। डाक सेवाओं के बारे में जानकारी प्रदान करने और ग्राहकों के प्रश्नों के समाधान की सुविधा हेतु नागरिकों के लिए एकल विंडो इंटरफेस के रूप में इंडिया पोस्ट कॉल सेंटर की स्थापना की गई है।

(ड) उत्तर प्रदेश के डाकघरों में मौजूदा रिक्तियों का श्रेणीवार ब्यौरा **विवरण** के रूप में संलग्न है।

(च) रिक्त पदों पर भर्ती एक सतत प्रक्रिया है और इस कार्य को विभागीय पदोन्नति समिति (डीपीसी), सीमित विभागीय प्रतियोगी परीक्षा (एलडीसीई) एवं कर्मचारी चयन आयोग के माध्यम से सीधी भर्ती के साथ-साथ जीडीएस ऑनलाइन नियोजन पोर्टल और संगत भर्ती नियमों में किए गए प्रावधानों के अनुसार डाक सर्कलों द्वारा भी नियमित रूप से किया जा रहा है।

विवरण

श्रेणी	स्वीकृत पद	कार्यरत कार्मिकों की संख्या	रिक्त पद
एचएसजी-I डाकघर	229	55	174
एचएसजी-II डाकघर	848	524	324
एलएसजी डाकघर	2924	2307	617
पीए/एसए	7435	7383	52

बीपीएम	15419	12082	3337
एबीपीएम	17613	12702	4911
डाक सेवक	4900	3722	1178
कुल	49368	38775	10593

एक राष्ट्र एक राशन कार्ड

1547. श्री रामबीर सिंह बिधूड़ी:

क्या उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्री यह बताने की कृपा करेंगे कि:

(क) 'एक राष्ट्र एक राशन कार्ड' योजना के अंतर्गत देश के प्रत्येक राज्य को कितना राशन आवंटित किया गया है;

(ख) क्या दिल्ली सरकार उक्त योजना के अंतर्गत नियमित रूप से राशन का निर्धारित कोटा प्राप्त करती है; और

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री (श्रीमती निमुबेन जयंतीभाई बांभणिया):

(क): खाद्य और सार्वजनिक वितरण विभाग (डीएफपीडी) ने पूरे देश में वन नेशन वन राशन कार्ड (ओएनओआरसी) के तहत राशन कार्डों की पोर्टेबिलिटी लागू की है। ओएनओआरसी की शुरुआत से अब तक 156 करोड़ से अधिक पोर्टेबिलिटी के लेनदेन दर्ज किए गए हैं। खाद्य और सार्वजनिक वितरण विभाग अन्य राज्यों/संघ राज्य क्षेत्रों के लाभार्थियों को खाद्यान्न वितरित करने के लिए ओएनओआरसी के तहत राज्य/संघ राज्य क्षेत्र को प्रत्येक तिमाही में अतिरिक्त खाद्यान्न आवंटित करता है। वर्ष 2023-

2024 और वर्ष 2024-2025 के दौरान ओएनओआरसी के तहत खाद्यान्नों के अतिरिक्त आबंटन की सूचना राज्य/संघ राज्य क्षेत्रवार, **विवरण** में संलग्न है।

(ख) और (ग): दिल्ली सरकार, ओएनओआरसी के तहत आबंटित निर्धारित कोटा नियमित रूप से आहरण करती है। दिल्ली के संबंध में वित्त वर्ष 2023-24 और वित्त वर्ष 2024-25 (25.11.2024 तक) के लिए खाद्यान्न का आबंटन और उठान नीचे दिया गया है।

अवधि	डीएफपीडी द्वारा दिल्ली को आबंटन (टन में)	दिल्ली द्वारा उठाया गया खाद्यान्न (टन में)
अप्रैल 2023 से जून 2023	13828.543	13812.310
जुलाई 2023 से सितंबर 2023	19840.764	19839.970
अक्टूबर 2023 से दिसंबर 2023	21327.970	21324.360
जनवरी 2024 से मार्च 2024	25535.210	25530.610
कुल वित्तीय वर्ष 2023-24	80532.487	80507.250
अप्रैल 2024 से जून 2024	27087.980	27059.850
जुलाई 2024 से सितंबर 2024	28712.229	28304.589
		(25.11.2024 तक)
कुल वित्तीय वर्ष 2024-25	55800.209	55364.439
		(25.11.2024 तक)

विवरण

(आंकड़े टन में)

'एक राष्ट्र एक राशन कार्ड' के अंतर्गत खाद्यान्न का आबंटन

राज्य/संघ राज्य क्षेत्र का नाम	वित्तीय वर्ष 2023-24 हेतु			वित्तीय वर्ष 2024-25 हेतु (25.11.2024 तक)		
	चावल	गेहूं	कुल	चावल	गेहूं	कुल
अंडमान और निकोबार द्वीप समूह	2.870	0.398	3.268	1.495	0.384	1.879
अरुणाचल प्रदेश	0.000	0.000	0.000	0.025	0.000	0.025
चंडीगढ़	0.000	0.830	0.830	0.000	0.000	0.000
दादर एवं नगर हवेली और दमन एवं दीव	1346.695	139.607	1486.302	997.523	101.226	1098.749
दिल्ली	32212.99	48319.49		22196.82	33603.39	55800.21
	5	2	80532.487	0	0	0
गोवा	225.412	0.000	225.412	213.994	0.000	213.994
गुजरात	1385.076	1133.244	2518.320	914.662	816.107	1730.769
हरियाणा	0.000	13168.97		0.000	7244.440	7244.440
		4	13168.974			
हिमाचल प्रदेश	928.046	1320.744	2248.790	1043.222	484.502	1527.724
जम्मू और कश्मीर	486.178	198.586	684.764	153.573	513.237	666.810
केरल	181.659	40.658	222.317	204.186	43.253	247.439

लद्दाख	2.106	2.611	4.717	0.691	2.795	3.486
महाराष्ट्र	5314.431	2989.367	8303.798	2568.840	4138.740	6707.580
मेघालय	3.471	0.000	3.471	1.490	0.000	1.490
मिजोरम	2.853	0.000	2.853	0.000	0.000	0.000
पुदुचेरी	2.580	0.000	2.580	0.000	0.000	0.000
पंजाब	0.000	106.950	106.950	0.000	210.655	210.655
राजस्थान	0.000	2097.786	2097.786	0.000	497.781	497.781
सिक्किम	18.291	0.000	18.291	13.561	0.000	13.561
तमिलनाडु	13.263	0.553	13.816	0.000	0.000	0.000
तेलंगाना	709.639	0.000	709.639	657.481	0.000	657.481
त्रिपुरा	94.610	0.000	94.610	15.921	0.000	15.921
उत्तराखंड	609.125	373.334	982.459	782.692	122.972	905.664
पश्चिम बंगाल	92.990	0.000	92.990	242.106	0.000	242.106
	43632.29	69893.13	113525.42	30008.28	47779.48	77787.76
कुल	0	4	4	2	2	4

BROADCASTING BILL, 2024

1548. SHRI SUDAMA PRASAD:

Will the Minister of **INFORMATION AND BROADCASTING** be pleased to state:

(a) the details of organizations and people with whom private consultations were held for the draft of the Broadcasting Bill, 2024;

(b) the reasons for which the Government held private consultation for drafting Broadcasting Bill, 2024 before it was made available for wider public consultation; and

(c) whether the Government intends to larger public consultations considering the sensitivity and impact the bill is going to have on common people?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c): The draft Broadcasting Services (Regulation) Bill, 2023 was placed in public domain on 10.11.2023 seeking views/comments/suggestions from the general public and stakeholders till 09.12.2023 which was later extended upto 15.01.2024.

Based on the wide range of views expressed during consultations with stakeholders, including from various Associations of the Media and Entertainment sector, additional time was provided for comments till 15.10.2024.

LEVEL CROSSINGS IN UTTARAKHAND

1549. SHRIMATI MALA RAJYA LAXMI SHAH:

Will the Minister of **RAILWAYS** be pleased to state:

(a) the number of unmanned level crossings in the country;

(b) the steps taken by the Government to eliminate level crossings in the country especially in Uttarakhand;

(c) the criteria for sanction of such works, fund allocated and measures taken to expedite the progress of work; and

(d) measures taken to mitigate the problem of water logging in subways?

**THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING;
AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI
ASHWINI VAISHNAW):**

(a) to (d): All Unmanned level crossings (UMLCs) on running lines of Broad Gauge (BG) network of Indian Railway including in the State of Uttrakhand have been eliminated by 31.01.2019.

There are 17083 Nos. manned level crossing (MLCs) on Broad Gauge (BG) over Indian Railway which includes 149 Nos. in the State of Uttrakhand.

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains and impact for road users and feasibility etc.

Nos. of ROB/RUBs constructed on Indian Railways during the period 2004-14 to 2014-24 is as under:

Period	ROBs/RUBs constructed in Nos.

2004-14	4148
2014-24	11945

As on 01.04.2024, 4200 Nos. ROBs/RUBs are sanctioned at cost of ₹ 92692 Cr on Indian Railways which are at various stage of planning and execution. During current financial year 24-25 (upto Oct 24), 451 Nos. of ROBs/RUBs have been constructed on Indian Railways.

During 2014-24, 70 Nos. of ROBs/RUBs were constructed in the state of Uttarakhand As on 01.04.24, there are 11 Nos. sanctioned works of Road Over Bridge(ROB)/Road Under Bridge (RUB) at cost of ₹ 167 Cr in the state of Uttarakhand. During current financial year 24-25 (up to Oct' 24), 30 Nos. of ROBs/RUBs have been constructed in the State of Uttarakhand.

Railways have taken following measures to expedite the progress of ROB/RUB works:

- (i) Joint survey with concerned State Govt./Road Owing Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
- (ii) Periodic meetings of Railway and State Government officials are done to resolve various issues related to ROB/RUB works.
- (iii) Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays

during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

(iv) ROB/RUB works are planned to be executed on a single entity basis by Railway wherever possible. In case any Road Owning authority/State Govt. wants, then Railway may permit them to execute the work on a single entity basis.

Further, Railways have also taken several remedial measures to mitigate the problem of water logging in subways. Adequate drainage arrangement has been made as integral part of planning of new Road Under Bridge (RUB)/Subways. In existing RUBs/subways remedial measures like water flow diversion to nearby bridge and nallahs/drains, provision of cover shed on approach roads, provision of hump at entry to Road Under Bridge (RUB), provision of cross drains, sealing of joints etc. have been made as per feasibility, suitability and site requirements. In addition, pumping arrangement has also been made for identified RUBs, to drain out water expeditiously in case of emergency and provision to stop road traffic in exceptional/unusual rainfall situation for safety of road users.

SUBSIDY TO FARMERS UNDER PM-KUSUM

1550. DR. SHIVAJI BANDAPPA KALGE:

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

(a) whether the Government is aware that most of the farmers are unable to avail the benefits of Pradhan Mantri Kisan Urja Suraksha evam Utthaan

Mahabhiyan (PM-KUSUM) because the Government provides a subsidy of only

sixty per cent and the remaining forty per cent is to be borne by the farmers themselves which the farmers are unable to afford despite the great benefits of the solar operated water pumps;

(b) if so, the details thereof;

(c) whether the Government proposes to enhance the subsidy to ninety per cent to save the cost of fossil fuel in the operation of water pumps for irrigation and if so, the details thereof; and

(d) whether the existing procedure for making applications need to be made much simpler and also there is a need to enhance the budget for the PM-KUSUM and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) and (b) The solar pumps under the Component B of PM KUSUM scheme can be availed via two modes:

i) With Central Financial Assistance of 30%; State share up to 30% and rest up to 40% to be borne by the farmer

ii) With only Central Financial Assistance of 30% and rest up to 70% to be borne by the farmer

Currently, all the components of the PM KUSUM scheme are covered under Agricultural Infrastructure Fund, which provides interest subvention on financing.

(c) No

(d) The Ministry has simplified the process and issued comprehensive revised guidelines on 17.01.2024.

छात्रों के डाटा का लीक होना

1551. श्री अरुण गोविल:

क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि:

- (क) सरकार द्वारा यह सुनिश्चित करने के लिए क्या प्रावधान किए गए हैं कि किसी विश्वविद्यालय अथवा संस्थान के लिए ऑनलाइन आवेदन जमा करने पर छात्रों का डाटा लीक न हो क्योंकि आवेदन करते ही ऐसे मामलों में अवांछित कॉल और बड़ी संख्या में एसएमएस आने शुरू हो जाते हैं;
- (ख) आंकड़े लीक करने में संलिप्त पाए गए व्यक्तियों को कौन सा दण्ड दिए जाने का विचार है;
- (ग) आवेदन प्रस्तुत किए जाने के तुरंत बाद अवांछित कॉल और थोक एसएमएस प्राप्त होने के क्या कारण हैं; और
- (घ) क्रेडिट कार्ड और ऋण सुविधाओं के नाम पर ग्राहकों को लगातार की जा रही अनावश्यक कॉलों और एसएमएस को रोकने के लिए क्या उपाय किए गए हैं और उक्त कॉलों और एसएमएस के क्या कारण हैं?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

- (क) से (घ): दूरसंचार विभाग ने अवांछित स्पैम मैसेज को प्रतिबंधित करने के लिए अनेक आदेश और निर्देश जारी किए हैं। ये पहलें अवांछित वाणिज्यिक संचार (यूसीसी) को नियंत्रित करने और दूरसंचार

विनियमों का बेहतर अनुपालन सुनिश्चित करने पर केंद्रित हैं। इस संबंध में दूरसंचार विभाग द्वारा दिए गए कुछ महत्वपूर्ण आदेश और की गई कार्रवाई निम्नलिखित है:

1. भारतीय दूरसंचार विनियामक प्राधिकरण (ट्राई) द्वारा अवांछित वाणिज्यिक संचार (यूसीसी) पर अंकुश लगाने के लिए जारी किए दूरसंचार वाणिज्यिक संचार ग्राहक वरीयता विनियम, 2018 (टीसीसीसीपीआर 2018), दूरसंचार सब्सक्राइबर्स को वाणिज्यिक संचार प्राप्त करने के लिए वरीयता रजिस्टर में प्राथमिकता दर्ज करने में सक्षम बनाते हैं, जिसे 'डू नॉट कॉल रजिस्ट्री' के रूप में जाना जाता है।
2. टेलीमार्केटर्स (टीएस) को वाणिज्यिक कॉल करने के लिए एक अलग श्रृंखला (140xxx) आवंटित की जाती है, जो सब्सक्राइबर्स को आने वाली वाणिज्यिक कॉल के बारे में जानने और ऐसे कॉल का उत्तर देने या न देने का निर्णय लेने हेतु सक्षम बनाती है।
3. एक्सेस सेवा प्रदाताओं को यूटीएम के खिलाफ कार्रवाई करना अपेक्षित है, जिसमें चेतावनी देना, उपयोग सीमा के अंतर्गत रखना या बार-बार उल्लंघन के मामले में कनेक्शन काटना शामिल है।

कटनी से चोपन रेल लाइन का दोहरीकरण कार्य

1552. डॉ. राजेश मिश्रा:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) सरकार द्वारा नई रेल लाइन परियोजनाओं के माध्यम से आकांक्षी जिलों में कनेक्टिविटी में सुधार सुनिश्चित करने के लिए क्या विशिष्ट कदम उठाए गए हैं; और

(ख) कटनी से चोपन रेल लाइन के दोहरीकरण कार्य में हुई प्रगति का ब्यौरा क्या है और इसके कब तक पूरा होने की संभावना है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) और (ख): रेल परियोजनाओं का सर्वेक्षण/स्वीकृति/निष्पादन राज्य-वार नहीं बल्कि क्षेत्रीय रेल-वार किया जाता है क्योंकि भारतीय रेल की परियोजनाएं राज्य सीमाओं के आर-पार फैली हो सकती हैं। रेल परियोजनाओं को अकांक्षी जिलों से संपर्कता सहित लाभप्रदता, यातायात अनुमान, अंतिम छोर संपर्कता, मिसिंग लिंक और वैकल्पिक मार्गों, संकुलित/संतृप्त लाइनों के संवर्धन, राज्य सरकारों, केन्द्रीय मंत्रालयों, संसद सदस्यों, अन्य जन प्रतिनिधियों द्वारा उठाई गई मांगों, रेल की अपनी परिचालनिक आवश्यकता, सामाजिक-आर्थिक विचारों आदि के आधार पर शुरू किया जाता है, जो चालू परियोजनाओं के थ्रोफॉरवर्ड और निधियों की समग्र उपलब्धता पर निर्भर करता है।

01.04.2024 की स्थिति के अनुसार, भारतीय रेल में 7.44 लाख करोड़ रुपए की लागत वाली 44,488 किलोमीटर की कुल लंबाई की कुल 488 रेल अवसंरचना परियोजनाएँ (187 नई लाइनें, 40 आमामान परिवर्तन और 261 दोहरीकरण), योजना/अनुमोदन/निर्माण चरण में हैं, जिनमें से 12,045 किलोमीटर लंबाई कमीशन की गई है और मार्च 2024 तक 2.92 लाख करोड़ रुपए का व्यय किया गया है। इनका सार निम्नानुसार है:-

कोटि	परियोजनाओं की संख्या	कुल एनएल/जीसी/डीएल (किमी में)	लंबाई कमीशन की गई लंबाई (किमी में)	मार्च 2024 तक कुल व्यय (करोड़ में)
नई लाइनें	187	20199	2855	160022
आमान परिवर्तन	40	4719	2972	18706
दोहरीकरण/मल्टीट्रैकिंग	261	19570	6218	113742
कुल	488	44,488	12,045	2,92,470

लागत, व्यय और परिव्यय सहित सभी रेल परियोजनाओं का क्षेत्र-वार/वर्ष-वार ब्यौरा भारतीय रेल की वेबसाइट पर पब्लिक डोमेन में उपलब्ध कराया गया है।

भारतीय रेल में नए रेलपथों की कमीशनिंग/बिछाने का ब्यौरा नीचे दिया गया है:-

अवधि	कमीशन की गई नई पटरियां	नई पटरियों की औसत कमीशनिंग
2009-14	7,599 कि.मी.	4.2 कि.मी. प्रति दिन
2014-24	31,180 कि.मी.	8.54 कि.मी. प्रति दिन (2 गुना से अधिक)

कटनी-सिंगरौली (257 किलोमीटर) के दोहरीकरण को स्वीकृत किया गया है और कटनी से ब्योहारी और जोबा से सिंगरौली तक 218 किलोमीटर लंबे खंडों को कमीशन कर दिया गया है। मार्च 2024

तक इस परियोजना पर लगभग 2,407 करोड़ रुपए खर्च किए गए हैं। ब्योहारी से जोबा खंड के बीच 39 किलोमीटर का शेष भाग संजय टाइगर रिजर्व क्षेत्र में आता है, जिसके लिए संजय टाइगर रिजर्व क्षेत्र को बायपास करते हुए अंतरित संरेखण पर दोहरी लाइन (लगभग 46 किलोमीटर) बनाने का निर्णय लिया गया है।

ओबरा डैम-पपराकुंड खंड (6 किमी) को छोड़कर सिंगरौली-चोपन पहले से ही दोहरी लाइन खंड है। ओबरा डैम-पपराकुंड खंड के दोहरीकरण कार्य को स्वीकृत कर दिया गया है।

PAYMENT FOR SOLAR PUMPS INSTALLMENT

1553. DR. AMAR SINGH:

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

(a) whether the Government concurs with the view that farmers may be allowed to pay for solar pumps installments which would make it financially more viable for them;

(b) if so, the steps taken/proposed to be taken by the Government keeping in mind that the Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM) Scheme needs to be tailored to meet farmers' specific requirements to be financially viable; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) Yes

(b) and (c) Solar pumps under PM KUSUM scheme can be implemented in two modes:

(i) With Central Financial Assistance of 30%; State share up to 30% and rest up to 40% to be borne by the farmer

(ii) With only Central Financial Assistance of 30% and rest up to 70% to be borne by the farmer In both cases, the farmer has to pay his share.

FOURTH GLOBAL CORAL BLEACHING EVENT

1554. SHRI RAJIV PRATAP RUDY:

Will the Minister of **EARTH SCIENCES** be pleased to state:

- (a) whether the Fourth Global Coral Bleaching Event is affecting coral reefs along country's coastline and if so, the specific regions experiencing significant bleaching and the causes contributing to this event;
- (b) whether the Government has undertaken/accepted any proposal to use satellite imagery and other advanced technologies to map and monitor regions in the country that are at risk of or have already experienced coral reef loss, if so, the details thereof;
- (c) the current status of country's coral reef health monitoring systems, including any recent data on coral cover decline in areas such as Andaman and Nicobar Islands, Lakshadweep, and the Gulf of Mannar; and
- (d) the steps taken/being taken by the Government to mitigate coral bleaching and promote coral reef restoration along country's coastlines, including community-

led conservation efforts or Government partnerships with environmental organizations?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY; MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):

- (a) Yes. In India, the Fourth Global Coral Bleaching Event (GCBE4) has impacted regions such as the Andaman and Nicobar Islands, Gulf of Mannar, Lakshadweep, and the Gulf of Kachchh.

<i>Sl. No.</i>	<i>Coral Reef Areas of India faced Fourth Global Coral Bleaching</i>	<i>Bleaching impact</i>	<i>Cause of Bleaching</i>
1.	Andaman and Nicobar Islands	Observed small scale bleaching in the Andaman region only especially South Andaman region	Increase in sea surface temperature: El Niño effect

2.	Gulf of Mannar	Small scale bleaching in some patchy areas	Increase in sea surface temperature: El Niño effect
3.	Lakshadweep	Widespread bleaching	Increase in sea surface temperature: El Niño effect

(b) The Government of India has launched several programs using advanced technologies like satellite imagery to manage and protect coral reef ecosystems:

- National Centre for Sustainable Coastal Management (NCSCM), under Ministry of Environment Forest and Climate Change (MoEFandCC) is working on *Coral Reef in situ Observation Network (CReON)* program which focuses on long-term coral reef health monitoring, calcification rates and ocean acidification, based on deployment of Data Buoy and Automated Weather Stations at various Coral Reef sites along the Indian Coast including Andaman and Nicobar and Lakshadweep Islands. NCSCM has mapped 1439 sq km of the coral reefs of India, as per the Coastal Regulation Zone Notification (CRZ), 2011 and 2019. Recently, NCSCM has submitted a proposal to the MoEFandCC to map the coral biodiversity of the Lakshadweep Islands, to determine the current extent and status (health) of the coral reefs of Lakshadweep under the National Coastal Mission.

- Space Applications Centre (SAC), ISRO, Ahmedabad has undertaken a project on *Inventory of Indian Coral Reefs: Mapping, monitoring and their Health Assessment* at the behest of Department of Biotechnology and Department of Space (DBT and DOS). As part of this study, SAC is mapping the coral reef regions of India at 1:25,000 scale and has mapped the reefs of Malvan, Maharashtra using Resourcesat-2 Linear Imaging Self Scanner (LISS) – IV sensor's data pertaining to 2020 timeframe using digital image processing, image classification and Geographic Information System (GIS) based post-classification analysis. The new geospatial database is also compared with SAC, ISRO's earlier coral reef database pertaining to 2004-08 timeframe based on Resourcesat-1 LISS-IV and LISS-III sensors' data for decadal monitoring.
- Indian National Centre for Ocean Information Services (INCOIS), Hyderabad under the Ministry of Earth Sciences (MoES) provides coral bleaching alert services based on satellite-derived sea surface temperature data for Indian coral ecosystems. These alerts highlight coral regions impacted by bleaching due to thermal stress.
- National Centre for Coastal Research (NCCR), Chennai under MoES is also carrying out coral bleaching monitoring studies in Palk Bay, Andaman Island and Lakshadweep Island. Regular monitoring of the health of the reef, bleaching event and recovery status, mapping the coral reefs using remote Sensing and insitu efforts and restoration activities are also being done.

- (c) The Zoological Survey of India is dedicated to monitor the India's coral reefs through various efforts such as LTPMPs, Coral Restoration, Coral Transplantation, research on the reproductive biology of scleractinian corals, studies on bleaching-resistant corals and zooxanthellae, and more.

Sl. No.	Coral Reef Areas	Coral Bleaching Status 2023-24	Post Bleaching Status
1.	Andaman and Nicobar Islands	15-18% in South Andaman Islands only	Most of the reefs recovered. Studies are going on to record the status
2.	Gulf of Mannar	27%	Most of the reefs recovered. Studies are going on to

			record the status
3.	Lakshadweep	84.6%	Some of the reefs recovered. Studies are under progress to record the status

Preliminary results from the project on Inventory of Indian Coral Reefs by SAC, Ahmedabad indicates apparent loss of reef area for Malvan reef in Maharashtra over a period of thirteen years (2007 to 2020). The same condition is observed for four reefs (Koswari, Nalla Tanni Tivu, Pichaimoopan Valasai and Shingle reef) over a period of twelve to fourteen years (2004/05 to 2018) out of the eleven reefs mapped for Gulf of Mannar.

(d) The Government of India has taken the following initiatives in order to reduce the stress faced by coral reefs of the Indian subcontinent:

- Zoological Survey of India (ZSI) has been collecting coral reef data through in-situ observations, focusing on restoration strategies and ecological threats from 2002 onwards.

- Corals and coral reefs are classified as CRZ-IA area under the Coastal Regulation Zone Notification 2011 and 2019.
- Marine Protected Areas (MPAs) have been established and expanded to limit human activities, promoting ecosystem (coral reef) recovery.
- The ZSI has mapped 143.46 square kilometers of coral reefs outside Protected Areas in the Andaman Islands and is conducting research on coral growth and reproductive strategies.
- India's largest coral translocation project in the Gulf of Kachchh has successfully moved over 16,000 corals to new locations to aid reef restoration.
- India collaborates with international organizations like NOAA and ICRI to enhance coral conservation efforts and align with global standards.
- The government has implemented legal protections for corals under the Wildlife Protection Act, 1972, and the Coastal Regulation Zone (CRZ) notifications to regulate human activities impacting coral reefs.
- Successful restoration of corals in the Gulf of Mannar and Palk Bay was carried out by NCCR jointly with the Department of Environment and Forest (Wild Life Division-Gulf of Mannar Marine Park Authority). Species such as *Acropora* sp., *Porites* sp., *Favites* sp., *Favia* sp., *Goniastrea* sp., and *Montipora* sp. corals were used for the restoration programs.

FORTIFIED RICE**1555. SHRI G KUMAR NAIK:**

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

- (a) whether any studies have been conducted to assess the nutritional impact of fortified rice distribution after implementing Phase I and Phase II of the initiative and if so, the key findings thereof;
- (b) the rationale behind prioritizing rice fortification to address nutritional deficiencies and whether alternative nutritious food options were considered before the scheme's introduction;
- (c) whether States were consulted before implementing the rice fortification scheme and if so, the details of consultations held and inputs received from the States;
- (d) whether any pilot studies or evaluations were conducted comparing fortified rice with other nutritional interventions and if so, the outcomes of these assessments; and
- (e) the criteria used to select fortified rice over other potential dietary interventions within the Targeted Public Distribution System (TPDS) and welfare schemes?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI BAMBHANIYA):

(a): NITI Aayog has constituted a Core Committee to monitor the impact evaluation of the Rice Fortification Initiative. NITI Aayog and the Indian Council of Medical Research- National Institute of Nutrition (ICMR-NIN) have taken up study in six districts in six different states of the country to evaluate the impacts of iron fortified rice supplied through the Public Distribution Systems in India. The study includes all age groups, employs a time-series, repeat cross-sectional design and covers approximately 10,000 individuals.

Additionally, the State Government of Uttar Pradesh, with the support from the United Nations World Food Programme, conducted an efficacy and effectiveness study on rice fortification in Chandauli district (UP). The study showed a significant 7.5 % point reduction in anemia prevalence among children (6-59 months) after the introduction of rice fortification, with rates decreasing from 65.7% (baseline: National Family Health Survey-5, Jan. 2021) to 58.2% (endline: July-August 2023).

(b): The Government of India allocates three foodgrains namely; rice, wheat and coarse-grains under Targeted Public Distribution System and Other Welfare Schemes ; with rice being the highest in quantity allocated to States/UTs.

Rice is an ideal vehicle for supplying micronutrients in India, as 65% of the population consumes it as a staple food. The rice supply chain is already well-established, with procured paddy being milled at rice mills as part of the natural supply chain process where the fortificants are blended to make fortified rice.

(c): A meeting was held with NITI Aayog, Ministry of Women and Child Development, Food Safety and Standards Authority of India and Ministry of Health and Family Welfare wherein it was decided that food fortification in rice be rolled out covering one district per state from March, 2019. Accordingly, the Government of India approved the Centrally Sponsored Pilot Scheme on "Fortification of Rice and its Distribution under the Public Distribution System" for a period of 3 years, beginning in 2019-20. Eleven states implemented the pilot and distributed the fortified rice in their identified districts.

Consultations were held with all States/UTs and concerned stakeholders before scaling up the Rice Fortification Initiative (2021-24) and for its further continuation till December, 2028. Ministries/ Departments concerned with health outcomes and States/UTs have supported the initiative.

(d): Food fortification is a globally recognized intervention to reduce the burden of micronutrient deficiencies. It is one of the interventions under the strategy of Anemia mukt Bharat and the Rice Fortification Initiative is a complementary strategy aimed at reducing the prevalence of anemia.

Based on available evidence from a Cochrane review, which analyzed data from seven randomized controlled trials involving 1,634 participants, the risk of anemia was reduced by 28% among individuals consuming fortified rice. The white paper titled "Efficacy and Safety of Iron-Fortified Rice in India," published by ICMR-NIN in 2023, indicates that rice fortification can serve as a midterm strategy for controlling iron deficiency.

(e): As answered in reply to part (b).

HIGH SPEED FTTH INTERNET

1556. SHRI SACHITHANANTHAM R:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) whether the Government has taken initiative to provide high speed FTTH internet services including the long distance connection to the people of rural and remote areas at an affordable tariff by BSNL directly;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT;
AN MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR.
CHANDRA SEKHAR PEMMASANI):**

(a) to (c) BharatNet project in a phased manner provisions broadband connectivity to all Gram Panchayats (GPs) in the country. Through a pilot project funded from Digital Bharat Nidhi (DBN) (erstwhile USOF), BSNL has provided high speed FTTH connections in GPs/villages using BharatNet network through local partners/entrepreneurs called BharatNet Udyamis (BNUs).

The Union Cabinet on 04.08.2023 has approved Amended Bharatnet Program (ABP) with an outlay of Rs. 1, 39, 579 crore for extending the scope of BharatNet to provide broadband connectivity to all 2.64 lakh Gram Panchayats

and approximately 3.8 lakh villages on demand basis across 28 states and 8 UTs. Further, ABP has been approved to improve penetration of high speed FTTH Internet in rural areas, wherein there is a provision to provide 1.5 Cr FTTH connections distributed across all States/UT's using BNU model.

ENERGY THROUGH WIND MILLS

1557. SHRI BALABHADRA MAJHI :

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

- (a) the details of the States where energy is produced through Wind Mills;
- (b) the number of wind mills are set up in the country along with their production capacity;
- (c) where there any area in Odisha where energy can be produced by Wind Mills; and
- (d) if so, the details thereof and the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) and (b) The total installed wind energy capacity in the country is about 47.71 GW, as on 31.10.2024. The State-wise details are given in **Statement** . As per Consolidated Energy Consultants Limited's Directory Indian Windpower 2024, as on 31.03.2024, around 38360 numbers of wind turbines of capacity ranging from 225 kW to 5200 kW are installed in the country.

(c) and (d) The wind resource assessment conducted by the National Institute of Wind Energy indicates an estimated wind power potential of about 12129 MW at 150 meter above ground level in the state of Odisha. It indicates wind potential sites in the district of Koraput, Nabarangpur, Rayagada, Puri, Khordha, Jagatsinghpur, Ganjam, Balasore and Kendrapara. The 'Renewable Energy Policy 2022' issued by Government of Odisha *inter alia* provides allotment of wind power projects on first come first serve basis and procurement of upto 500 MW power at generic tariff determined by Odisha Electricity Regulatory Commission.

STATEMENT

State-wise wind power installed capacity

STATE	Cumulative wind power capacity as on 31.10.2024 (MW)
Andhra Pradesh	4096.65
Gujarat	12314.48
Karnataka	6724.36
Kerala	63.5
Madhya Pradesh	2844.29
Maharashtra	5216.38
Rajasthan	5195.82
Tamil Nadu	11128.84
Telangana	128.1

Others	4.3
Total	47716.72

महत्वपूर्ण खनिजों का घरेलू खनन

1558. श्री धर्मेन्द्र यादव:

श्रीमती भारती पारधी:

श्री अरविंद गणपत सावंत:

श्री श्रीरंग आप्पा चंदू बारणे:

क्या खान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देश में अनेक महत्वपूर्ण खनिजों के भंडार होने के बावजूद, भारत महत्वपूर्ण खनिजों के आयात पर अत्यधिक निर्भर है जिससे औद्योगिक और ऊर्जा सुरक्षा को खतरा है;

(ख) यदि हां, तो सरकार की इस पर क्या प्रतिक्रिया है;

(ग) क्या सरकार ने महत्वपूर्ण खनिज क्षेत्र में सहयोग को मजबूत करने के लिए अंतर्राष्ट्रीय ऊर्जा एजेंसी (आईईए) के साथ कोई समझौता किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके उद्देश्य क्या हैं;

(घ) किस प्रकार यह देश को महत्वपूर्ण खनिज क्षेत्र में अपनी नीतियों, विनियमों और निवेश रणनीतियों को सुव्यवस्थित करने में सक्षम बनाएगा है;

(ङ) क्या घरेलू खदानों में इसका उत्पादन शुरू हो गया है;

(च) यदि हां, तो तत्संबंधी राज्य-वार विशेषकर उत्तर प्रदेश और मध्य प्रदेश का ब्यौरा क्या है; और

(छ) यदि नहीं, तो घरेलू खदानों में इसका उत्पादन कब तक शुरू हो जाएगा?

कोयला मंत्री ; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) और (ख): खनिजों की महत्ता आर्थिक महत्ता के अलावा उनके आयात पर निर्भरता के कारण भी है। देश में अधिकांश महत्वपूर्ण खनिजों के भंडार और उत्पादन शून्य या सीमित हैं, जिसके कारण उनमें पूर्ण या आंशिक आयात निर्भरता है। तथापि, देश की औद्योगिक और ऊर्जा सुरक्षा के लिए कोई खतरा नहीं है, क्योंकि औद्योगिक और ऊर्जा क्षेत्र बहुत व्यापक है और महत्वपूर्ण खनिजों से भिन्न अन्य कच्चे माल और उत्पादों की एक विस्तृत श्रृंखला पर निर्भर करता है, जिसमें भारत आत्मनिर्भर है या इसकी आपूर्ति श्रृंखला मजबूत है। इलेक्ट्रिक वाहन, बैटरी भंडारण, सौर और पवन जैसी ऊर्जा संक्रमण प्रणालियों में महत्वपूर्ण खनिजों की अधिक आवश्यकता होती है। सरकार ने अन्य बातों के साथ-साथ महत्वपूर्ण खनिजों में घरेलू क्षमता बढ़ाने और आपूर्ति श्रृंखला को लचीला बनाने के लिए निम्नलिखित कदम उठाए हैं:

- केंद्र सरकार द्वारा महत्वपूर्ण और सामरिक खनिज ब्लॉकों की नीलामी: अब तक 24 ब्लॉकों की सफलतापूर्वक नीलामी की जा चुकी है। इसके अलावा, नीलामी में अधिक भागीदारी को प्रोत्साहित करने के लिए महत्वपूर्ण खनिजों की रॉयल्टी दरों को युक्तिसंगत बनाया गया है।
- खान मंत्रालय के तत्वावधान में, विदेशों में महत्वपूर्ण खनिज परिसंपत्तियों के अधिग्रहण के लिए खनिज विदेश इंडिया लिमिटेड (केबीआईएल) नामक एक संयुक्त उद्यम कंपनी को शामिल किया गया है।
- राष्ट्रीय खनिज खोज न्यास (एनएमईटी) विभिन्न गवेषण एजेंसियों के माध्यम से महत्वपूर्ण खनिज गवेषण परियोजनाओं को वित्तपोषित कर रहा है।
- सरकार ने केंद्रीय बजट 2024-25 में घरेलू उत्पादन, पुनर्चक्रण, महत्वपूर्ण खनिज परिसंपत्तियों के विदेशी अधिग्रहण और अनुसंधान एवं विकास (आरएंडडी) सहित क्षेत्रों में सामंजस्यपूर्ण दृष्टिकोण के लिए एक महत्वपूर्ण खनिज मिशन की स्थापना की घोषणा की है।

- केंद्रीय बजट 2024-25 की घोषणाओं के भाग के रूप में, 25 महत्वपूर्ण खनिजों के लिए आयात शुल्क समाप्त कर दिया गया है ताकि देश में इनकी सहज निकासी हो सके और घरेलू प्रसंस्करण को प्रोत्साहन मिले।
- पुनर्चक्रण के माध्यम से गौण स्रोतों से महत्वपूर्ण खनिजों के पृथक्करण और उत्पादन के लिए देश में पुनर्चक्रण क्षमता विकसित करने हेतु भारतीय उद्योग को प्रोत्साहित करने के लिए एक रूपरेखा तैयार की जा रही है।
- खान मंत्रालय के विज्ञान एवं प्रौद्योगिकी (एस एंड टी) कार्यक्रम के अंतर्गत, नवंबर 2023 में प्रिज्म (स्टार्ट-अप्स और एमएसएमई-सूक्ष्म, लघु और मध्यम उद्यम में अनुसंधान और नवाचार को बढ़ावा देना) नामक एक घटक शुरू किया गया है, जिसका उद्देश्य खनन और खनिज क्षेत्र में कार्यरत स्टार्ट-अप्स और एमएसएमई में अनुसंधान और नवाचार को वित्तपोषित करना तथा अनुसंधान एवं विकास और व्यावसायीकरण के बीच की खाई को पाटना है। वर्ष 2024-25 (28.11.2024 तक) के दौरान, महत्वपूर्ण खनिजों से संबंधित अनुसंधान एवं विकास और प्रिज्म की 11 परियोजनाओं को कुल 5.79 करोड़ रुपये के वित्त पोषण के लिए मंजूरी दी गई है।

(ग) और (घ): जी, हां। भारत सरकार ने महत्वपूर्ण खनिज क्षेत्र में सहयोग को मजबूत करने के लिए 13.11.2024 को अंतर्राष्ट्रीय ऊर्जा एजेंसी (आईईए) के साथ एक समझौता ज्ञापन (एमओयू) पर हस्ताक्षर किए हैं। इसका उद्देश्य पक्षकारों की विशेषज्ञता और अनुभव को ध्यान में रखते हुए महत्वपूर्ण खनिजों पर आपसी सहमति से चिह्नित क्षेत्रों में सहयोग को बढ़ावा देना है। अपने व्यापक शोध और विश्लेषण के साथ, आईईए भारत को महत्वपूर्ण खनिज क्षेत्र में विश्वसनीय डेटा, विश्लेषण और नीति सिफारिशों तक पहुंच प्रदान कर सकता है और ऊर्जा सुरक्षा की दिशा में भारत के प्रयासों का समर्थन करने के लिए मूल्यवान अंतर्दृष्टि और सिफारिशें प्रदान कर सकता है। यह सहयोग भारत को महत्वपूर्ण खनिज क्षेत्र में अंतराल की पहचान करके, निवेश प्राथमिकताओं को अनुकूलित करके और वैश्विक

मानकों और सर्वोत्तम पद्धतियों के साथ संरेखित करके अपनी नीतियों, विनियमों और निवेश रणनीतियों को सुव्यवस्थित करने में मदद करेगा।

(ड) से (छ): घरेलू खानों में कुछ महत्वपूर्ण खनिजों का उत्पादन हो रहा है। महत्वपूर्ण खनिजों के राज्यवार उत्पादन का ब्यौरा इस प्रकार है:

महत्वपूर्ण खनिज	राज्य	उत्पादन मात्रा 2023-24 (टन)
ग्रेफाइट	छत्तीसगढ़	1,007
	झारखंड	20,756
	ओडिशा	68,054
	तमिलनाडु	79,263
फॉस्फोराइट	मध्य प्रदेश	2,36,964
	राजस्थान	13,20,819
टिन सांद्र	छत्तीसगढ़	22

इसके अलावा, 49 महत्वपूर्ण और सामरिक खनिज ब्लॉक नीलाम किए गए हैं (जिनमें केंद्र सरकार के 24 ब्लॉक शामिल हैं)। नीलाम किए गए ब्लॉकों के प्रचालन की समय-सीमा खनिज (नीलामी) नियम, 2015 के तहत लागू नियमों के अनुसार है।

RETAIL INFLATION**1559. SHRI SUBBARAYAN K:****SHRI SELVARAJ V:**

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

- (a) whether it is a fact that the retail inflation has surged in October to 6.2% from 5.5% in September; and
- (b) if so, the details thereof including the measures being taken by the Government to control the prices of essential commodities as the high food inflation has affected the common people very badly?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION; AND MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI B. L. VERMA):

(a) : Yes, Sir.

(b) : The increase in retail inflation in October, 2024 is mainly on account of rise in prices of vegetables due to prolonged monsoon rains in major producing States which resulted in damage to standing crops and also higher perishability to harvested crops. Prices of agri-horticultural commodities are volatile as they are affected by factors, such as seasonality in production, adverse weather conditions, supply chain disruptions, rise in international prices etc.

Department of Consumer Affairs monitors the daily retail and wholesale prices of selected essential food commodities, submitted by the 555 price monitoring centres that have been set up with Central assistance by the State Governments and UT Administrations across the country. The daily report of prices and indicative price trends are duly analysed for taking appropriate decisions such as release of stocks from the buffer, stock disclosure by stockholding entities, imposition of stock limits, changes in trade policy instruments like rationalisation of import duty, changes in import quota, restrictions on exports of the commodity etc.

In order to tackle the volatility in prices, the government maintains buffer stocks of pulses and onion for market interventions through calibrated and targeted release to moderate the prices in the market. As a measure of direct intervention in the retail market, part of the stock of pulses from the buffer are converted into dals for retail sale to the consumers at affordable prices under the Bharat Dal brand. Similarly, atta and rice are distributed to retail consumers under Bharat brand at subsidized prices. Onion from the buffer are released in a calibrated and targeted manner to moderate prices in high price consuming centres at wholesale markets and through retail outlets. Onion is distributed among retail consumers at Rs.35 per kg through stationary retail outlets and mobile vans in major consumption centres. These measures have helped in making essential food commodities such as pulses, rice, atta and onion available to consumers at affordable prices and also in stabilising the prices.

In order to ensure accessibility and availability of foodgrains for the poor, the government has decided to provide free foodgrains to about 81.35 crore beneficiaries of Pradhan Mantri Garib Kalyan Anna Yojana (PMGKAY) for a period of next five years with effect from 1st January, 2024, as per their entitlement (i.e. 35 kg of foodgrains per month per AAY household and 5 kg of foodgrains per person per month in case of Priority Household).

Accidents in Coal Mines

1560. SHRI RAO RAJENDRA SINGH:

Will the Minister of **COAL** be pleased to state:

- (a) whether the Government has any data on the number of accidents reported in coal mines during the financial year 2023-24, Statewise;
- (b) the details of funds allocated under Conservation and Safety of coal mines during the same time; and
- (c) the steps taken by the Government to reduce the occurrence of such accidents at coal mining sites?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY):

- (a): The details of state-wise accidents in coal mines during the financial year 2023-24 state-wise are as below:

State	Fatal			Serious	
	Accidents	Fatalities	Serious Injured	Accidents	Serious Injured
Chhattisgarh	4	4	0	11	12
Gujarat	0	0	0	2	2
Jharkhand	9	10	0	13	15
Madhya Pradesh	5	5	0	5	5
Maharashtra	2	2	0	3	3
Odisha	4	6	3	1	1
Tamil Nadu	1	1	0	0	0
Telangana	7	7	0	64	64
Uttar Pradesh	1	1	0	6	10
West Bengal	4	4	3	4	4
Total	37	40	6	109	116

(b): The funds allocated under Conservation and Safety of Coal Mines during last five years:

Year	Funds allocated (Rs. in Crores)
2023-24	20.00

(c): All Coal mines are governed by the Mines Act, 1952 and rules and regulations framed thereunder. Mines Act, 1952 is administered by DGMS by way of development of suitable legislations, rules, regulations, standard and guidelines, inspections, investigation of accidents, awareness activities, formulating risk management plans.

Apart from compliance of the statutory provisions under the Mines Act, 1952, the Mines Rules- 1955, the Coal Mine Regulations- 2017 and Bye Laws and Standing Order framed there under the following steps are being taken to reduce occurrence of such accident in mines:

1. Preparation and implementation of Site Specific Risk Assessment based Safety Management Plans (SMPs)
2. Preparation and implementation of Principal Hazards Management Plans (PHMPs)
3. Formulation and compliance of Site-specific Risk Assessment based Standard Operating Procedures (SOPs)
4. Conducting Safety Audit of mines through multi-disciplinary Safety Audit teams.
5. Adoption of the state-of-the art mechanism for Strata Management
6. Monitoring of mine environment
7. Specific Safety measures for OC mines, such as:

- Use of eco-friendly Surface Miners for blast free safe mining.
- Formulation and implementation of Mine-specific Traffic Rules.
- Training on Simulators to HEMM operators.
- Dumpers fitted with Proximity Warning Devices, Rear view mirrors and camera, Audio-Visual Alarm (AVA), Automatic Fire Detection and Suppression system etc.
- Ergonomically designed seats and AC Cabins for operators' comfort.
- GPS based Operator Independent Truck Dispatch System (OITDS) and Geo-fencing in some large OCPs for tracking movement of HEMMs inside OC mine.
- Lighting arrangement using high mast towers for increasing level of illumination.

8. Specific safety measures for Underground coal mines, such as:

- Elimination of basket loading by introducing semi mechanization with LHDs and SDLs.
- Replaced the cement capsules with resin capsules for effective roof control system with bolting by pneumatic /hydraulic roof bolting system
- Wherever geology permits, Continuous Miner technology is adopted
- Emergency Response and Evacuation Plans (ER and EP) prepared as per Regulation 252 of CMR 2017
- Air chilling plant to improve underground mine environment.
- Cordless cap lamps have been procured for the use by rescue personnel.

9. Training on Mine Safety:

- Initial and Refresher training and On-the-Job Training as per statute.
- Training on Simulators to HEMM operators.
- Skill up-gradation of frontline mine officials on continual basis on various topics.
- Sensitization of all employees including Members of Safety Committees and contractual workmen on a regular basis.
- Various training programmes for enhancement of knowledge of mine executives.
- Training on Risk Management by SIMTARS accredited executives

10. Mine Safety Inspection:

- Round-the-clock Supervision of all mining operations by adequate number of competent and statutory Supervisors and mine Officials.
- Regular Inspection by Workmen Inspectors appointed in each mine.
- Surprise back shift mine Inspections by mine and area level officials.
- Regular mine Inspection by officials of the Internal Safety Organization
- Periodic mine Inspections by senior officials.

AMRIT BHARAT STATION SCHEME

1561. SHRI KARTICK CHANDRA PAUL:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether the Government has started Amrit Bharat Station Scheme for redevelopment of stations in West Bengal, if so, the details thereof;
- (b) the number of stations in Uttar Dinajpur District of West Bengal included under the scheme;
- (c) whether Raiganj Railway Station is proposed to be included under the scheme;
- (d) the details these stations in facilitating better passenger experience in Indian Railways; and
- (e) the details of budgetary allocation made for the redevelopment of stations in West Bengal?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e) Ministry of Railways has launched 'Amrit Bharat Station Scheme' for development of Railway stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long-term approach.

It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local

products through schemes like 'One Station One Product', better passenger information systems, Executive Lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been selected under this scheme out of which 101 stations are located in the state of West Bengal, including three stations of Uttar Dinajpur District viz. Aluabari Road, Dalkhola and Kaliyaganj. The names of stations identified for development under Amrit Bharat Station Scheme in the state of West Bengal are as following:

State	No. of Stations	Name of Stations
West Bengal	101	Adra, Alipurduar Jn., Aluabari Road, Ambika Kalna, Anara, Andal Jn., Andul, Asansol Jn., Azimganj, Bagnan, Bally, Balurghat, Bandel Jn., Bangaon Jn., Bankura , Barabhum, Barasat, Barddhaman, Barrackpore, Belda, Berhampore court, Bethuadahari,

State	No. of Stations	Name of Stations
		<p>Bhaluka Road, Binnaguri, Bishnupur, Bolpur Shantiniketan, Burnpur, Canning, Chandan nagar, Chandpara, Chandrakona Road, Dalgaon, Dalkhola, Dankuni, Dhulian Ganga, Dhupguri, Digha, Dinhata, Dum Dum Jn., Falakata, Garbeta, Gede, Haldia, Haldibari, Harishchandrapur, Hasimara, Hijli, Howrah, Jalpaiguri, Jalpaiguri Road, Jangipur Road, Jhalida, Jhargram, JoychandiPahar, Kaliyaganj, Kalyani Ghoshpara, Kalyani Jn, Kamakhyaguri, Katwa Jn., Khagraghat Road, Kharagpur, Kolkata, Krishnanagar City Jn, Kumedpur, Madhukunda, Madhyamgram, Malda Court, Malda Town, Mecheda, Midnapore, Nabadwip Dham, Naihati Jn., New Alipurduar, New Cooch Behar, New Farakka, New Jalpaiguri, New Mal Jn., Ondagram, Panagarh, Pandabeswar, Panskura, Purulia Jn., Rampurhat, Ranaghat, Sainthia Jn, Salboni, Samsi, Santragachi, Sealdah, Shalimar, Shantipur, Sheoraphuli Jn., Siliguri, Sitarampur, Siuri, Sonarpur Jn., Suisa, Tamluk, Tarakeswar, Tulin, Uluberia</p>

The details of allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise under Plan Head-53 'Customer Amenities' and not work-wise or Station-wise or State wise. The state of West Bengal is covered by four zones viz. Eastern Railway, Northeast Frontier Railway, South Eastern Railway and Metro Railway. The allocation for the financial year 2024-25 for these zones is Rs 1410 Crores.

Further, upgradation/development/redevelopment of stations on Indian Railways is a continuous and on-going process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. However, priority for upgradation/development/ redevelopment of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

BUDDHIST CIRCUIT TRAINS TO TRAVEL BUDDHIST HERITAGE POINTS

1562. DR. RABINDRA NARAYAN BEHERA:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the details regarding Buddhist Circuit Trains proposed to start this year from Bodhagaya, Rajgiri, Nalanda, Sarnath, Lumbini etc.;
- (b) whether it is a fact that much before the Covid pandemic the train was planned to come to Ratnagiri, Udaigiri, Lalitgiri and other places, if so, the current status thereof;
- (c) whether the new itinerary of these places are not included in the proposal, if so the reasons therefor; and

- (d) the steps taken by the Government for covering these world famous heritage points in Buddhist Circuit Trains in view of immense tourism potential?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d) Theme based tourist circuit trains are operated under the framework of Bharat Gaurav Trains Policy issued by Indian Railways on 14.11.2021. The tourist circuit trains are planned accordingly, covering different themes and itineraries across the country based on passenger demand.

The Buddhist Circuit Tour, being operated by Indian Railway Catering and Tourism Corporation (IRCTC), covers Bodh Gaya, Rajgir, Nalanda, Varanasi (Sarnath), Kushinagar(Lumbini - Nepal) and Sravasti.

Such circuits are run as per the traffic demand for various locations. Circuits are added as and when demand is available.

पूर्व मध्य रेलवे, दानापुर मंडल के नालंदा में उपरि पुलों/रेल समपारों का निर्माण

1563. श्री कौशलेन्द्र कुमार:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या यह सच है कि देश में ऐसे किसान भी हैं जिनके पास अपने घरों से दूर रेल लाइन के दूसरी ओर कृषि भूमि है;

- (ख) यदि हां, तो क्या सरकार को इस बात की जानकारी है कि पूर्व मध्य रेलवे, दानापुर मंडल के नालंदा के अधिकांश रेल खंडों में जल-भराव के कारण कृषि यंत्रों और बड़े वाहनों के सब-वे में आवागमन में समस्याओं का सामना करना पड़ रहा है;
- (ग) क्या सरकार का विचार उपरोक्त समस्याओं को ध्यान में रखते हुए ऐसे स्थानों पर उपरि पुलों/रेलवे समपारों का निर्माण करने का है; और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (घ): समपारों के स्थान पर ऊपरी सड़क पुलों/निचले सड़क पुलों के निर्माण कार्य स्वीकृत करना भारतीय रेल में एक सतत् और गतिशील प्रक्रिया है। ऐसे कार्यों को गाड़ी परिचालनों में संरक्षा पर प्रभाव, गाड़ी की गतिशीलता एवं सड़क उपयोगकर्ताओं पर इसके प्रभाव और व्यवहार्यता आदि के आधार पर प्राथमिकता दी जाती है तथा उन्हें शुरू किया जाता है।

2004-14 की तुलना में 2014-24 के दौरान भारतीय रेल में निर्मित ऊपरी/निचले सड़क पुलों की संख्या निम्नानुसार है:

अवधि	निर्मित ऊपरी/निचले सड़क पुलों की संख्या
2004-14	4148
2014-24	11945

2014-24 के दौरान, बिहार राज्य में 490 अदद ऊपरी/निचले सड़क पुलों का निर्माण किया गया। 01.04.24 की स्थिति के अनुसार, बिहार राज्य में ₹4438 करोड़ की लागत से निर्मित ऊपरी/निचले सड़क पुलों के 204 अदद कार्य स्वीकृत किए गए हैं। चालू वित्त वर्ष 2024-25 (अक्टूबर 2024 तक) के दौरान, बिहार राज्य में 11 अदद ऊपरी/निचले सड़क पुलों का निर्माण किया गया है।

नालंदा जिले में 14 अदद सब-वे हैं। भारी वर्षा के दौरान, दो अंडरपासों में कुछ समय के लिए जलभराव की समस्या देखी गई है, जिसे पंपिंग की व्यवस्था करके हल किया गया है।

इसके अलावा, रेलवे सब-वे में जलभराव की समस्या को दूर करने के लिए विभिन्न उपचारात्मक उपाय करती है, जो निम्नानुसार हैं:

- (i) जल निकासी की पर्याप्त व्यवस्था को नए निचले सड़क पुलों/सबवे की योजना का अभिन्न अंग बनाया गया है।
- (ii) मौजूदा निचले सड़क पुलों/सब-वे में व्यवहार्यता, उपयुक्तता और साइट की आवश्यकताओं के अनुसार पानी के बहाव को नजदीकी पुलों और नालों में मोड़ा गया है, पहुँच सड़कों पर कवर शेड की व्यवस्था, निचले सड़क पुलों के मुहानों पर उभार बनाने, क्रॉस ड्रेन की व्यवस्था, ज्वाइंट्स की सीलिंग करने जैसे उपचारात्मक उपाय किए गए हैं।
- (iii) चिह्नित निचले सड़क पुलों में पंपिंग की व्यवस्था भी की गई है ताकि आपातकालीन स्थिति में जल की शीघ्र निकासी की जा सके और सड़क उपयोगकर्ताओं की संरक्षा के लिए असाधारण/असामान्य वर्षा की स्थिति में सड़क यातायात को रोकने के प्रावधान किए गए हैं।

REVAMPING PROGRAMME OF DELHI JUNCTION RAILWAY STATION

1564. SHRI PRAVEEN KHANDELWAL:

Will the Minister of **RAILWAYS** be pleased to state:

(a) whether there is any proposal for revamping programme of Delhi Junction Railway Station and 10 other Railway Stations falling in Chandni Chowk Constituency of Lok Sabha;

(b) if so, the details thereof; and

(c) the steps taken/to be taken by the Government to preserve its architectural heritage while revamping the station given the historical significance of the Delhi Junction railway station ?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c) : Ministry of Railways has launched 'Amrit Bharat Station Scheme' for development of Stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long term approach. It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each such station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballast less tracks, etc. as per necessity, phasing and feasibility and creation of city centres at the station in the long term. Under this scheme, during development / upgradation of railway stations, elements of local context are suitably incorporated in the works carried out.

So far, 1337 Railway Stations including 13 stations falling in the National Capital Territory of Delhi have been identified for redevelopment under Amrit Bharat Station Scheme across India.

The list of stations identified for development under this scheme in Delhi is given below:-

S. No.	State	No of Stations	Name of Stations
1	Delhi	13	Adarshnagar Delhi, Anand Vihar, Bijwasan, Delhi, Delhi Cantt., Delhi Sarai Rohilla, Delhi Shahadra, HazratNizamuddin, Narela, New Delhi, SabziMandi, Safdarjung, Tilak Bridge

Development/redevelopment/upgradation of Railway Stations is complex in nature involving safety of passengers and trains and requires various statutory

clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brown field related challenges such as shifting of utilities, (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables etc.,) infringements, encroachments, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of high voltage power lines etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

The allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise and not State-wise/UT-wise or Station-wise, generally under Plan Head - 53 'Customer Amenities'. As Delhi Junction Railway Station and other railway stations in National Capital Territory of Delhi fall under the jurisdiction of Northern Railway (NR), the allocation under Plan-Head-53 for Northern Railway in Budget 2024-25 is ₹3448.35 Crores.

PERCENTAGE OF RENEWABLE ENERGY PRODUCTION

1565. SHRI RAJESH RANJAN:

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

(a) the percentage of total energy produced in the country through new and renewable energy sources during the last five years;

(b) the production of new and renewable energy in the country during the last five years, State and sector-wise; and

(c) the steps taken by the Government to address the challenge of land acquisition, particularly for solar and wind projects that require large areas of land?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) As per information received from Central Electricity Authority (CEA), the percentage share of energy generated through renewable energy (RE) sources during the last five years is as under:

Financial Year	Percentage of energy generated through RE sources
2019-20	21.17
2020-21	21.53
2021-22	21.62
2022-23	22.51
2023-24	20.69

(b) The details of RE generation in the country during the last five years, State-wise and source wise, are given at **Statement**.

1	Andaman and Nicobar Islands	0.00	11.60	0.00	0.00	5.70	0.00	0.00	17.30
2	Andhra Pradesh	7626.63	5855.11	147.47	58.49	298.19	3013.43	7.31	17006.63
3	Arunachal Pradesh	0.00	1.60	0.00	0.00	0.64	1786.46	0.00	1788.70
4	Assam	0.00	6.14	0.00	0.00	52.63	1291.68	0.00	1350.45
5	Bihar	0.00	160.16	19.19	160.35	18.98	0.00	0.00	358.68
6	Chandigarh	0.00	13.33	0.00	0.00	0.00	0.00	0.00	13.33
7	Chhattisgarh	0.00	326.42	679.70	0.00	101.75	236.79	0.00	1344.66
8	Dadra and Nagar Haveli and Daman and Diu	0.00	28.02	0.00	0.00	0.00	0.00	0.00	28.02
9	Delhi	0.00	136.30	0.00	0.00	0.00	0.00	287.37	423.67
10	Goa	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.82
11	Gujarat	13748.53	3631.86	107.03	15.95	194.80	5414.68	18.77	23131.61
12	Haryana	0.00	125.14	186.90	94.57	326.89	0.00	0.00	733.50
13	Himachal Pradesh	0.00	11.66	0.00	0.00	2155.58	40834.88	0.00	43002.12
14	Jammu and Kashmir	0.00	0.00	0.00	0.00	443.13	18094.12	0.00	18537.25
15	Jharkhand	0.00	17.47	0.00	1.28	5.43	150.96	0.00	175.13
16	Karnataka	10148.66	11221.20	171.27	2205.38	1901.91	14014.27	0.00	39662.69
17	Kerala	119.76	143.59	0.00	11.03	530.36	5454.04	0.00	6258.78
18	Ladakh	0.00	0.00	0.00	0.00	0.00	270.28	0.00	270.28
19	Lakshadweep	0.00	0.66	0.00	0.00	0.00	0.00	0.00	0.66
20	Madhya Pradesh	4425.99	3496.23	1.81	95.66	246.16	6281.74	32.02	14579.62
21	Maharashtra	7984.27	2372.68	411.99	2520.45	695.56	5880.58	0.84	19866.37

22	Manipur	0.00	2.63	0.00	0.00	1.57	366.59	0.00	370.79
23	Meghalaya	0.00	0.00	0.00	0.00	62.73	1018.29	0.00	1081.02
24	Mizoram	0.00	0.44	0.00	0.00	49.56	177.02	0.00	227.02
25	Nagaland	0.00	0.00	0.00	0.00	75.87	180.85	0.00	256.72
26	Orissa	54.66	362.29	66.59	0.00	299.65	6728.77	0.00	7511.97
27	Puducherry	0.00	4.14	0.00	0.00	0.00	0.00	0.00	4.14
28	Punjab	0.00	1358.22	398.37	252.85	712.77	5123.48	0.32	7846.01
29	Rajasthan	6172.70	7776.56	389.94	0.00	9.75	606.18	0.00	14955.14
30	Sikkim	0.00	0.00	0.00	0.00	60.62	11027.36	0.00	11087.98
31	Tamil Nadu	14126.93	4946.63	103.78	350.79	235.76	4765.24	0.00	24529.13
32	Telangana	238.25	6263.92	124.30	102.23	46.29	4507.04	19.25	11301.27
33	Tripura	0.00	3.43	0.00	0.00	24.67	0.00	0.00	28.10
34	Uttar Pradesh	0.00	1447.05	129.63	3530.10	36.43	1073.48	0.00	6216.68
35	Uttarakhand	0.00	341.51	0.00	110.26	742.19	14554.53	0.00	15748.48
36	West Bengal	0.00	64.29	0.00	1295.07	115.68	2916.38	0.00	4391.42
	Total	64646.38	50131.10	2937.97	10804.46	9451.24	155769.12	365.88	294106.14

* Large hydro generation Excluding Import from Bhutan

State-wise and source wise details of RE generation for the year 2020-21

[in Million Units (MU)]

S. No.	Name of State/ UT	Wind	Solar	Biomass	Bagasse	Small Hydro	Large Hydro*	Others	Total
1	Andaman and Nicobar Islands	0.00	24.82	0.00	0.00	14.69	0.00	0.00	39.51

2	Andhra Pradesh	6557.75	6956.10	135.21	67.66	351.23	3280.12	65.88	17413.95
3	Arunachal Pradesh	0.00	1.54	0.00	0.00	0.55	3451.34	0.00	3453.44
4	Assam	0.00	13.37	0.00	0.00	38.15	270.87	0.00	322.38
5	Bihar	0.00	160.63	21.30	1.48	43.20	0.00	0.00	226.61
6	Chandigarh	0.00	10.16	0.00	0.00	0.00	0.00	0.00	10.16
7	Chhattisgarh	0.00	370.80	1089.32	28.25	145.52	419.19	0.00	2053.08
8	Dadra and Nagar Haveli and Daman and Diu	0.00	41.47	10.53	0.00	0.00	0.00	0.00	52.00
9	Delhi	0.00	189.99	0.00	0.00	0.00	0.00	236.71	426.70
10	Goa	0.00	1.46	0.00	0.00	0.00	0.00	0.00	1.46
11	Gujarat	13058.52	4633.81	43.15	19.37	211.94	4233.36	10.61	22210.75
12	Haryana	0.00	162.95	178.88	142.34	276.58	0.00	0.00	760.75
13	Himachal Pradesh	0.00	36.52	0.00	0.00	2123.78	37473.47	0.00	39633.77
14	Jammu and Kashmir	0.00	9.42	0.00	0.00	429.88	17002.68	0.00	17441.97
15	Jharkhand	0.00	17.16	0.00	0.00	9.31	223.09	0.00	249.56
16	Karnataka	9610.91	13238.86	211.79	2589.09	2199.68	12587.35	0.00	40437.68
17	Kerala	130.42	275.44	0.00	45.68	640.58	6628.39	0.01	7720.51
18	Ladakh	0.00	0.00	0.00	0.00	0.00	376.21	0.00	376.21
19	Lakshadweep	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.45
20	Madhya Pradesh	3913.45	4202.03	0.48	82.57	281.76	6477.33	37.57	14995.19
21	Maharashtra	6384.74	3089.46	328.23	3627.43	802.71	5548.46	0.10	19781.13
22	Manipur	0.00	7.71	0.00	0.00	0.00	621.62	0.00	629.33
23	Meghalaya	0.00	0.00	0.00	0.00	56.79	1151.99	0.00	1208.78
24	Mizoram	0.00	2.45	0.00	0.00	31.07	158.85	0.00	192.37
25	Nagaland	0.00	0.00	0.00	0.00	69.77	203.86	0.00	273.63

26	Orissa	0.00	476.26	42.71	0.00	358.80	6859.97	0.00	7737.74
27	Puducherry	0.00	6.39	0.00	0.00	0.00	0.00	0.00	6.39
28	Punjab	0.00	1356.48	585.99	231.50	690.33	4747.03	0.17	7611.50
29	Rajasthan	5708.27	10384.24	413.24	0.00	10.64	469.63	0.00	16986.01
30	Sikkim	0.00	0.00	0.00	0.00	55.96	10879.50	0.00	10935.46
31	Tamil Nadu	14564.99	6115.48	152.23	581.57	244.77	5212.71	0.00	26871.76
32	Telangana	220.91	6351.04	164.11	61.00	67.27	3645.38	69.05	10578.75
33	Tripura	0.00	6.04	0.00	0.00	9.58	0.00	0.00	15.62
34	Uttar Pradesh	0.00	1856.19	135.82	3590.87	164.91	1572.35	0.00	7320.13
35	Uttarakhand	0.00	329.64	0.00	85.33	821.88	13592.49	0.00	14829.34
36	West Bengal	0.00	73.92	0.00	148.73	107.06	3212.28	1200.99	4742.98
	Total	60149.95	60402.25	3512.98	11302.85	10258.41	150299.52	1621.06	297547.03

* Large hydro generation Excluding Import from Bhutan

State-wise and source wise details of RE generation for the year 2021-22

[in Million Units (MU)]

S. No.	Name of State/ UT	Wind	Solar	Biomass	Bagasse	Small Hydro	Large Hydro*	Others	Total
1	Andaman and Nicobar Islands	0.00	21.51	0.00	0.00	13.26	0.00	0.00	34.77
2	Andhra Pradesh	7134.58	7832.51	104.85	72.70	384.08	3113.83	133.88	18776.44
3	Arunachal Pradesh	0.00	1.72	0.00	0.00	0.41	4161.28	0.00	4163.41
4	Assam	0.00	81.64	0.00	0.00	40.46	676.24	0.00	798.34
5	Bihar	0.00	163.08	2.14	65.84	8.77	0.00	0.00	239.83
6	Chandigarh	0.00	14.19	0.00	0.00	0.00	0.00	0.00	14.19
7	Chhattisgarh	0.00	436.56	1307.27	8.70	185.67	404.13	0.00	2342.34

8	Dadra and Nagar Haveli and Daman and Diu	0.00	84.51	12.32	0.00	0.00	0.00	0.00	96.83
9	Delhi	0.00	225.84	0.00	0.00	0.00	0.00	232.89	458.73
10	Goa	0.00	15.93	0.00	0.00	0.00	0.00	0.89	16.82
11	Gujarat	17854.77	6774.50	0.00	18.16	192.10	2621.51	0.00	27461.04
12	Haryana	0.00	572.85	171.60	96.75	270.13	0.00	24.09	1135.42
13	Himachal Pradesh	0.00	44.29	0.00	0.00	1999.47	36459.64	0.00	38503.40
14	Jammu and Kashmir	0.00	1.71	0.00	0.00	414.10	17074.02	0.00	17489.83
15	Jharkhand	0.00	18.21	0.00	0.00	10.49	547.96	0.00	576.67
16	Karnataka	9491.62	13169.43	174.08	3338.24	2460.91	13936.46	0.00	42570.74
17	Kerala	136.41	496.93	0.00	48.92	932.37	9317.44	0.00	10932.06
18	Ladakh	0.00	0.00	0.00	0.00	0.00	405.98	0.00	405.98
19	Lakshadweep	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.30
20	Madhya Pradesh	4346.66	4006.70	25.35	82.20	221.43	4686.72	34.40	13403.45
21	Maharashtra	7085.98	3187.18	316.79	4468.31	787.16	6007.38	0.22	21853.02
22	Manipur	0.00	6.72	0.00	0.00	0.00	455.48	0.00	462.20
23	Meghalaya	0.00	0.47	0.00	0.00	44.21	841.82	0.00	886.50
24	Mizoram	0.00	1.68	0.00	0.00	26.41	137.44	0.00	165.53
25	Nagaland	0.00	0.00	0.00	0.00	63.47	100.55	0.00	164.02
26	Orissa	0.00	603.71	100.08	0.00	377.32	5230.63	0.00	6311.73
27	Puducherry	0.00	12.24	0.00	0.00	0.00	0.00	0.00	12.24
28	Punjab	0.00	1473.41	576.83	208.30	983.37	3709.73	0.24	6951.88
29	Rajasthan	6493.19	17219.88	378.40	0.00	7.85	481.84	0.00	24581.15
30	Sikkim	0.00	0.00	0.00	0.00	12.35	11493.90	0.00	11506.25
31	Tamil Nadu	15821.18	7172.88	116.66	657.40	293.17	5212.07	0.00	29273.35

32	Telangana	275.69	6536.94	111.13	103.95	91.00	5626.63	227.20	12972.52
33	Tripura	0.00	6.18	0.00	0.00	1.44	0.00	0.00	7.62
34	Uttar Pradesh	0.00	2900.41	85.20	3160.39	162.54	1402.68	20.40	7731.62
35	Uttarakhand	0.00	301.60	0.00	244.02	326.70	14332.13	0.00	15204.45
36	West Bengal	0.00	98.24	0.00	0.00	152.90	3189.84	1593.96	5034.93
	Total	68640.07	73483.94	3482.69	12573.88	10463.55	151627.33	2268.17	322539.63
* Large hydro generation Excluding Import from Bhutan									

State-wise and source wise details of RE generation for the year 2022-23

[in Million Units (MU)]

S. No.	Name of State/ UT	Wind	Solar	Biomass	Bagasse	Small Hydro	Large Hydro*	Others	Total
1	Andaman and Nicobar Islands	0.00	23.94	0.00	0.00	13.94	0.00	0.00	37.88
2	Andhra Pradesh	7426.46	8140.72	54.86	99.93	410.90	3747.58	279.04	20159.49
3	Arunachal Pradesh	0.00	22.27	0.00	0.00	2.55	4820.94	0.03	4845.79
4	Assam	0.00	216.35	0.00	0.00	62.66	481.60	0.00	760.61
5	Bihar	0.00	169.53	0.00	106.68	12.63	0.00	0.00	288.85
6	Chandigarh	0.00	12.61	0.00	0.00	0.00	0.00	0.00	12.61
7	Chhattisgarh	0.00	635.42	1194.60	17.10	155.92	237.37	0.00	2240.42
8	Dadra and Nagar Haveli and Daman and Diu	0.00	27.40	3.22	0.00	0.00	0.00	0.00	30.62
9	Delhi	0.00	236.11	0.00	0.00	0.00	0.00	294.09	530.20
10	Goa	0.00	14.87	0.00	0.00	0.00	0.00	5.09	19.96
11	Gujarat	19206.22	10335.32	0.00	5.76	213.10	6133.14	2.24	35895.77

12	Haryana	0.00	555.20	356.07	203.01	241.90	0.00	63.55	1419.73
13	Himachal Pradesh	0.00	58.76	0.00	0.00	2854.07	38666.98	0.00	41579.81
14	Jammu and Kashmir	0.00	0.00	0.00	0.00	393.20	16777.42	0.00	17170.62
15	Jharkhand	0.00	19.70	0.00	0.00	2.40	305.47	0.00	327.57
16	Karnataka	9967.89	14153.79	106.90	3037.31	2308.59	13157.34	0.00	42731.82
17	Kerala	179.32	879.75	0.00	62.85	824.34	7989.00	0.00	9935.26
18	Ladakh	0.00	0.00	0.00	0.00	0.00	402.78	0.00	402.78
19	Lakshadweep	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.10
20	Madhya Pradesh	4486.72	3839.30	38.76	113.05	357.97	7309.07	36.93	16181.79
21	Maharashtra	7243.06	4387.85	236.48	4572.03	766.73	5894.29	0.44	23100.88
22	Manipur	0.00	8.17	0.00	0.00	0.00	477.98	0.63	486.77
23	Meghalaya	0.00	0.00	0.00	0.00	72.16	980.25	0.00	1052.41
24	Mizoram	0.00	3.21	0.00	0.00	59.06	204.13	0.00	266.40
25	Nagaland	0.00	0.00	0.00	0.00	111.95	177.37	0.00	289.32
26	Odisha	0.00	706.24	60.95	0.00	424.92	5462.81	0.00	6654.91
27	Puducherry	0.00	12.24	0.00	0.00	0.00	0.00	0.00	12.24
28	Punjab	0.00	2778.66	497.68	210.76	682.48	4399.65	0.00	8569.23
29	Rajasthan	6111.41	34474.43	397.05	0.00	7.17	967.43	0.00	41957.48
30	Sikkim	0.00	0.00	0.00	0.00	12.35	11696.79	0.00	11709.14
31	Tamil Nadu	16913.85	9419.39	126.93	869.56	296.71	5965.77	0.00	33592.22
32	Telangana	279.23	6745.46	21.48	132.94	91.71	6010.07	159.08	13439.96
33	Tripura	0.00	6.58	0.00	0.00	0.00	0.00	0.00	6.58
34	Uttar Pradesh	0.00	3674.02	66.35	3183.67	234.69	974.04	58.45	8191.22
35	Uttarakhand	0.00	331.80	0.00	248.52	352.07	15435.77	0.00	16368.16
36	West Bengal	0.00	125.04	0.00	0.00	204.44	3423.73	1629.64	5382.85

	Total	71814.16	102014.24	3161.32	12863.16	11170.61	162098.77	2529.18	365651.45
* Large hydro generation Excluding Import from Bhutan									

20	Madhya Pradesh	4949.78	4025.19	84.62	97.01	469.60	6444.78	28.83	16099.80
21	Maharashtra	8228.97	5814.13	304.61	3495.82	888.48	5264.49	33.40	24029.90
22	Manipur	0.00	7.73	0.00	0.00	0.00	298.18	1.23	307.14
23	Meghalaya	0.00	0.00	0.00	0.00	66.55	808.58	0.00	875.13
24	Mizoram	0.00	3.19	0.00	0.00	95.93	118.63	0.00	217.74
25	Nagaland	0.00	0.00	0.00	0.00	81.14	165.47	0.00	246.61
26	Odisha	0.00	757.69	96.07	0.00	407.97	6162.20	0.00	7423.92
27	Puducherry	0.00	12.24	0.00	0.00	0.00	0.00	0.00	12.24
28	Punjab	0.00	2673.99	613.44	197.99	636.97	4676.42	0.00	8798.82
29	Rajasthan	8390.67	38363.28	387.55	0.00	7.45	1013.97	0.00	48162.93
30	Sikkim	0.00	0.00	0.00	0.00	12.35	8609.86	0.00	8622.21
31	Tamil Nadu	16908.08	11737.48	129.14	622.61	206.00	3563.28	0.00	33166.59
32	Telangana	304.63	6884.68	10.57	95.08	58.87	1243.29	155.29	8752.39
33	Tripura	0.00	7.01	0.00	0.00	0.00	0.00	0.00	7.01
34	Uttar Pradesh	0.00	3971.31	46.65	2923.55	175.24	850.64	84.85	8052.23
35	Uttarakhand	0.00	331.80	0.00	248.52	350.62	13919.23	0.00	14850.17
36	West Bengal	0.00	168.32	2.49	0.00	204.46	2816.49	1545.13	4736.88
	Total	83385.35	115975.11	3417.19	10825.59	9485.04	134053.93	2746.55	359888.76

* Large hydro generation Excluding Import from Bhutan

Source: Central Electricity Authority (CEA)

FOOT OVER BRIDGES FOR NORTHERN AND SOUTHERN PARTS OF KHARSARA VILLAGE, BUXAR

1566. SHRI SUDHAKAR SINGH:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether the Kharsara village in Durgawati block located within Buxar Lok Sabha constituency is divided into north and south parts by the railway line under the Mughalsarai Division of East Central Railway with the southern side housing, schools and markets and the northern side inhabited by the residents of Kharsara village;
- (b) if so, whether the Government proposes for construction of a foot overbridge to facilitate easy crossing between the northern and southern parts of the said village; and
- (c) if not, whether the Government intends to construct a foot overbridge on the railway track running through the middle of the said village and if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c): The Work for construction of Foot Over Bridge (FOB) with ramps at the cost of ₹ 4.91 crore at Km. 636/3A-5A near Kharsara village between Karamnasa and Dhanichha Railway stations has been sanctioned on 27.11.2024.

SUBSIDIES FOR AFFORDABILITY OF SMARTPHONES IN RURAL AREAS

1567. SHRI KULDEEP INDORA:

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

- (a) whether the Government has taken any new measures to improve digital literacy in rural areas;
- (b) whether the Government is planning to introduce subsidies or incentives to make smartphones and mobile data more affordable for people in rural areas; and
- (c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY; AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI JITIN PRASADA):

(a) to (c): The Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA) was launched by Government of India to promote digital literacy in rural India. The aim was to reach 6 crore rural households (one person per household) nationwide. The National Sample Survey Office (NSSO) conducted the 'Comprehensive Annual Modular Survey' (CAMS) in its 79th round (July, 2022 to June, 2023) and the data in their report indicates a significant positive trend in digital literacy across both rural and urban areas of India. From the said report and given the significant rise in smart-phone usage, internet penetration, and digital engagement in rural areas, the objectives of the scheme was successfully achieved. The PMGDISHA scheme has ended, as against 6 crore, 6.39 crore individuals were trained across the country as on March 31, 2024.

MeitY, Government of India has extended fiscal incentive through various schemes including Production Linked Incentive Scheme (PLI) for Large Scale Electronics Manufacturing (LSEM). The Scheme offers a production linked

incentive to boost domestic manufacturing and attract large investments in mobile phone manufacturing and specified electronic components, including Assembly, Testing, Marking and Packaging (ATMP) units.

Driven by the PLI Scheme for LSEM, the mobile phone production has grown significantly in the last one decade. The production of mobile phones has grown from INR 18,900 crore in FY 2014-15 to INR 4,20,000 crore in FY 2023-24 (industry estimates). As per industry estimates, 99.2% of the domestic demand is being met by domestic production.

Due to the above said initiatives by the Government, India has emerged as the 2nd largest manufacturer of mobile phones in the world in volume terms. Export of mobile phones has grown from INR 1,566 crore in FY 2014-15 to INR 1,20,000 crore in FY 2023-24, as per industry estimates.

Telecom Regulatory Authority of India (TRAI) report dated 21.11.2024 indicates that there are around 525.60 million wireless subscribers in the Rural areas and 628.12 million wireless subscribers in the Urban areas. The data costs have come down significantly. This is an outcome of reforms and innovation in the telecom sector.

5G TECHNOLOGY IN HIMACHAL PRADESH

1568. SHRI SURESH KUMAR KASHYAP:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) whether 5G technology has been launched in all the districts of the Himachal Pradesh;
- (b) if so, the details thereof and the advantages arising out of 5G services which are being proposed by BSNL;
- (c) if not, the steps taken by the Government to ensure the same; and
- (d) the total population proposed to be covered under the 5G spectrum services?

**THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT;
AND MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR.
CHANDRA SEKHAR PEMMASANI):**

(a) and (b) 5G services have been launched in all the districts of Himachal Pradesh. Further, 5G networks have been rolled out in all States/ UTs across the country and presently 5G services are available in 779 districts out of 783 districts in the country. As on 31st Oct 2024, more than 4.6 lakh 5G Base Transceiver Stations (BTSs) have been installed in the country, including 4,256 BTSs in Himachal Pradesh.

Advantages of 5G services include higher peak data rates, lower latency and higher spectrum efficiency over the previous 4G Mobile Technology.

(c) and (d) Government has taken several initiatives for proliferation of 5G services, which, inter alia, include the following:

- i. Assignment of sufficient spectrum for mobile services through auction.

- ii. Series of financial reforms resulting in rationalization of Adjusted Gross Revenue (AGR), Bank Guarantees (BGs), interest rates and penalties.
- iii. Spectrum sharing, trading and surrender has been permitted for efficient use of spectrum.
- iv. Simplification of Procedure for SACFA (Standing Advisory Committee on Radio Frequency Allocations) clearance.
- v. Notification of Telecommunications (Right of Way) Rules and launch of PM GatiShakti Sanchar portal has resulted in streamlining of RoW permissions and expeditious clearance for installation of telecom infrastructure.
- vi. Provision has been made in RoW Rules for time-bound permission for usage of street furniture for installation of small cells and telecommunication line.

Around 4,256 number of 5G BTSs have been installed in the Himachal Pradesh as on 31st Oct 2024. The range of 5G cell coverage is determined by number of factors including the frequency band being deployed, geographical terrain conditions, radiation power and population density of the area. Further, it is estimated that more than 60% of population in the State of Himachal Pradesh is covered by 5G mobile services. Telecom Service Providers (TSPs) are continuously augmenting the 5G network across the country including Himachal Pradesh.

COD OF NEYVELI LIGNITE CORPORATION

1569. Dr. M K Vishnu Prasad:

Will the Minister of **COAL** be pleased to state:

- (a) the details of the Date of Commercial Operation (COD) of Neyveli Lignite Corporation of India (NLC) Ghatampur Thermal Power Project in Uttar Pradesh;
- (b) the present status of the NLC Ghatampur Thermal Power Project in Uttar Pradesh;
- (c) the reasons for not attaining COD, if any; and
- (d) the timeline set for the project to start commercial operations and the present status?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY) :

(a): The revised date of Commercial Operation Declaration (COD) of Ghatampur Thermal Power Project as under:

Units	Revised COD
Unit-I	20.11.2024
Unit-II	20.03.2025
Unit-III	30.06.2025

(b): The present status of the NLC Ghatampur Thermal power Project is given below:

(i) Physical and Financial Progress (as on 31.10.2024):

Overall	(in %)
Physical Progress	87.12
Financial Progress	95.35

(ii) Unit-I: Coal firing started from 21.10.2024 and Unit-1 has achieved Full Load (i.e. 660 MW) on 19-11-24.

Unit-II - Under construction. Major activities completed.

Unit-III - Under construction.

(c): The reasons for delay are given below:

- (i) Strike by farmers during the initial period of execution of the project;
- (ii) COVID-19 pandemic;
- (iii) Delay in Balance of Plant (BoP) works by the BoP Package Contractor.

(d): The timeline set for projects to start commercial operations are as under-

Unit	Unit 1	Unit 2	Unit 3
Date of COD	Nov-2024	20-03-2025	30-06-2025

INVESTMENT IN GREEN HYDROGEN

1570. SHRI NARESH GANPAT MHASKE:

SHRI RAJESH VERMA:

DR. SHRIKANT EKNATH SHINDE:

SHRIMATI SHAMBHAVI:

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

- (a) the steps taken by the Government for green hydrogen production, utilization and export under the recently unveiled vision;
- (b) the steps being taken by the Government to ensure investments in the green hydrogen sector and to create jobs;
- (c) the measures taken for green hydrogen production by 2030 and the manner in which these will contribute to India's decarbonization and energy goals;
- (d) whether the Government has signed any strategic international collaborations for research and development in green hydrogen technology and if so, the details thereof; and
- (e) the manner in which these policies are expected to support private sector involvement in the green hydrogen industry?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

- (a) to (e) The Ministry of New and Renewable Energy is implementing the National Green Hydrogen Mission, with an objective to make India a global hub of production, usage and export of Green Hydrogen and its derivatives.

Government has launched several initiatives under the Mission, including scheme guidelines for incentive schemes for production of Green Hydrogen and electrolyser

manufacturing under the Strategic Interventions for Green Hydrogen Transition (SIGHT) Programme.

A production capacity of 4,12,000 tonnes per annum of Green Hydrogen has been allocated, while electrolyser manufacturing capacity of 1,500 MW per annum has been assigned under Tranche I, with companies shortlisted for an additional allocation of 1,500 MW under Tranche II.

Additionally, scheme guidelines have been issued for implementing Green Hydrogen-based pilot projects in the steel, shipping, and road transport sectors, as well as for establishing hydrogen hubs, advancing research and development initiatives, fostering skill development, and creating testing facilities.

Other steps taken by the Government to encourage investments in the Green Hydrogen sector, include the following:

- i. Green Hydrogen/Green Ammonia Plants commissioned on or before 31.12.2030, and which utilize renewable energy for the production of Green Hydrogen or Green Ammonia, have been granted exemption from the payment of ISTS charges for a period of 25 years, starting from the date of commissioning of the project.
- ii. Standalone plants producing Green Hydrogen/Green Ammonia by way of electrolysis of water using Renewable Energy, have been exempted from requirement of prior Environmental Clearance under the provisions of the Environment Impact Assessment Notification 2006.

- iii. Duty benefits under Section 26 of SEZ Act, 2005 have been allowed to the units for installation as well as Operation and Maintenance (OandM) of renewable energy equipment exclusively for captive consumption of the unit.
- iv. Exemption has been granted from Approved List of Models and Manufacturers (ALMM) and Revised List of Models and Manufacturers (RLMM) requirements for Renewable Energy plants located inside an Special Economic Zone (SEZ) or Export Oriented Unit (EOU) and supplying power exclusively for production plants of Green Hydrogen (or its derivatives), which are located inside an SEZ or set up as an EOU.

The expected outcomes of the Mission, by 2030, are as follows:

- i. India's Green Hydrogen production capacity to reach approximately 5 Million Metric Tonnes (MMT) per annum.
- ii. Leverage over ₹8 lakh crore total investments and create over 6 lakh jobs.
- iii. Nearly 50 MMT per annum of CO₂ emissions are expected to be averted.

The Ministry has established cooperation frameworks in the field of Hydrogen technology through Memoranda of Understanding/Letters of Intent/Joint Declarations of Intent with Australia, Finland, France, Germany, the Netherlands, Saudi Arabia, the UAE and Uzbekistan.

In addition to the above, under the Strategic Clean Energy Partnership with United States, an India-US Hydrogen Task Force has been formed. Further, Green/Clean Hydrogen has also been identified as a focus area under the India-US New and Emerging Renewable Energy Technology Action Platform (RETAP).

VIOLENCE AGAINST MUSLIM WOMEN

1571. DR. D RAVI KUMAR:

Will THE **MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF MINORITY AFFAIRS** be pleased to state:

(a) whether the Government have records of the number of cases of violence committed against Muslim women during the last five years, if so, the details thereof and if not, the reasons therefor;

(b) the number of such cases of violence against Muslim women for which chargesheets have been filed along with the number of cases which led to convictions during the last five years;

(c) whether the Government implemented any stringent measures to protect Muslim women from such incidents of violence; and

(d) if so, the details of initiatives taken by the Government and their outcomes so far?

THE MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF MINORITY AFFAIRS (SHRI KIREN RIJJU):

(a) and (b): No such data is maintained centrally. Moreover, 'Police' and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India. Prevention, detention, registration, investigation and prosecution of offences including crime against women are primarily the concerns of the State

Governments/Union Territory (UT) Administrations. The State Governments are competent to deal with offences under the extant provisions of laws.

(c) and (d): The Criminal Law (Amendment), Act 2013 and further the Criminal Law (Amendment) Act, 2018 were enacted by Government to prescribe more stringent penal provisions for crimes against women. Moreover, with the introduction of three new Criminal Laws, for the first time, the crime against women mentioned in Indian Penal Code (IPC) have been rearranged and placed under one Chapter in Bharatiya Nyaya Sanhita.

पर्यटन और सांस्कृतिक महत्व के स्थलों के लिए रेल सेवा

1572. श्री चन्द्र प्रकाश चौधरी:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या विगत तीन वर्षों के दौरान देश में पर्यटन और सांस्कृतिक महत्व के स्थलों को रेल सेवा से जोड़ने के लिए किसी परियोजना को स्वीकृति प्रदान की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या झारखंड के गिरिडीह लोक सभा निर्वाचन क्षेत्र में इस संबंध में कोई परियोजना स्वीकृत की गई है; और
- (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ग): रेल परियोजनाओं के सर्वेक्षण/स्वीकृति/निष्पादन क्षेत्रीय रेल-वार किए जाते हैं न कि राज्य-वार/संसदीय निर्वाचन क्षेत्र-वार क्योंकि रेल परियोजनाएं राज्य की सीमाओं/संसदीय निर्वाचन क्षेत्र की सीमाओं के आर-पार फैली हो सकती हैं। रेल परियोजनाओं को लाभप्रदता, यातायात अनुमानों, अंतिम छोर संपर्कता, मिसिंग लिंक और वैकल्पिक मार्गों, संकुलित/संतृप्त लाइनों के संवर्धन, राज्य सरकारों, केन्द्रीय मंत्रालयों, संसद सदस्यों, अन्य जन प्रतिनिधियों द्वारा की गई मांगों, रेलवे की अपनी परिचालनिक आवश्यकता, सामाजिक-आर्थिक महत्वों आदि के आधार पर स्वीकृत किया जाता है, जो चालू परियोजनाओं के थ्रो-फारवर्ड और निधियों की समग्र उपलब्धता पर निर्भर करता है।

देशभर में, पिछले 03 वर्षों में अर्थात् वित्त वर्ष 2021-22, 2022-23, 2023-24 और चालू वित्त वर्ष 2024-25 में लगभग 1,44,039 करोड़ रुपए लागत की कुल 7,697 कि.मी. लंबाई वाली 192 परियोजनाएं (नई लाइन, आमान परिवर्तन और दोहरीकरण) स्वीकृत की गई हैं, जिससे अन्य बातों के साथ-साथ पर्यटन और सांस्कृतिक स्थानों तक संपर्कता संवर्द्धन होगा।

झारखंड

झारखंड राज्य में पूर्णतः/अंशतः पड़ने वाली रेल अवसंरचना परियोजनाएं भारतीय रेल के पूर्व मध्य रेलवे, पूर्व रेलवे और दक्षिण पूर्व रेलवे जोनों में आती हैं। लागत, व्यय और परिव्यय सहित रेल परियोजनाओं का जोन-वार ब्यौरा भारतीय रेल की वेबसाइट पर पब्लिक डोमेन में उपलब्ध है।

01.04.2024 की स्थिति के अनुसार, गिरीडीह सहित झारखंड राज्य में पूर्णतः/अंशतः पड़ने वाली 52,885 करोड़ रुपए लागत की कुल 3,070 कि.मी. लंबाई वाली 32 रेल परियोजनाएं (11 नई लाइन, 01 आमान परिवर्तन और 20 दोहरीकरण) योजना/अनुमोदन/निर्माण चरण में हैं, जिसमें से 744 कि.मी. लंबाई को कमीशन कर दिया गया है और मार्च, 2024 तक 15,986 करोड़ रुपए का व्यय किया गया है। इसका सार निम्नानुसार है:-

श्रेणी	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	कमीशन की गई लंबाई (कि.मी.)	मार्च, 2024 तक किया गया व्यय (करोड़ रुपए में)
नई लाइन	11	1069	156	3549
आमान परिवर्तन	1	159	90	184
दोहरीकरण/मल्टीट्रैकिंग	20	1842	497	12254
कुल	32	3070	744	15986

इसमें गिरीडीह में पूर्णतः/अंशतः पड़ने वाली सोननगर-अंडाल (374 किमी.), मधुपुर में बायपास लाइन (7.40 किमी.) और पारसनाथ-मधुबन-गिरिडीह नई लाइन (49 किमी.) की मल्टीट्रैकिंग शामिल है।

झारखंड राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आबंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	457 करोड़ रुपए/वर्ष
2024-25	7,302 करोड़ रुपए (लगभग 16 गुना)

वर्ष 2009-14 और 2014-24 के दौरान झारखंड राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथों की कमीशनिंग/बिछाने का ब्यौरा निम्नानुसार है:-

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	287 कि.मी.	57.4 कि.मी./वर्ष
2014-24	1,218 कि.मी.	121.8 कि.मी./वर्ष (2 गुना से अधिक)

उत्तराखंड में भूकंप प्रवण क्षेत्रों में भूकंप के संबंध में अध्ययन

1573. श्री अजय भट्ट:

क्या पृथ्वी विज्ञान मंत्री यह बताने की कृपा करेंगे कि:

- (ग) क्या सरकार ने विशेषकर उत्तराखंड में भूकंप प्रवण क्षेत्रों में भूकंप के संबंध में कोई अध्ययन कराया है;
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके क्या परिणाम निकले ;
- (ङ) यदि नहीं, तो इसके क्या कारण है ;
- (च) सरकार द्वारा इस संबंध में उठाए गए अथवा उठाए जाने वाले कदमों का ब्यौरा क्या है ;
- (छ) क्या भू-जल के गिरते स्तर के कारण कई क्षेत्र भूकम्प प्रवण हो गए हैं;
- (ज) यदि हां, तो अब तक पहचान किए गए ऐसे क्षेत्रों का ब्यौरा क्या है ;और
- (झ) सरकार द्वारा इस संबंध में लोगों को जागरूक करने के लिए क्या कदम उठाए गए हैं?

विज्ञान और प्रौद्योगिकी मंत्रालय के राज्य मंत्री; पृथ्वी विज्ञान मंत्रालय के राज्य मंत्री; प्रधानमंत्री कार्यालय में राज्य मंत्री; कार्मिक, लोक शिकायत और पेंशन मंत्रालय में राज्य मंत्री; परमाणु ऊर्जा विभाग में राज्य मंत्री; तथा अंतरिक्ष विभाग में राज्य मंत्री (डॉ. जितेंद्र सिंह):

(क) और (ख) जी हां। पृथ्वी विज्ञान मंत्रालय (MoES) के अंतर्गत राष्ट्रीय भूकंप विज्ञान केंद्र (NCS) 166 स्थायी भूकंपीय वेधशालाओं की स्थापना करके राष्ट्रीय भूकंपीय नेटवर्क के माध्यम से देशभर में भूकंपीय गतिविधि की निगरानी एवं रिपोर्ट करता है। उत्तराखंड राज्य में कुल 08 भूकंपीय वेधशालाएं संस्थापित की गई हैं। इन वेधशालाओं, तथा इस क्षेत्र एवं देशभर में आने वाले भूकंपों का विवरण राष्ट्रीय भूकंप विज्ञान केंद्र (NCS) की वेबसाइट (seismo.gov.in) पर उपलब्ध है। इसके अतिरिक्त, भूकंपीय तनाव संचयन / रिलीज पैटर्न तथा भूकंपीय रूप से सक्रिय क्षेत्रों की स्रोत प्रक्रियाओं की बेहतर समझ के लिए NCS-MoES द्वारा रिकॉर्डेड डेटा का प्रयोग करते हुए सतत डेटा एकत्रीकरण, भूकंपों का विश्लेषण किया जाता है। इसके अतिरिक्त, ऐतिहासिक भूकंपीयता के आधार पर, भारत मानक ब्यूरो (BIS) ने भारत का एक भूकंपीय क्षेत्रीकरण मानचित्र किया है, जिसमें क्षेत्रों को उनके भूकंप जोखिम के आधार पर वर्गीकृत किया गया है, जिसमें उत्तराखंड भूकंपीय रूप से सक्रिय क्षेत्र (जोन IV एवं V) में आता है। यह राज्य, भारतीय प्लेट एवं यूरेशियन प्लेट के बीच टेक्टॉनिक सीमा से निकटता के कारण होने वाली भूकंपीय गतिविधि के प्रति संवेदनशील है।

(ग) प्रश्न नहीं उठता।

(घ) सरकार ने उत्तराखंड में भूकंप के जोखिमों के शमन हेतु विभिन्न कदम उठाए हैं:

- भूकंप तैयारी के लिए राष्ट्रीय आपदा प्रबन्धन योजना (NDMP) का कार्यान्वयन।
- मौजूदा अवसंरचना एवं भवनों की रेट्रोफिटिंग करके उन्हें भूकंप प्रतिरोधी बनाना।
- नई अवसंरचना स्थापना हेतु शहरों का भूकंपीय सूक्ष्मक्षेत्रीकरण।
- जोशीमठ, उत्तराखंड के क्षेत्र में अस्थायी भूकंपीय नेटवर्क की स्थापना।
- उच्च-जोखिम क्षेत्रों एवं चेतावनी प्रणालियों का मानचित्रण।
- भूकंपीय क्षेत्रों में रहने वाले समुदायों के लिए भूकंप ड्रिल एवं जागरूकता कार्यक्रम संचालित करना।

- भूकंप-प्रतिरोधी निर्माण प्रौद्योगिकियों के प्रयोग को प्रोत्साहित करना।

- (ड) हाल के कुछ अध्ययनों में फ्ल्यूड इंजेक्शन एवं विड्रॉल को भूकंप की उत्पत्ति का कारण बताया गया, परंतु भूकंप की घटना तथा भूजल कमी के बीच कोई रैखिक सहसंबंध नहीं है, क्योंकि भूकंप की घटनाओं पर मुख्य रूप से स्ट्रक्चरल हीट्रोजेनेटीज, तथा स्रोत क्षेत्रों में सीस्मोजेनिक भ्रंशों के व्यवहार का प्रभाव होता है। तथापि, द्रव एवं जल के संचार के कारण सूक्ष्म से लेकर मध्यम स्तर तक का भूकंप आ सकता है।
- (च) प्रश्न नहीं उठता।
- (छ) भूकंप से जुड़े जोखिमों का शमन करने के लिए विभिन्न उपाय किए जाते हैं, जिसमें शामिल हैं - भूकंप निगरानी नेटवर्क का विस्तार ताकि भूकंप का सही समय पर पता लगाया जा सके तथा अलर्ट का यथासमय प्रसारण किया जा सके, विशेष रूप से उच्च-जोखिम वाले क्षेत्रों में भूकंप-प्रतिरोधी डिजाइन एवं विनिर्माण हेतु BIS द्वारा बिल्डिंग कोड निर्दिष्ट करना, भूकंप तैयारी के बारे में आम लोगों को शिक्षित करने के लिए जागरुकता एवं प्रशिक्षण कार्यक्रम संचालित करने समेत गृह मंत्रालय के अंतर्गत राष्ट्रीय आपदा प्रबन्धन प्राधिकरण (NDMA) एवं राष्ट्रीय आपदा प्रबन्धन संस्थान (NIDM) द्वारा ड्रिल एवं जागरुकता अभियान, तथा राज्य एवं जिला स्तर पर आपातकालीन प्रतिक्रिया एवं आपदा प्रबंधन योजना तैयार किया जाना। इसके अतिरिक्त, NCS-MoES भूकंप के दौरान महसूस होने वाले झटकों के कारण होने वाले भय के अहसास को कम करने हेतु आम लोगों के बीच जागरुकता फैलाने के लिए प्रिंट एवं इलेक्ट्रॉनिक मीडिया के माध्यम से भूकंप आने की प्रक्रिया के बारे में समझाता है।

WAITING LISTS FOR SEATS IN TRAINS

1574. SHRI T R BAALU:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether the Government is aware of the fact that in most of the trains' there are waiting lists for seats/berths and has become a daily feature due to the acute shortage of passengers carrying capacity of express trains; and
- (b) if so, the details of actions taken by the Government and planned to augment the carrying capacity of passenger trains in the country and if not, the reasons therefor?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) and (b) On Indian Railways, the demand pattern of reserved accommodation is not uniform throughout the year and it varies over lean and peak periods. Moreover, trains running on popular and convenient timings with lesser stoppage and running time are generally well patronized. Waiting list position of all the trains running on Indian Railways is monitored on regular basis. In order to cater to additional demand, Indian Railways also operates Special train services during festivals, holidays etc. and augments the load of trains to generate additional accommodation for different segments of passengers, both on permanent and temporary basis. Accordingly, during the year 2024, 13523 trips of special trains were operated to meet the extra rush of passengers during Holi and summer vacation. To cater to the rush during Durga Pooja/Dipawali/Chhath, 7983 trips of Special trains have also been notified during the period 1st October, 2024 to 30th November, 2024 to serve approximately 1.8 crore passengers. During the year

2023-24, 872 coaches have been utilized for augmentation of train services on a permanent basis while during the year 2024-25(till October, 2024), 664 coaches have been utilized for permanent augmentation.

Schemes like Alternate Train Accommodation Scheme known as VIKALP and Upgradation have also been introduced. In VIKALP, confirmed accommodation in alternate train is provided to the eligible passengers who have opted for the same. In upgradation scheme, waiting list passengers of lower class are provided confirmed accommodation in the higher class if there is a vacant accommodation in higher class at the time of charting.

दरभंगा रेलवे स्टेशन को विश्वस्तरीय रेलवे स्टेशन में परिवर्तित करना

1575. श्री गोपाल जी ठाकुर:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का विचार दरभंगा रेलवे स्टेशन को विश्वस्तरीय रेलवे स्टेशन में परिवर्तित करने का है;
- (ख) उपरोक्त लक्ष्य की प्राप्ति के लिए उक्त कार्य पूर्ण होने हेतु क्या समय-सीमा निर्धारित की गई है; और
- (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ग): रेल मंत्रालय ने भारतीय रेल के रेलवे स्टेशनों के विकास के लिए 'अमृत भारत स्टेशन योजना' शुरू की है। इस योजना में दीर्घकालिक दृष्टिकोण के साथ सतत् आधार पर रेलवे स्टेशनों के विकास की संकल्पना की गई है। इसमें प्रत्येक रेलवे स्टेशन की आवश्यकता को देखते हुए स्टेशनों पर स्टेशन तक पहुंच, परिचलन क्षेत्र, प्रतीक्षालय, शौचालय, आवश्यकता के अनुसार लिफ्ट/एस्केलेटर, प्लेटफॉर्म की सतह में सुधार, स्वच्छता, निःशुल्क वाई-फाई, 'एक स्टेशन एक उत्पाद' जैसी योजनाओं द्वारा स्थानीय उत्पादों के लिए कियोस्क, बेहतर यात्री सूचना प्रणाली, एक्जीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए निर्दिष्ट स्थान, लैंडस्केपिंग आदि जैसी सुविधाओं में सुधार लाने के लिए मास्टर प्लान तैयार करना और उनका चरणबद्ध कार्यान्वयन शामिल है।

इस योजना में आवश्यकता, चरणबद्धता एवं व्यवहार्यता के अनुसार स्टेशन भवन में सुधार, स्टेशन का शहर के दोनों छोरों के साथ एकीकरण, मल्टी-मोडाल एकीकरण, दिव्यांगजनों के लिए सुविधाएं, दीर्घकालिक और पर्यावरण अनुकूल समाधान, गिट्टी रहित पटरियों की व्यवस्था आदि और दीर्घावधि में स्टेशन पर सिटी सेन्टरों के निर्माण की भी परिकल्पना की गई है।

अब तक, अमृत भारत स्टेशन योजना के तहत बिहार राज्य में पड़ने वाले दरभंगा रेलवे स्टेशन सहित 1337 स्टेशनों को पुनर्विकास के लिए चिह्नित किया गया है।

बिहार राज्य में इस योजना के तहत विकास के लिए चिह्नित स्टेशनों की सूची नीचे दी गई है:-

राज्य	स्टेशनों की संख्या	स्टेशनों का नाम
बिहार	98	अनुग्रह नारायण रोड, आरा, बख्तियारपुर, बांका, बनमनखी, बापूधाम मोतिहारी, बड़हिया, बरौनी, बाढ़, बरसोई जंक्शन, बेगूसराय, बेतिया, भभुआ रोड, भागलपुर, भगवानपुर, बिहार

		<p>शरीफ, बिहिया, बिक्रमगंज, बक्सर, चौसा, छपरा, दलसिंह सराय, दरभंगा, दौराम मधेपुरा, डेहरी-ऑन-सोन, ढोली, दिघवारा, डुमरांव, दुर्गाती, फतुहा, गया, घोड़ासहन, गुरारू, हाजीपुर जंक्शन, जमालपुर, जमुई, जनकपुर रोड, जयनगर, जहानाबाद, झंझारपुर, कहलगांव, करागोला रोड, कटिहार, खगड़िया जंक्शन, किशनगंज, कुदरा, लाभा, लहेरिया सराय, लक्खीसराय, लखीमिनिया, मधुबनी, महेश खुंट, मैरवा, मानसी जंक्शन, मोकामा, मुंगेर, मुजफ्फरपुर, नबीनगर रोड, नरकटियागंज, नौगछिया, पहाड़पुर, पाटलिपुत्र, पटना, पीरो, पीरपैती, रफीगंज, रघुनाथपुर, राजेंद्र नगर, राजगीर, राम दयालु नगर, रक्सौल, सबौर, सगौली, सहरसा, साहिबपुर कमल, सकरी, सलौना, सलमारी, समस्तीपुर, सासाराम, शाहपुर पटोरी, शिवनारायणपुर, सिमरी बख्तियारपुर, सिमुलतला, सीतामढ़ी, सीवान, सोनपुर जं., सुल्तानगंज, सुपौल, तरेगना, ठाकुरगंज, थावे, अररिया कोर्ट, चकिया, नवादा, मोतीपुर, एकमा, मशरख</p>
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दरभंगा रेलवे स्टेशन के पुनर्विकास कार्य के लिए एजेंसियों की सेवाएं ली गई हैं। इस स्टेशन पर अस्थायी पीआरएस और यूटीएस भवन का निर्माण किया गया है तथा उपयोगिताओं का स्थानांतरण और द्वितीय प्रवेश द्वार पर नए होम पीएफ जैसे निर्माण-कार्य शुरू किए गए हैं।

स्टेशनों के विकास और अनुरक्षण के लिए निधियों का आबंटन आमतौर पर योजना शीर्ष - 53 'ग्राहक सुविधाएं' के अंतर्गत क्षेत्रीय रेलवे-वार किया जाता है, न कि राज्य-वार/केन्द्रशासित प्रदेश-वार या स्टेशन-वार। चूंकि दरभंगा रेलवे स्टेशन पूर्व मध्य रेलवे के क्षेत्राधिकार के अंतर्गत आता है,

इसलिए बजट 2024-25 के लिए पूर्व मध्य रेलवे हेतु योजना शीर्ष – 53 के अंतर्गत 764.36 करोड़ रुपए का आबंटन किया गया है।

रेलवे स्टेशनों का विकास/पुनर्विकास/उन्नयन जटिल प्रकृति का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए दमकल विभाग, धरोहर, पेड़ों की कटाई, विमानपत्तन स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। इनकी प्रगति जनोपयोगी सेवाओं को स्थानांतरित करना (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं), (अतिलंघन, अतिक्रमण) यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, उच्च वोल्टेज बिजली लाइनों के निकट सान्निध्य में किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों के कारण भी प्रभावित होती है और ये कारक कार्य के पूरा होने के समय को प्रभावित करते हैं। अतः, इस समय कोई समय-सीमा नहीं बताई जा सकती है।

FULL FARE FOR RAC TICKET

1576. SHRI ABU TAHER KHAN:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether the passengers pay a full fare for RAC tickets; and
- (b) if so, the steps taken/to be taken by the Government in this regard?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) and (b) The concept of Reservation Against Cancellation (RAC) was introduced to take care of accommodation becoming vacant on account of cancellation of confirmed berths and in train on account of non-turning of passengers allotted confirmed accommodation. Full fare is charged from RAC, however, those RAC passengers who do not want to undertake journey on RAC ticket can also cancel their tickets and take refund as per applicable rules.

Demand pattern of all the trains running on Indian Railways is monitored on regular basis. In order to cater to additional demand, Indian Railways also operates special train services during festivals, holidays etc. and augments the load of trains to generate additional accommodation for different segments of passengers, both on permanent and temporary basis. Accordingly, during the year 2024, 13523 trips of special trains were operated to meet the extra rush of passengers during Holi and summer vacation. To cater to the rush during Durga Pooja/Dipawali/Chhath, 7983 trips of Special trains have also been notified during the period 1st October, 2024 to 30th November, 2024 to serve approximately 1.8 crore passengers. During the year 2023-24, 872 coaches have been utilized for augmentation of train services on a permanent basis while during the year 2024-25(till October, 2024), 664 coaches have been utilized for permanent augmentation.

SATELLITE SPECTRUM

1577. CAPTAIN VIRIATO FERNANDES:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) whether the Government's decision to allocate satellite spectrum through administrative means rather than auctioning it, is meant to facilitate Starlink's entry into the Indian market;
- (b) if not, the measures taken to ensure that Starlink and its derivative Starshield are not used by non-state actors or hostile nations against India; and
- (c) the projected revenue loss as a result of not auctioning the satellite spectrum?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT; AND MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR. CHANDRA SEKHAR PEMMASANI):

- (a) No Sir. The Telecommunications Act, 2023 provides for assignment of spectrum through administrative process for satellite-based services, listed in First Schedule of the Act.
- (b) Department of Telecommunications (DoT) grants authorisations under Unified License (UL) for providing Satellite-based commercial communication services. Satellite-based communication licenses are granted to any applicant, subject to acceptance and in compliance of the applicable licensing terms and conditions, including security conditions of India.

(c) Spectrum assigned administratively are also chargeable and hence contribute to revenue. The Department of Telecom (DoT) has sought recommendations of Telecom Regulatory Authority of India (TRAI) on terms and conditions of spectrum assignment including spectrum pricing in respect of licensees intending to provide satellite-based communication services while accounting for level playing field with terrestrial access services.

FUNDS FOR PM-KUSUM

1578. SHRI ANAND BHADAURIA :

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

- (a) the details of fund allocated, released and utilised under Pradhan Mantri Kisan Urja Suraksha evam Utthaan Mahabhiyan (PM-KUSUM) scheme during last three financial years and the current year, State-wise;
- (b) the details of districts of Uttar Pradesh and Bihar which are covered under PM-KUSUM scheme, district-wise; and
- (c) the details of the districts of Uttar Pradesh and Bihar which are not covered under PM-KUSUM scheme along with the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER; AND MINISTER OF STATE IN THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI SHRIPAD YESSO NAIK):

(a) PM-KUSUM is a demand driven scheme. The funds under the scheme are released based on the progress of installation reported by the State Implementing Agencies (SIA) and as per provisions of the scheme guidelines.

The state-wise details of the funds released under the Scheme during last three financial years and the current year are placed at **Statement** .

(b) and (c) As per the information provided by the State Implementing Agencies of Uttar Pradesh and Bihar, all 75 districts of Uttar Pradesh and 38 districts of Bihar are covered under PM KUSUM scheme.

STATEMENT

Details of fund released to States/ UTs under PM-KUSUM Scheme in last 3 years (as on 31.10.2024)

S. No	States/UTs	FY 2021-22 (Rs in Crore)	FY 2022-23 (Rs in Crore)	FY 2023-24 (Rs in Crore)	FY 2024-25 (Rs in Crore) (As on 31.10.2024)
1	Andaman and Nicobar Islands	0.00	0.00	0.00	0.00
2	Arunachal Pradesh	0.00	0.82	2.12	0.00
3	Assam	0.00	0.00	0.00	0.00
4	Bihar	0.00	0.00	0.00	0.00
5	Chhattisgarh	0.00	0.00	0.00	0.00
6	Goa	0.00	0.00	0.00	0.00
7	Gujarat	0.00	7.83	28.72	5.15
8	Haryana	161.12	137.95	429.78	103.34
9	Himachal Pradesh	0.00	5.85	0.00	3.13
10	Jammu and Kashmir	0.00	15.69	0.00	0.00
11	Jharkhand	0.00	20.04	2.36	49.62
12	Karnataka	0.00	0.00	2.38	81.25
13	Kerala	0.00	0.00	28.53	0.07
14	Ladakh	0.00	0.00	0.00	0.00
15	Madhya Pradesh	0.00	0.00	0.80	0.00
16	Maharashtra	9.60	247.60	330.21	741.81
17	Manipur	0.00	0.23	0.17	0.00

18	Meghalaya	0.00	0.00	0.31	0.00
19	Mizoram	0.00	0.00	0.00	0.00
20	Nagaland	0.00	0.20	0.18	0.16
21	Odisha	0.00	0.00	7.69	0.00
22	Puducherry	0.00	0.00	0.00	0.00
23	Punjab	23.70	31.11	5.41	13.09
24	Rajasthan	153.49	247.63	49.41	280.01
25	Tamil Nadu	20.30	0.00	2.59	0.12
26	Telangana	0.00	0.00	0.00	0.00
27	Tripura	7.36	0.12	17.81	0.00
28	Uttar Pradesh	13.73	82.30	92.13	35.46
29	Uttarakhand	0.00	4.00	0.00	12.55
30	West Bengal	0.00	0.00	0.00	0.00
Total		389.29	801.36	1,000.58	1,325.77

ONLINE GAMBLING

1579. SHRI SHREYAS M PATEL:

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

- (a) whether the Government is aware of incidents where individuals have committed suicide due to financial losses in online gambling or harassment by companies operating in this sector;
- (b) if so, the details of such cases recorded during the last year including the total number of suicides linked to online gambling and illegal betting, State-wise;
- (c) whether the Government has taken any action against companies involved in online gambling or illegal betting and if so, the number and nature of notices issued or penalties imposed;

(d) whether the Government considers the prevalent gambling apps as a game of chance or a game of choice and the rationale behind this classification; and

(e) whether the Government plans to introduce legislation to regulate or prohibit online gambling to prevent harm to citizens and if so, the details of such proposed legislation?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY; AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI JITIN PRASADA):

(a) to (e): The Government is cognizant of the risks posed by online gambling and potential harms like addiction, financial loss and harassment. The policies of the Central Government are aimed at ensuring a safe, trusted and accountable Internet for its users.

With regard to regulations on online gambling, it is informed that “Betting and gambling” is a State subject as per the Seventh Schedule in the Constitution of India. Therefore, State Legislatures have exclusive power to legislate on matters related to betting and gambling.

The Bharatiya Nyaya Sanhita, 2023 (“BNS”) defines “Organised crime” which includes economic offences, cyber-crimes, by any person or a group of persons, either as a member of an organised crime syndicate or on behalf of such syndicate. Additionally, the BNS defines “Petty organised crime” which includes committing any act of unauthorised betting or gambling. Any person committing such petty organised crime shall be punished with minimum 1 year of imprisonment that may extend to 7 years and also liable to fine.

The Designated Officer at Ministry of Electronics and Information Technology (“MeitY”) is empowered under the Information Technology Act, 2000 (“IT Act”) to issue blocking orders to intermediaries for blocking access to specific information/link (including the betting or gambling sites) in the interest of sovereignty and integrity, defence of India, security of the State, friendly relations with foreign States or public order or for inciting cognizable offence relating to above. MeitY follows due process as envisaged in the Information Technology (Procedure and Safeguards for Blocking for Access of Information for Public) Rules, 2009. MeitY has issued 692 blocking directions related to online betting/gambling/gaming websites (including mobile applications) under the IT Act between the year 2022-24.

To address various socio-economic concerns of online harms, criminalities and threats to national security, MeitY after extensive consultations with relevant stakeholders, has notified the Information Technology (Intermediary Guidelines and Digital Media Ethics Code) Rules, 2021 (“IT Rules, 2021”) in exercise of the powers given under the IT Act. The IT Rules, 2021 cast specific due diligence obligations on intermediaries, including social media intermediaries, with respect to the information that is not to be hosted, displayed, uploaded, published, transmitted, stored or shared on the platforms. Intermediaries are required not to host, store or publish any information violative of any law for the time being in force. Intermediaries are required to ensure their accountability that includes their expeditious action towards removal of the unlawful information categorised under the IT Rules, 2021 or on the basis of grievances received against any information

that, among other things, is harmful to child or that is relating or encouraging money laundering or gambling.

In addition, the Ministry of Information and Broadcasting (“MIB”) has issued an advisory dated 4th December, 2020 relating to online gaming, fantasy sports etc. to all private satellite television channels to adhere to the guidelines issued by the Advertising Standards Council of India (ASCI) and ensure not to promote any activity which is prohibited by statute of Law. Further, MIB has issued advisories dated 13.06.2022, 03.10.2022, 06.04.2023, 25.08.2023 and 21.04.2024 to print, electronic, digital media, Endorsers and Influencers, Social Media Intermediaries and online advertisement Intermediaries to refrain from publishing advertisements of online betting platforms which are misleading, and do not appear to be in conformity with the Consumer Protection Act, 2019, Advertisement Code under the Cable Television Networks Regulation Act, 1995 and advertisement norms under the Norms of Journalistic Conduct laid down by the Press Council of India. Further, MHA has established the Indian Cyber Crime Coordination Centre (“I4C”) to provide a framework and eco-system for Law Enforcement Agencies (“LEAs”) to deal with cybercrimes in a comprehensive and coordinated manner. MHA has also launched the National Cyber Crime Reporting Portal (<https://cybercrime.gov.in>) to enable the public to report all types of cybercrimes. Cybercrime incidents reported on this portal are routed to the respective State/UT law enforcement agency for further handling as per the provisions of law. The portal has distinct mechanisms for registering complaints against women/child

related crimes and financial frauds. A toll-free Helpline number '1930' has been operationalised to get assistance in lodging online cyber complaints.

खनन उद्योग में नवीनतम प्रौद्योगिकी का उपयोग

1580 श्री बिद्युत बरन महतो:

क्या खान मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का विचार झारखंड में खनन उद्योग में नवीनतम प्रौद्योगिकी के उपयोग को बढ़ावा देने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) खनन उद्योग में कामगारों की सुरक्षा सुश्चित करने के लिए सुरक्षा मानकों और विनियमों का ब्यौरा क्या है; और

(ग) क्या सरकार खनन से अर्जित राजस्व का उपयोग स्थानीय विकास और समाज कल्याण के लिए कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

कोयला मंत्री ; तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क): राष्ट्रीय खनिज नीति, 2019 में खनिज गवेषण, संसाधन प्रबंधन, खनिजों के वैज्ञानिक और इष्टतम खनन में उनकी अधिकतम आर्थिक पुनर्प्राप्ति और मानव संसाधनों का विकास सुनिश्चित करने के लिए अत्याधुनिक प्रौद्योगिकियों के उपयोग की परिकल्पना की गई है।

झारखंड सहित देश के सभी पट्टाधारक खनिज संसाधनों के इष्टतम खनन को सुनिश्चित करने के लिए सर्वोत्तम उपलब्ध प्रौद्योगिकी अपनाने के लिए स्वतंत्र हैं। खनन क्षेत्र में उपयोग की जा रही कुछ नवीनतम प्रौद्योगिकियों में सुदूर संवेदन, भौगोलिक सूचना प्रणाली, ड्रोन प्रौद्योगिकी, उपग्रह आधारित निगरानी, स्वचालन और इंटरनेट ऑफ थिंग्स शामिल हैं।

(ख): केंद्र सरकार खान अधिनियम, 1952 के माध्यम से खानों में श्रम और सुरक्षा मानकों को विनियमित करती है जिसे श्रम और रोजगार मंत्रालय द्वारा कार्यान्वित किया जाता है। उक्त अधिनियम में खान निरीक्षकों की नियुक्ति, कार्य और शक्तियां, खानों में स्वास्थ्य और सुरक्षा, रोजगार के घंटे और सीमा, सवैतनिक छुट्टी आदि के प्रावधान हैं। उक्त अधिनियम के तहत बनाए गए खान नियम, 1955 में खानों में नियोजित या नियोजित किए जाने वाले व्यक्तियों की चिकित्सा जांच, कर्मकार निरीक्षक और सुरक्षा समिति, स्वास्थ्य और स्वच्छता, प्राथमिक चिकित्सा और चिकित्सा उपकरण, कल्याणकारी सुविधाओं आदि के लिए नियमों का प्रावधान है।

(ग): खान और खनिज (विकास और विनियमन) अधिनियम, 1957 [एमएमडीआर अधिनियम, 1957] को एमएमडीआर संशोधन अधिनियम, 2015 के माध्यम से संशोधित किया गया था, जिसके तहत अधिनियम में धारा 9ख शुरू की गई, जो राज्य सरकारों को खनन कार्यों से प्रभावित व्यक्तियों और क्षेत्रों के कल्याण एवं लाभ के लिए काम करने हेतु जिला खनिज फाउंडेशन (डीएमएफ) स्थापित करने का अधिकार देती है। डीएमएफ के तहत अर्जित निधियों का उपयोग प्रधानमंत्री खनिज क्षेत्र कल्याण योजना (पीएमकेकेकेवाई) के दिशा-निर्देशों के अनुसार, अन्य बातों के साथ-साथ निम्नलिखित कार्यकलापों के लिए किया जाता है:

- (i) पेयजल आपूर्ति
- (ii) पर्यावरण संरक्षण और प्रदूषण नियंत्रण उपाय
- (iii) स्वास्थ्य देखभाल
- (iv) शिक्षा
- (v) महिला एवं बाल कल्याण
- (vi) कौशल विकास और आजीविका सृजन

दिनांक 30.09.2024 तक, डीएमएफ के तहत 1,00,158.16 करोड़ रुपये की संचयी राशि एकत्र की गई है जिसमें से 3,60,811 परियोजनाओं के लिए 86,462.80 करोड़ रुपये आवंटित किये गये हैं।

KOLLAM-SCHENKOTTA RAILWAY LINE

1581. SHRI N K PREMACHANDRAN:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether the Government proposes to utilise the Kollam – Schenkotta railway line in its full capacity and if so, the details of action taken thereon;
- (b) the total amount spent by the Railways for gauge conversion, electrification, station development and other development activities on said railway line during the last ten years;
- (c) if so, the action taken to utilise the same;
- (d) whether the Government proposes to increase the number of coaches of trains running on said route and if so, the details thereof;
- (e) whether the Government proposes to increase the speed of the trains through Kollam–Schenkotta route and if so, the details of action taken thereon; and
- (f) whether the Government proposes to introduce new trains through said railway route and if so, the details thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (f) With a view to optimally utilise the line capacity of the Kollam-Sengottai sector, 10 Mail/Express and 06 passenger trains are presently being operated. Besides, three pairs of train services serving the sector have been augmented to 18 coaches, by addition of coaches. Further, introduction of new trains, speeding up of services and attachment of coaches are an ongoing processes on Indian Railways subject to traffic pattern, operational feasibility and availability of resources etc.

Kollam - Punalur - Bhagavathipuram - Sengottai section has large number of sharp curves.

Total expenditure for gauge conversion of Kollam-Sengottai section including electrification, station etc. is Rs. 419.42 crore.

CANCELLATION OF RATION CARDS DUE TO E-KYC

1582. SHRI SASIKANTH SENTHIL:

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

- (a) whether the Government is aware of reports indicating that the mandatory e-KYC verification process is leading to the exclusion of genuine ration cardholders particularly affecting migrant populations and if so, the details thereof;
- (b) the State-wise details of ration cards cancelled since the implementation of e-KYC process along with primary reasons cited for these cancellations; and

(c) the details of the steps being taken to ensure that legitimate ration cardholders especially vulnerable groups such as migrant workers, the elderly and the disabled are not excluded from accessing food security benefits due to technical or logistical barriers in the e-KYC process?

**THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS,
FOOD AND PUBLIC DISTRIBUTION (SHRIMATI NIMUBEN JAYANTIBHAI
BAMBHANIYA):**

(a): The department has not received any such information from any states/UTs.

States/UTs are responsible for the identification of ineligible/ duplicate ration cards and the inclusion of eligible beneficiaries/households.

(b): The eKYC process is carried out by States/UTs. No data of ration cards cancelled due to the implementation of eKYC is available with the Department of Food and Public Distribution.

(c): As per the Targeted Public Distribution System (TPDS) Control Order 2015, the review of ration cards/beneficiaries list, identification of ineligible/ duplicate ration cards and inclusion of eligible beneficiaries/households is the responsibility of concerned State/UT Government.

All States/UTs have been advised to undertake proper verification (including field verification) of each identified case to ensure that ration cards of genuine beneficiaries are not deleted/ suspended.

VANDE BHARAT SEMI HIGH SPEED TRAIN**1583. SHRI JAGADISH SHETTAR:**

Will the Minister of **RAILWAYS** be pleased to state:

(a) the details of measures being contemplated to commence the “Vande Bharat” Semi High Speed Train from Belagavi – Bangalore-Belagavi, where the trial run on the said route is successfully completed and which is just an extension of the present Vande Bharat traversing en-route Dharwar-Bangalore-Dharwar;

(b) if so, the details thereof;

(c) whether there are any plans to increase the frequency of the present said train commuting from Pune to Hubli (via Belagavi) and back, from present three days in a week to all seven days in a week; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d) Presently, 15 pairs of regular trains are catering to the needs of Bengaluru-Belgavi sector. Similarly, 17 pairs of regular trains including 20669/20670 Hubballi-Pune Vande Bharat Express (Tri-weekly) are catering to the needs of passengers of Pune-Hubballi sector. Pune-Hubballi sector is additionally being served by 1 pair of special train. Besides, extension and increase in frequency of train services, including Vande Bharat services, is an

ongoing process on Indian Railways, subject to traffic justification, operational feasibility, resource availability, etc.

मुंबई से सीतापुर यात्री गाड़ी को मैलानी जंक्शन तक करना

1584. श्री उत्कर्ष वर्मा मधुर:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का विचार दिल्ली, हरिद्वार, पंजाब, आगरा, राजस्थान और उत्तर पूर्व की ओर लखीमपुर स्टेशन और जिला खीरी के मैलानी जंक्शन तक यात्री गाड़ी चलाने का है;
- (ख) यदि हां, तो इसे कब तक चलाये जाने की संभावना है और यदि नहीं, तो इसके क्या कारण हैं; और
- (ग) क्या सरकार का प्रस्ताव मुंबई से सीतापुर यात्री गाड़ी को मैलानी जंक्शन तक बढ़ाने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ग): इस समय, मैलानी स्टेशन 16 नियमित रेलगाड़ी सेवाओं द्वारा सेवित किया जा रहा है जो लखनऊ क्षेत्र, गोरखपुर, पीलीभीत, सीतापुर आदि को जोड़ती हैं। बहरहाल, भारतीय रेल पर नई रेलगाड़ियाँ चलाना और वंदे भारत सेवाओं सहित गाड़ी सेवाओं का विस्तार करना सतत प्रक्रिया है, जो यातायात औचित्य, परिचालनिक व्यवहार्यता, संसाधन की तंगी आदि के अध्यधीन है।

PROTECTION OF RIGHTS OF MINORITES

1585. ADV. CHANDRA SHEKHAR:

Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) the details of specific measures taken/implemented by the Government during the last five years to protect minority rights and promote communal harmony, particularly in light of recent incidents of tension along with the effectiveness of these measures;

(b) whether the Government has conducted any recent assessments of its schemes for minority welfare, if so, the key findings, the manner in which the same are being used to improve policy implementation; and

(c) the details of new initiatives or modifications to existing programmes the Government is planning to address the emerging challenges faced by minority communities indicating the timeline for its implementation and expected outcomes?

THE MINISTER OF PARLIAMENTARY AFFAIRS; AND MINISTER OF MINORITY AFFAIRS (SHRI KIREN RIJJU):

(a) 'Police' and 'Public Order' are State subjects under the Seventh Schedule to the Constitution of India. Prevention, detention, registration, investigation and prosecution of offences are primarily the concerns of the State Governments/Union Territory (UT) Administrations. The State Governments are competent to deal with offences under the extant provisions of laws. There are various provisions under Bharatiya Nyaya Sanhita to address the communal violence/disturbance, promoting

enmity between different groups on ground of religion, causing breach of peace and incitement of persons to commit offences etc. To promote communal harmony regular meetings with the representatives of all the minority communities are being held by the National Commission for Minorities, under the M/o Minority Affairs.

(b) and (c): Government of India conducts impact evaluation studies of various schemes from time to time for improvement of socio-economic status of minority communities, which is an ongoing exercise.

आठ नई रेलवे परियोजनाओं की स्थिति

1586. श्री बाबू सिंह कुशवाहा:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने अगस्त, 2024 में आठ नई रेल परियोजनाओं को मंजूरी दी है;
- (ख) यदि हां, तो इन परियोजनाओं के क्या नाम हैं और इनकी लंबाई कितनी है और ये परियोजनाएं किन राज्यों में स्थित हैं;
- (ग) ऐसी नई परियोजनाओं के कार्यान्वयन के लिए निर्धारित बजट और समय-सीमा क्या है;
- (घ) वर्ष 2023-24 में 5200 किलोमीटर रेल मार्ग को जोड़ने में सरकार की उपलब्धि को ध्यान में रखकर रेलवे द्वारा भविष्य में किए जाने वाले कार्यों की गति को बनाए रखने के लिए क्या कदम उठाए जा रहे हैं;

- (ड) मार्च, 2024 तक 62,119 किलोमीटर के बड़ी लाइन के विद्युतीकरण के पूरा होने के बाद शेष नेटवर्क का विद्युतीकरण कब तक पूरा होने की संभावना है;
- (च) क्या संपूर्ण देश के 6112 रेलवे स्टेशनों पर वाई-फाई सुविधा शुरू कर दी गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (छ) सरकार की शेष रेलवे स्टेशनों पर वाई-फाई सुविधा प्रदान करने की योजना क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (छ): जी हाँ। नई रेल लाइन के लिए निम्नलिखित परियोजनाओं को आर्थिक मामलों की मंत्रिमंडल समिति द्वारा अगस्त 2024 में अनुमोदित किया गया है।

क्र. सं.	परियोजना का नाम	लागत (₹ करोड़ में)
1	बिक्रमशिला-कटरिया	2,171
2	गुणुपूर-थेरुबाली	1,166
3	भद्राचलम स्टेशन के रास्ते मलकानगिरी- पांडुरंगपुरम	3,592
4	बदामपहाड़-केंदुझरगढ़	1,876
5	जूनागढ़-नबरंगपुर	2,865

6	बुढ़ामरा-चाकुलिया	1,460
7	जालना-जलगांव	5,804
8	बंगरीपोसी-गोरूमहिसानी	2,270

किसी रेल परियोजना (परियोजनाओं) का पूरा होना राज्य सरकार द्वारा तीव्र भूमि अधिग्रहण, वन विभाग के पदाधिकारियों द्वारा वानिकी स्वीकृतियां, लागत में भागीदारी वाली परियोजनाओं में राज्य सरकार द्वारा लागत के भाग को जमा करना, परियोजनाओं की प्राथमिकता, अतिलंघनकारी जनोपयोगी सेवाओं का स्थानांतरण, विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां, क्षेत्र की भूविज्ञानी और स्थलाकृतिक परिस्थिति, परियोजना स्थल वाले क्षेत्र में कानून एवं व्यवस्था की स्थिति, जलवायु परिस्थितियों आदि के कारण परियोजना विशेष स्थल के लिए वर्ष में कार्य करने के महीनों की संख्या जैसे विभिन्न कारकों पर निर्भर करता है।

रेल परियोजनाओं के त्वरित अनुमोदन और कार्यान्वयन के लिए सरकार द्वारा उठाए जा रहे विभिन्न कदमों में (i) गति शक्ति इकाइयां स्थापित करना (ii) परियोजनाओं की प्राथमिकता (iii) प्राथमिकता परियोजनाओं हेतु निधि के आबंटन में पर्याप्त वृद्धि करना (iv) फील्ड स्तर पर शक्तियों का प्रत्यायोजन (v) विभिन्न स्तरों पर परियोजना की प्रगति की गहन निगरानी और (vi) शीघ्र भूमि अधिग्रहण, वानिकी और वन्यजीव संबंधी मंजूरीयों और परियोजनाओं से संबंधित अन्य मुद्दों को सुलझाने के लिए राज्य सरकारों और संबंधित प्राधिकारियों के साथ नियमित रूप से अनुवर्ती कार्रवाई करना शामिल है। इसके फलस्वरूप, वर्ष 2014 से कमीशनिंग की दर में उल्लेखनीय वृद्धि हुई है।

2014-24 के दौरान और 2014 से पहले किए गए विद्युतीकरण का विवरण निम्नानुसार है:-

अवधि	किया गया विद्युतीकरण
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	(मार्ग किलोमीटर में)
2014 से पहले	21,801
2014-24	44,199

इस समय भारतीय रेल पर कुल बड़ी लाइन नेटवर्क के लगभग 97% मार्ग का विद्युतीकरण कर दिया गया है।

भारतीय रेल ने हाल्ट स्टेशनों को छोड़कर सभी व्यवहार्य रेलवे स्टेशनों पर निःशुल्क वाई-फाई मुहैया कराने का विनिश्चय किया है। अब तक, 6112 व्यवहार्य रेलवे स्टेशनों पर वाई-फाई सुविधा उपलब्ध कराई गई है।

DIGITAL LITERACY FOR TRIBAL YOUTH

1587. SHRI BIPLAB KUMAR DEB:

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

- whether the tribal youth have the lowest literacy rate in electronics and information technology as compared to others;
- if so, the details thereof;
- whether the Government is considering to start a scheme to boost digital literacy with special focus on tribal population especially in Tripura; and
- if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY; AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI JITIN PRASADA):

(a) to (d): As per Census 2011, India has a Scheduled Tribe (ST) population of 10.43 crore representing 8.6% of the total population and 11.3% of the rural population. The Pradhan Mantri Gramin Digital Saksharta Abhiyan (PMGDISHA) scheme of MeitY was to promote digital literacy in rural India. Under the scheme, 6.39 crore individuals were trained across the country as on March 31, 2024 as against the target of 6 crore. The scheme has ended.

The National Sample Survey Office (NSSO) conducted the 'Comprehensive Annual Modular Survey' (CAMS) in its 79th round (July, 2022 to June, 2023) and the data in their report indicated a significant positive trend in digital literacy across both rural and urban areas through digital engagements viz, internet penetration, smart-phone usage.

In the state of Tripura, a total of 82,301 Scheduled Tribe candidates were enrolled and 65,174 candidates were trained under the PMGDISHA Scheme.

SILVER LINE HIGH-SPEED RAIL PROJECT IN KERALA

1588. SHRI KODIKUNNIL SURESH:

Will the Minister of **RAILWAYS** be pleased to state:

(a) the current approval status of the Silver Line high-speed rail project in Kerala and the specific role of the Government in its planning and implementation;

- (b) the proposed track type and its intended usage for passenger or mixed traffic, along with the technical specifications planned for the project;
- (c) the alignment proposed for the project, including the major cities and locations it will connect, as well as the details of stations planned along the route;
- (d) the expected number of people to be displaced due to the project and the measures planned for their rehabilitation and compensation;
- (e) the total land area required for the project and the progress made in land acquisition so far; and
- (f) the estimated budget for the project, including the sources of funding, financial partnerships and liabilities, if any?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (f): Silver Line from Thiruvananthapuram to Kasaragod in Kerala has been identified by Kerala Rail Development Corporation Limited (KRDCL), a Joint Venture company of State Government of Kerala (51%) and Ministry of Railways (49%) for development. After survey, KRDCL has submitted Detailed Project Report (DPR) of the Project. There are many deficiencies in the DPR. Therefore, KRDCL has been advised by Southern Railway to address those deficiencies and prepare revised DPR as per the latest technical standards such as adoption of Broad Gauge, integration with existing IR network at suitable points, flatter ruling gradient, provision of KAVACH, electrification with 2x25 kV, proper drainage scheme for yards

and sections, addressing environmental concerns during construction and operation etc. The project is not yet sanctioned.

INDIA AI MISSION

1589. SHRIMATI SAJDA AHMED:

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

- (a) the detailed allocation of the Rs.10,372 crore budget for the India Artificial Intelligence (AI) Mission;
- (b) whether the Government has framed timeline for AI supercomputing infrastructure with over 10,000 and if so, the details thereof alongwith its expected capabilities;
- (c) whether the Government has formulated policy for monitoring the ethical guidelines and governance frameworks under the Safe and Trusted AI pillar; and
- (d) if so, the details thereof and the measures being taken to ensure the availability and quality of datasets on the India AI Datasets Platform?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY; AND MINISTER OF STATE IN THE MINISTRY OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI JITIN PRASADA):

- (a): Union Cabinet led by Hon'ble Prime Minister Shri Narendra Modi ji has approved the IndiaAI Mission on 7th March 2024, a strategic initiative to establish

a robust and inclusive AI ecosystem that aligns with the country's development goals. This mission is driven by a vision to position India as a global leader in artificial intelligence by focusing on seven foundational pillars.

By democratizing access to computing resources, enhancing data quality, nurturing homegrown AI expertise, attracting top talent, fostering industry partnerships, supporting startup ventures, promoting socially impactful AI projects, and emphasizing ethical practices, the mission seeks to foster responsible and inclusive growth within India's AI landscape.

The implementation of 'IndiaAI Mission' with a total outlay of Rs. 10,371.92 Cr is for a period of 5 years. The allocation of budgetary outlay among the key pillars is below:

Components	Total Expenditure (₹ Cr)
IndiaAI Compute Capacity	4563.36
IndiaAI Innovation Centre (IAIC)	1971.37
IndiaAI Datasets Platform	199.55
IndiaAI Application Development Initiative	689.05
IndiaAI FutureSkills	882.94
IndiaAI Startup Financing	1942.5
Safe and Trusted AI	20.46
IndiaAI Overheads and Contingency @1%	102.69
Total	10,371.92

(b): The IndiaAI compute pillar envisions provisioning high-end scalable AI computing ecosystem comprising AI compute infrastructure of 10,000 or more Graphics Processing Units (GPUs), over a period of 5 years.

(c): The 'Safe and Trusted' pillar within the IndiaAI Mission aims to encourage the adoption of AI in a responsible manner with the principles of safety, security, transparency, and privacy embedded in the design of AI technology to mitigate the AI risks, placing the idea of 'AI for All' at its very core.

Under this Pillar eight Responsible AI Projects have been selected to address the need for robust guardrails to ensure the responsible development, deployment, and adoption of AI technologies. The projects cover a range of critical themes, including Machine Unlearning, Synthetic Data Generation, AI Bias Mitigation, Ethical AI Frameworks, Privacy-Enhancing Tools, Explainable AI, AI Governance Testing, and Algorithm Auditing Tools. The details of the selected projects are given at **Statement** .

(d): IndiaAI Mission through IndiaAI Datasets Platform Pillar aims to enhance access, quality, and utilization of public sector datasets to make them AI-ready. The beneficiaries of the non-personal datasets curated by this platform are Indian startups and researchers for the development of AI platforms and tools, with appropriate security and privacy controls in place. IndiaAI Datasets Platform may enable real-time data accessibility through secure API-based data sharing and development of data pipelines, wherever feasible.

STATEMENT

The details of the selected projects under “Safe and Trusted AI” Pillar are as under:

NAME OF THE THEME	SELECTED APPLICANT	TITLE OF THE PROJECT
Machine Unlearning	IIT Jodhpur	Machine Unlearning in Generative Foundation Models
Synthetic Data Generation	IIT Roorkee	Design and Development of Method for Generating Synthetic Data for Mitigating Bias in Datasets; and Framework for Mitigating Bias in Machine Learning Pipeline for Responsible AI
AI Bias Mitigation Strategy	National Institute of Technology Raipur	Development of Responsible Artificial Intelligence for Bias Mitigation in Health Care Systems
Explainable AI Framework	DIAT Pune and Mindgraph Technology Pvt. Ltd.	Enabling Explainable and Privacy Preserving AI for Security

<p>Privacy Enhancing Strategy</p>	<p>IIT Delhi, IIIT Delhi, IIT Dharwad and Telecommunication Engineering Center (TEC)</p>	<p>Robust Privacy-Preserving Machine Learning Models</p>
<p>AI Ethical Certification Framework</p>	<p>IIIT Delhi and Telecommunication Engineering Center (TEC)</p>	<p>Tools for assessing fairness of AI model</p>
<p>AI Algorithm Auditing Tool</p>	<p>Civic Data Labs</p>	<p>ParakhAI - An open-source framework and toolkit for Participatory Algorithmic Auditing</p>
<p>AI Governance Testing Framework</p>	<p>Amrita Vishwa Vidyapeetham and</p>	<p>Track-LLM, Transparency, Risk Assessment, Context and Knowledge for Large Language Models</p>

	Telecommunication Engineering Center (TEC)	
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नरकटियागंज-गोरखपुर के रास्ते चंपारण तक नई ट्रेन

1590. श्री सुनील कुमार:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या उत्तर बिहार के हजारों छात्र राजस्थान के कोटा में पढ़ते हैं और यदि हाँ, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या चंपारण से कोटा के लिए केवल एक ट्रेन अवध एक्सप्रेस है, जिसमें गुजरात और महाराष्ट्र के यात्रियों की भारी भीड़ होती है और इसमें अधिक समय लगता है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ग) क्या सरकार का प्रस्ताव चंपारण के छात्रों की यात्रा को आसान बनाने के उद्देश्य से नरकटियागंज-गोरखपुर के रास्ते ट्रेन चलाने का है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ग): रेल नेटवर्क राज्य की सीमाओं के आर-पार फैली होती है, नेटवर्क की आवश्यकता के अनुसार सीमाओं के आर-पार गाड़ियां शुरू की जाती है। बहरहाल, नरकटियागंज, बापूधाम मोतिहारी आदि जैसे स्टेशन बिहार राज्य में चंपारण क्षेत्र के यात्रियों की जरूरतों को पूरा करते हैं। वर्तमान में, बापूधाम मोतिहारी-नरकटियागंज-कोटा खंड 19037/38 बरौनी-बांद्रा (टर्मि.) अवध एक्सप्रेस (दैनिक) नियमित सेवा द्वारा सेवित किया जा रहा है। यात्रियों की अतिरिक्त जरूरतों को पूरा करने के लिए, भारतीय रेल विशेष गाड़ियां भी परिचालित करती है और तदनुसार, बापूधाम मोतिहारी-नरकटियागंज-

कोटा खंड की अतिरिक्त आवश्यकताओं को पूरा करने के लिए, 02 जोड़ी विशेष सेवाएं भी परिचालित की जा रही हैं। इसके अलावा, भारतीय रेल पर यातायात औचित्य, परिचालनिक व्यवहार्यता, संसाधन की उपलब्धता आदि के अध्यधीन गाड़ी सेवाओं की शुरुआत करना एक सतत् प्रक्रिया है।

डिजिटल इंडिया मिशन

1591. श्री जिया उर रहमान:

क्या इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री यह बताने की कृपा करेंगे कि:

(क) डिजिटल इंडिया मिशन के तहत ग्रामीण और दूर-दराज के क्षेत्रों में इंटरनेट कनेक्टिविटी में सुधार के लिए सरकार द्वारा क्या उपाय किए जा रहे हैं;

(ख) क्या सरकार ने फर्जी खबरों और गलत सूचना के प्रसार को रोकने के लिए कोई पहल की है;

(ग) यदि हां, तो इस संबंध में क्या नीतिगत उपाय अपनाए गए हैं और यदि नहीं, तो इसके क्या कारण हैं;

(घ) क्या सरकार ने साइबर अपराध और ऑनलाइन धोखाधड़ी को नियंत्रित करने के लिए कोई सुरक्षा उपाय किए हैं और कोई योजना लागू की है; और

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

वाणिज्य और उद्योग मंत्रालय में राज्य मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय में राज्य मंत्री (श्री जितिन प्रसाद):

(क): भारत सरकार ने 17 दिसंबर 2019 को राष्ट्रीय ब्रॉडबैंड मिशन की शुरुआत की थी जिसका उद्देश्य डिजिटल संचार अवसंरचना का तेजी से विकास करने और सभी के लिए किफायती और सार्वभौमिक ब्रॉडबैंड पहुँच प्रदान करना है। इस मिशन का उद्देश्य पूरे देश में (विशेष रूप से ग्रामीण और

दूरदराज के क्षेत्रों में) विकास को गति प्रदान करना और ब्रॉडबैंड की सेवाओं को सार्वभौमिक और समान स्तर पर उपलब्ध कराना है।

दूरदराज के क्षेत्रों में इंटरनेट कनेक्टिविटी बढ़ाने के लिए निम्नलिखित कार्य किए गए हैं:-

(i) केंद्रीकृत राइट ऑफ वे पोर्टल: गतिशक्ति संचार पोर्टल (राइट ऑफ वे अनुमतियों के लिए केंद्रीकृत पोर्टल) 14 मई 2022 को लॉन्च किया गया था ताकि ऑप्टिकल फाइबर केबल बिछाने और टेलीकॉम टावर लगाने के लिए त्वरित राइट ऑफ वे (आरओडब्ल्यू) अनुमतियों के लिए आवेदकों को अपना कार्य करने में सुविधा हो। पोर्टल में सभी 36 राज्यों/केंद्र शासित प्रदेशों और चार केंद्रीय मंत्रालयों को शामिल/एकीकृत किया गया है।

(ii) संचार मंत्रालय द्वारा भारतीय टेलीग्राफ राइट ऑफ वे (आईटीआरओडब्ल्यू) नियम 2016 भी लाए गए थे, जिनमें 5जी रोल-आउट के लिए अगस्त 2022 में संशोधन किया गया था। इन नियमों में ओवर ग्राउंड और अंडरग्राउंड टेलीकॉम इंफ्रास्ट्रक्चर के लिए दरों के मानकीकरण, 5जी छोटे सेल के उपयोग के लिए स्ट्रीट फर्नीचर की दरों और मुआवजे और बहाली के लिए लागू शुल्कों का प्रावधान किया गया है। दूरसंचार विभाग सभी राज्यों/केंद्र शासित प्रदेशों के साथ उनकी आरओडब्ल्यू नीतियों को केंद्रीय राइट ऑफ वे नियमों के साथ संरेखित करने और लंबित राइट ऑफ वे आवेदनों को निपटाने के लिए संपर्क बनाए हुए है।

इसके अलावा, दूरसंचार अधिनियम 2023 में पारित किया गया था और इसके अनुसार दूरसंचार (राइट ऑफ वे) नियम, 2024 लाए गए जो 1 जनवरी 2025 से लागू होंगे।

(ख) से (ड): भारत सरकार की नीतियों का उद्देश्य देश में उपयोगकर्ताओं के लिए एक खुला, सुरक्षित, विश्वसनीय और जवाबदेह साइबरस्पेस सुनिश्चित करना है। साइबरस्पेस में फर्जी खबरों और गलत सूचनाओं की चुनौतियों से निपटने के लिए भारत सरकार द्वारा की गई प्रमुख पहलें इस प्रकार हैं:

इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय ("मंत्रालय") ने संबंधित हितधारकों के साथ व्यापक परामर्श के बाद, सूचना प्रौद्योगिकी अधिनियम, 2000 ("आईटी अधिनियम") के तहत प्रदत्त शक्तियों का प्रयोग करते हुए सूचना प्रौद्योगिकी (मध्यस्थ दिशा-निर्देश और डिजिटल मीडिया आचार संहिता)

नियम, 2021 ('आईटी नियम, 2021') को अधिसूचित किया है। आईटी नियम, 2021 में सोशल मीडिया मध्यस्थों सहित अन्य मध्यस्थों पर सूचना के संबंध में विशिष्ट परिश्रम संबंधी दायित्व डाला गया है, ताकि वे स्वयं उचित प्रयास करें और अपने कंप्यूटर संसाधन के उपयोगकर्ता को यह बताएं कि उसे किस सूचना को प्लेटफॉर्म पर होस्ट, प्रदर्शित, अपलोड, प्रकाशित, प्रेषित, संग्रहीत या साझा नहीं करना है। मध्यस्थों को अपनी जवाबदेही सुनिश्चित करने की आवश्यकता है, जिसमें नियमों के तहत निर्धारित समय-सीमा के भीतर गैरकानूनी सूचना को हटाने की दिशा में उनकी त्वरित कार्रवाई करना अपेक्षित है। इस उद्देश्य के लिए, गैरकानूनी सूचना के अंतर्गत निषिद्ध और गलत सूचना, स्पष्ट रूप से झूठी सूचना, असत्य या भ्रामक प्रकृति की सूचना शामिल है।

आईटी नियम, 2021 में शिकायतों के समाधान के लिए मध्यस्थों द्वारा शिकायत अधिकारी की नियुक्ति की भी आवश्यकता है। ऐसे अधिकारी को इन नियमों के उल्लंघन के खिलाफ पीड़ित/शिकायतकर्ता की शिकायतों का समयबद्ध आधार पर निवारण करना अपेक्षित है। यदि पीड़ित/शिकायतकर्ता मध्यस्थ के शिकायत अधिकारी के निर्णय से व्यथित है या उसे समय पर निवारण नहीं मिलता है, तो वह शिकायत अधिकारी से पत्र प्राप्त होने के तीस दिनों के भीतर शिकायत अपीलीय समिति में अपील कर सकता है। आईटी नियम, 2021 में विनिर्दिष्ट उचित कर्मठता का पालन न करने के मामले में, मध्यस्थों को आईटी अधिनियम के तहत किसी भी तीसरे पक्ष की जानकारी, डेटा या संचार लिंक के लिए जवाबदारी से छूट नहीं दी जाएगी।

आईटी नियम, 2021 में एक अतिरिक्त सावधानी उपाय के रूप में, प्रमुख सोशल मीडिया मध्यस्थ ('एसएसएमआई') (अर्थात् भारत में 50 लाख या उससे अधिक पंजीकृत उपयोगकर्ताओं वाला एक सोशल मीडिया मध्यस्थ) समय-समय पर अनुपालन रिपोर्ट प्रकाशित करता है, जिसमें उन सूचनाओं के लिंकों का उल्लेख होता है जिन्हें उसने स्वचालित टूल का उपयोग करके हटा दिया है या रोक दिया है। एसएसएमआई को अन्य अतिरिक्त उचित परिश्रम के अलावा भारत की संप्रभुता और अखंडता, राज्य की सुरक्षा, विदेशी राज्यों के साथ मैत्रीपूर्ण संबंध या सार्वजनिक व्यवस्था, या उपरोक्त से संबंधित अपराध के लिए उकसावे या बलात्कार, यौन रूप से स्पष्ट सामग्री या बाल यौन शोषण सामग्री

(सीएसएम) से संबंधित सूचना के पहले स्रोत की पहचान करने में सक्षम बनाकर घटना की रोकथाम करने, उसका पता लगाने, जांच करने तथा अभियोजन या दंड के लिए कानून प्रवर्तन एजेंसियों (एलईए) के साथ सहयोग करना भी आवश्यक है।

इसके अलावा, साइबरस्पेस में गलत सूचना आदि नुकसानों को दूर करने के लिए मंत्रालय ने उद्योग के हितधारकों/सोशल मीडिया प्लेटफॉर्म के साथ कई परामर्श किए हैं और एडवाइजरी जारी की है, जिसके माध्यम से मध्यस्थों को आईटी नियम, 2021 के तहत उल्लिखित उनके उचित परिश्रम दायित्वों के बारे में याद दिलाया गया और दुर्भावनापूर्ण 'सिंथेटिक मीडिया' और 'डीपफेक' सहित गैरकानूनी सामग्री का मुकाबला करने की सलाह दी गई। सरकार नियमित रूप से प्रौद्योगिकी कंपनियों के संपर्क में रहती है ताकि उन्हें इन नियमों के तहत उचित परिश्रम आवश्यकताओं के बारे में जागरूक किया जा सके।

आईटी अधिनियम के तहत नियुक्त मनोनीत अधिकारी भारत की संप्रभुता और अखंडता, सुरक्षा, राज्य की सुरक्षा, अन्य राष्ट्रों के साथ मैत्रीपूर्ण संबंधों या सार्वजनिक व्यवस्था के हित में या उपरोक्त से संबंधित संज्ञेय अपराध को भड़काने के लिए विशिष्ट सूचना/लिंक (सट्टेबाजी या जुआ साइटों सहित) तक पहुंच को अवरुद्ध करने के लिए मध्यस्थों को अवरोधन आदेश जारी करता है। सूचना प्रौद्योगिकी (सार्वजनिक रूप से सूचना तक पहुंच को अवरुद्ध करने के लिए प्रक्रिया और सुरक्षा उपाय) नियम, 2009 में परिकल्पित प्रक्रिया का पालन करता है।

उपरोक्त के अलावा, 2023 में अधिनियमित भारतीय न्याय संहिता, 2023 ("बीएनएस") साइबर अपराधों सहित विभिन्न अपराधों के खिलाफ कड़ी सजा का प्रावधान करता है। बीएनएस में अन्य बातों के साथ-साथ ऐसे "संगठित अपराध" को परिभाषित किया गया है जिसमें आर्थिक अपराध, साइबर अपराध शामिल हैं, जो किसी व्यक्ति या व्यक्तियों के समूह द्वारा संगठित अपराध सिंडिकेट के सदस्य के रूप में या ऐसे सिंडिकेट की ओर से किए जाते हैं। बीएनएस के तहत सजा के कई अन्य प्रावधान भी धोखाधड़ी के मामले में लागू हो सकते हैं, जिनमें छद्म तरीके से धोखाधड़ी करना,

आपराधिक विश्वासघात करना और जालसाजी करना आदि शामिल हैं। इनमें से अधिकांश धाराओं में गैर-जमानती अपराधों का प्रावधान किया गया है।

साइबर अपराधों के संबंध में जागरूकता फैलाने के लिए सरकार समय-समय पर विभिन्न पहल करती रही है। इनमें सोशल मीडिया के माध्यम से साइबर सुरक्षा युक्तियां, सूचना सुरक्षा संबंधी सर्वोत्तम प्रथाओं का प्रकाशन, साइबर सुरक्षा और सुरक्षा जागरूकता कार्यक्रम आयोजित करना आदि शामिल हैं।

एमईआईटीवाई ने इंटरनेट का उपयोग करते समय उपयोगकर्ताओं के बीच जागरूकता पैदा करने और इंटरनेट से संबंधित नैतिकता के महत्व को उजागर करने के लिए सूचना सुरक्षा शिक्षा और जागरूकता (आईएसईए) नामक एक कार्यक्रम शुरू किया है, जिसमें उन्हें अफवाहों/फर्जी खबरों को साझा न करने की सलाह दी गई है। सूचना सुरक्षा जागरूकता के लिए एक समर्पित वेबसाइट बनाई गई है जो नियमित आधार पर प्रासंगिक जागरूकता सामग्री तैयार करती है और उसे अपग्रेड करती है, और इसे यहाँ <https://www.infosecawareness.in> पर देखा जा सकता है।

भारतीय कंप्यूटर आपातकालीन प्रतिक्रिया दल (सर्ट-इन) साइबर धोखाधड़ी को रोकने के लिए कई उपाय कर रहा है। इनमें नियमित आधार पर कंप्यूटर, मोबाइल फोन, नेटवर्क और डेटा की सुरक्षा के लिए नवीनतम साइबर खतरों/कमजोरियों और प्रतिवादों के बारे में अलर्ट और परामर्शी निदेश जारी करना, संगठनों की साइबर सुरक्षा स्थिति और तैयारियों का आकलन करने के लिए साइबर सुरक्षा मॉक ड्रिल आयोजित करना शामिल है।

आरबीआई और बैंक भी छोटे एसएमएस, रेडियो अभियान, साइबर अपराध की रोकथाम पर प्रचार आदि के माध्यम से जागरूकता अभियान चला रहे हैं। इसके अलावा, आरबीआई धोखाधड़ी और जोखिम न्यूनीकरण के बारे में इलेक्ट्रॉनिक-बैंकिंग जागरूकता और प्रशिक्षण (ई-बात) कार्यक्रम आयोजित कर रहा है। इसके अलावा, ग्राहक द्वारा ग्राहक सेवा वेबसाइट या बैंकों की शाखाओं पर वित्तीय धोखाधड़ी की रिपोर्ट भी दर्ज कराई जा सकती है।

साइबर अपराधों से व्यापक और समन्वित तरीके से निपटने के कार्यतंत्र को मजबूत करने के लिए, केंद्र सरकार ने कदम उठाए हैं, जिनमें अन्य बातों के साथ-साथ निम्नलिखित भी शामिल हैं-

- (i) भारतीय साइबर अपराध समन्वय केंद्र (आईसी) की स्थापना करना;
 - (ii) महिलाओं और बच्चों के खिलाफ साइबर अपराधों पर विशेष ध्यान देने के साथ-साथ साइबर अपराधों की रिपोर्ट करने के मामलों में जनता को सक्षम बनाने के लिए 'राष्ट्रीय साइबर अपराध रिपोर्टिंग पोर्टल' (<https://cybercrime.gov.in>) और टोल-फ्री हेल्पलाइन नंबर '1930' का शुभारंभ और संचालन करना;
 - (iii) वित्तीय धोखाधड़ी की तत्काल रिपोर्टिंग और धोखेबाजों द्वारा धन की हेराफेरी को रोकने के लिए 'नागरिक वित्तीय साइबर धोखाधड़ी रिपोर्टिंग और प्रबंधन प्रणाली' का शुभारंभ करना;
- साइबर अपराध जांच, फोरेंसिक, अभियोजन आदि के महत्वपूर्ण पहलुओं पर ऑनलाइन पाठ्यक्रम के माध्यम से पुलिस अधिकारियों/न्यायिक अधिकारियों की क्षमता निर्माण के लिए 'साइट्रेन' पोर्टल नामक विशाल मुक्त ऑनलाइन पाठ्यक्रम (एमओओसी) प्लेटफॉर्म का विकास करना और उसे अधिप्रमाणित भी करना। पोर्टल के माध्यम से राज्यों/केंद्र शासित प्रदेशों के 96,288 से अधिक पुलिस अधिकारी पंजीकृत किए गए हैं और 70,992 से अधिक प्रमाण पत्र जारी किए गए हैं।

एफएमसीजी कंपनियों द्वारा उपभोक्ता वस्तुओं की कीमतों में वृद्धि

1592. श्री गिरिधारी यादव:

क्या उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या यह सच है कि राजमर्चा की उपभोक्ता वस्तुओं का विनिर्माण करने वाली देश की प्रमुख एफएमसीजी कंपनियां सितंबर, 2024 की तिमाही में लाभ में कमी को देखते हुए कीमतें बढ़ाने पर विचार कर रही हैं;
- (ख) क्या इसके परिणामस्वरूप चाय, बिस्कुट, तेल, शैम्पू आदि जैसी दैनिक उपभोग योग्य वस्तुओं की कीमतें बढ़ने की आशंका है;
- (ग) क्या कीमतों में इस वृद्धि से निम्न और मध्यम वर्ग के लोगों पर मुद्रास्फीति की मार पड़ने की आशंका है;
- (घ) यदि हां, तो क्या सरकार का प्रस्ताव एफएमसीजी कंपनियों द्वारा उनके लाभ अंतर के आधार पर कीमतों में प्रस्तावित वृद्धि पर रोक लगाने का है; और

(ड) यदि हां, तो कब तक पूरा होने की संभावना है और यदि नहीं, तो इसके क्या कारण हैं?

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री; तथा सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री बी. एल. वर्मा):

(क) से (ड): उपभोक्ता मामले विभाग, एफएमसीजी कंपनियों द्वारा निर्मित उपभोक्ता वस्तुओं के मूल्य निर्धारण के संबंध में विशिष्ट आंकड़ों का रख-रखाव नहीं करता है।

उपभोक्ता मामले विभाग, देश भर में राज्य सरकारों और केंद्र शासित प्रदेशों के प्रशासनों द्वारा केंद्रीय सहायता से स्थापित 555 मूल्य निगरानी केंद्रों द्वारा प्रस्तुत चयनित आवश्यक खाद्य वस्तुओं के दैनिक खुदरा और थोक मूल्यों की निगरानी करता है। कीमतों और सांकेतिक मूल्य प्रवृत्तियों की दैनिक रिपोर्ट का उचित विश्लेषण किया जाता है, ताकि बफर से स्टॉक जारी करने, स्टॉकहोल्डिंग संस्थाओं द्वारा स्टॉक का खुलासा करने, स्टॉक सीमा लगाने, आयात शुल्क को युक्तिसंगत बनाने, आयात कोटा में बदलाव, वस्तु के निर्यात पर प्रतिबंध आदि जैसे व्यापार नीतिगत साधनों में परिवर्तन पर उचित निर्णय लिए जा सकें।

कृषि-बागवानी वस्तुओं की कीमतों में उतार-चढ़ाव से निपटने के लिए, सरकार बाजार में कीमतों को नियंत्रित करने के लिए संतुलित और लक्षित रिलीज के माध्यम से बाजार में हस्तक्षेप करने के लिए दालों और प्याज का बफर स्टॉक बनाए रखती है। खुदरा बाजार में प्रत्यक्ष हस्तक्षेप के एक उपाय के रूप में, बफर स्टॉक से दालों के एक हिस्से को भारत दाल ब्रांड के तहत किफायती कीमतों पर उपभोक्ताओं को खुदरा बिक्री के लिए दालों में परिवर्तित किया जाता है। इसी प्रकार, भारत ब्रांड के तहत खुदरा उपभोक्ताओं को आटा और चावल रियायती मूल्य पर वितरित किया जाता है। बफर स्टॉक से प्याज को थोक बाजारों और खुदरा दुकानों के माध्यम से उच्च मूल्य उपभोक्ता केंद्रों में कीमतों को नियंत्रित करने के लिए एक अंशांकित और लक्षित तरीके से जारी किया जाता है। प्रमुख उपभोग केन्द्रों पर स्थिर खुदरा दुकानों और मोबाइल वैन के माध्यम से खुदरा उपभोक्ताओं के बीच प्याज 35 रुपये

प्रति किलोग्राम की दर से वितरित किया जाता है। इन उपायों से दालें, चावल, आटा और प्याज जैसी आवश्यक खाद्य वस्तुएं उपभोक्ताओं को सस्ती कीमतों पर उपलब्ध कराने और कीमतों को स्थिर करने में भी मदद मिली है।

गरीबों के लिए खाद्यान्न की पहुंच और उपलब्धता सुनिश्चित करने के लिए, सरकार ने 1 जनवरी, 2024 से अगले पांच वर्षों की अवधि के लिए प्रधानमंत्री गरीब कल्याण अन्न योजना (पीएमजीकेएवाई) के लगभग 81.35 करोड़ लाभार्थियों को उनकी पात्रता के अनुसार (अर्थात् प्रति एएवाई परिवार प्रति माह 35 किलोग्राम खाद्यान्न और प्राथमिकता वाले परिवार के मामले में प्रति व्यक्ति प्रति माह 5 किलोग्राम खाद्यान्न) मुफ्त खाद्यान्न उपलब्ध कराने का निर्णय लिया है।

राष्ट्रीय डिजिटल संचार नीति, 2018

1593. श्री संजय हरिभाऊ जाधव:

क्या संचार मंत्री यह बताने की कृपा करेंगे कि:

- (क) देश में लागू राष्ट्रीय डिजिटल संचार नीति, 2018 की वर्तमान स्थिति क्या है;
- (ख) क्या सरकार ने लोगों, छात्रों और व्यापारियों को सार्वभौमिक और किफायती ब्रॉडबैंड प्रदान करने के लिए कदम उठाए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) डिजिटल सशक्तिकरण को बढ़ावा देने और एक जीवंत डिजिटल पारिस्थितिकी तंत्र बनाने के अपने लक्ष्यों को प्राप्त करने में क्या प्रगति हुई है;
- (घ) नई कंपनियों सहित सभी ऑपरेटरों के लिए समान अवसर सुनिश्चित करने के लिए दूरसंचार क्षेत्र में प्रतिस्पर्धा को प्रोत्साहित करने हेतु क्या कदम उठाए गए हैं;
- (ड.) दूरदराज के और कम सुविधा वाले क्षेत्रों में बेहतर कनेक्टिविटी प्रदान करने के लिए उपग्रह संचार प्रौद्योगिकी के उपयोग को बढ़ावा देने के लिए क्या पहल की गई है; और

(च) स्पेक्ट्रम उपलब्धता और मूल्य निर्धारण आवंटन के संबंध में दूरसंचार ऑपरेटर्स की चिंताओं को दूर करने के लिए एक पारदर्शी और कुशल स्पेक्ट्रम प्रबंधन संरचना सुनिश्चित करने के लिए सरकार द्वारा क्या कदम उठाए गए हैं?

ग्रामीण विकास मंत्रालय में राज्य मंत्री; तथा संचार मंत्रालय में राज्य मंत्री (डॉ. चंद्र शेखर पेम्मासानी):

(क) से (ग) भारत सरकार द्वारा राष्ट्रीय डिजिटल संचार नीति-2018 को सर्वव्यापी, सुदृढ़, सुरक्षित, सुलभ और वहनीय डिजिटल संचार अवसंरचना की स्थापना द्वारा नागरिकों और उद्यमों की सूचना और संचार संबंधी आवश्यकताओं को पूरा करने के लक्ष्य के साथ वर्ष 2018 में शुरू किया गया था। इससे दूरसंचार अवसंरचना में सुधार हुआ है और देश भर में दूरसंचार सेवाओं की कवरेज और वहनीयता में वृद्धि हुई है। विगत छह वर्षों में, अवसंरचना ब्रॉडबैंड की वहनीयता, कवरेज आदि के संबंध में निम्नलिखित सुधार हुए हैं जिससे डिजिटल सशक्तीकरण को बढ़ावा मिला है और एक जीवंत डिजिटल इकोसिस्टम का निर्माण हुआ है।

- ऑप्टिकल फाइबर केबल नेटवर्क मार्च 2018 के 17.5 लाख किलोमीटर से बढ़कर अक्टूबर 2024 में 41.9 लाख किलोमीटर हो गया।
- बेस ट्रांसीवर स्टेशन अक्टूबर, 2018 के 19.8 लाख से बढ़कर अक्टूबर, 2024 में 29.4 लाख हो गए।
- सितंबर 2024 तक, देश के 6,44,131 गांवों (भारत के महारजिस्ट्रार के अनुसार गांव के आंकड़े) में से, 6,22,840 गांव मोबाइल कनेक्टिविटी से कवर किए गए हैं।
- ब्रॉडबैंड ग्राहकों की संख्या सितंबर, 2018 के 48 करोड़ से बढ़कर जून, 2024 में 94 करोड़ हो गई है।

- डेटा का उपयोग सितंबर, 2018 के 8.32 जीबी प्रति माह से बढ़कर जून, 2024 में 21.30 जीबी प्रति माह हो गया है।
- प्रति जीबी वायरलेस डेटा के लिए औसत टैरिफ सितंबर, 2018 के ₹10.91 से कम होकर जून, 2024 में ₹8.31 हो गया है।

इसके अलावा, सरकार सेवा से वंचित सभी गांवों को दूरसंचार कवरेज प्रदान करने के लिए डिजिटल भारत निधि (पूर्ववर्ती सार्वभौमिक सेवा दायित्व निधि) के माध्यम से विभिन्न योजनाओं को लागू कर रही है। साथ ही, केंद्रीय मंत्रिमंडल ने 28 राज्यों और 8 संघ राज्य क्षेत्रों में सभी 2.64 लाख ग्राम पंचायतों और लगभग 3.8 लाख गांवों को मांग के आधार पर ब्रॉडबैंड कनेक्टिविटी प्रदान करने के लिए भारतनेट के दायरे का विस्तार करने हेतु 1,39,579 करोड़ रुपये के वित्तपोषण के साथ संशोधित भारतनेट कार्यक्रम को अनुमोदन प्रदान किया है।

(घ) दूरसंचार क्षेत्र में प्रतिस्पर्धा को बढ़ावा देने के लिए और समान अवसर सुनिश्चित करने के लिए सरकार ने वर्ष 1997 में स्वतंत्र विनियामक प्राधिकरण अर्थात् भारतीय दूरसंचार विनियामक प्राधिकरण (ट्राई) की स्थापना की। उपर्युक्त लक्ष्यों के अनुसरण में ट्राई ने इसके समक्ष आने वाले मुद्दों से निपटने के लिए समय-समय पर सिफारिशें, विनियम, आदेश और निदेश जारी किए हैं और बहुप्रचालक, बहु-सेवा, मुक्त, प्रतिस्पर्धात्मक बाजार के विकास के लिए अपेक्षित निदेश जारी किए हैं।

(ङ) दूरसंचार विभाग के सेटेलाइट संचार सुधार-2022 ने विनियामक प्रक्रियाओं को सरल बनाया है और लाइसेंसधारकों पर वित्तीय प्रभारों को कम किया है। हाल ही के अंतरिक्ष क्षेत्र के सुधारों ने गैर-सरकारी संस्थाओं को सेटेलाइट आधारित सेवाएं उपलब्ध कराने हेतु सेटेलाइट प्रणालियों के निर्माण/पट्टे, स्वामित्व और प्रचालन में बड़े स्तर पर भागीदारी करने में सक्षम बनाया है। कई ऑपरेटरों ने दूरस्थ और अल्प-सेवित क्षेत्रों में कनेक्टिविटी सहित भारत में सेटेलाइट संचार प्रदान करने के लिए प्राधिकार हेतु आवेदन किया है। कुल 5474 ग्राम पंचायतों को सेटेलाइट के माध्यम से जोड़ा गया है।

(च) दूरसंचार प्रचालकों की समस्याओं का समाधान करने के लिए एक पारदर्शी और कुशल स्पेक्ट्रम प्रबंधन अवसंरचना सुनिश्चित करने हेतु सरकार द्वारा उठाए गए विभिन्न कदम निम्नानुसार हैं-

- दिनांक 15.09.2021 के बाद नीलामी के माध्यम से प्राप्त स्पेक्ट्रम को न्यूनतम 10 वर्षों की अवधि के बाद वापस किया जा सकता है।
- दिनांक 15.09.2021 के बाद नीलामी के माध्यम से प्राप्त स्पेक्ट्रम के लिए कोई स्पेक्ट्रम उपयोग प्रभार (एसयूसी) नहीं लगाया जाएगा।
- न्यूनतम 3% भारित औसत एसयूसी और एसयूसी न्यूनतम राशि के लिए शर्त हटा दी गई है।
- स्पेक्ट्रम शेयरिंग को बढ़ावा देने और उसके बेहतर उपयोग और कार्यकुशलता के लिए अब स्पेक्ट्रम शेयरिंग पर एसयूसी दर में 0.5% की वृद्धि नहीं की जाएगी।
- देश में आईएमटी सेवाओं (5जी) के लिए इस बैंड को चिन्हित करने के लिए इनकम्बेंट प्रयोक्ताओं से 3.3-3.4 गीगाहर्ट्ज बैंड में स्पेक्ट्रम रिफ़ार्मिंग किया गया था।
- सेटलाइट आधारित सेवाओं सहित विभिन्न सेवाओं और एप्लीकेशनों के लिए स्पष्ट रूप से परिभाषित स्पेक्ट्रम असाइनमेंट पद्धति को दूरसंचार अधिनियम, 2023 में शामिल किया गया है।

BSNL SERVICES IN GUJARAT

1594. SHRI PARSHOTTAMBHAI RUPALA:

Will the Minister of **COMMUNICATIONS** be pleased to state:

- (a) the actions taken by Bharat Sanchar Nigam Limited (BSNL) taken to enhance telecom services in rural areas of Gujarat as of now;

- (b) whether the Government has received any representation from the State Government concerning this issue;
- (c) if so, the details thereof;
- (d) the actions implemented or proposed to be taken by the Government to tackle this problem, especially in rural regions; and
- (e) the immediate actions taken by the Government to ensure high-speed internet access in rural areas of Gujarat?

**THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT;
AND MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR.
CHANDRA SEKHAR PEMMASANI):**

(a) to (e) Existing equipment of 2G, 3G technology at 2,910 locations/ Towers in rural areas of Gujarat are planned for replacement with indigenously developed 4G technology by BSNL. Further, the Union Cabinet on 27.07.2022 has approved 4G Saturation Scheme to provide 4G mobile services in uncovered villages across the country and as a part of this scheme, 949 villages of Gujarat are planned for 4G services.

BharatNet project is being implemented in a phased manner to provide broadband connectivity to all the Gram Panchayats (GPs) and villages in the country. To provide high speed internet services in rural areas of Gujarat, BharatNet connectivity has been extended to 14, 316 GPs as on 31.10.2024 and balance GPs/non-GP villages (on demand) are planned under Amended BharatNet Programme.

बिहार और उत्तर प्रदेश के लिए आदर्श स्टेशन कार्यक्रम

1595. श्री देवेश चन्द्र ठाकुर:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) बिहार और उत्तर प्रदेश सहित देश भर में आदर्श स्टेशन कार्यक्रम के तहत कितने रेलवे स्टेशनों का उन्नयन/नवीनीकरण/आधुनिकीकरण किया गया है और आदर्श स्टेशनों पर प्रदान की जा रही सुविधाओं का ब्यौरा क्या है;
- (ख) उपरोक्त योजना के संबंध में राज्य-वार निर्धारित लक्ष्यों और उपलब्धियों का ब्यौरा क्या है;
- (ग) क्या सरकार का विचार उक्त योजना के तहत कुछ और स्टेशनों को शामिल करने का है; और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (घ): वर्तमान में स्टेशनों का विकास अमृत भारत स्टेशन योजना के तहत किया जा रहा है। इस योजना में दीर्घकालिक दृष्टिकोण के साथ सतत् आधार पर रेलवे स्टेशनों के विकास की संकल्पना की गई है।

इसमें प्रत्येक रेलवे स्टेशन की आवश्यकता को देखते हुए स्टेशन तक पहुंच, परिचलन क्षेत्र, प्रतीक्षालय, शौचालय, आवश्यकता के अनुसार लिफ्ट/एस्केलेटर, प्लेटफॉर्म की सतह में सुधार और प्लेटफॉर्म के ऊपर कवर, स्वच्छता, निःशुल्क वाई-फाई, 'एक स्टेशन एक उत्पाद' जैसी योजनाओं द्वारा स्थानीय

उत्पादों के लिए कियोस्क, बेहतर यात्री सूचना प्रणाली, एकजीक्यूटिव लाउंज, व्यावसायिक बैठकों के लिए निर्दिष्ट स्थान, लैंडस्केपिंग आदि जैसी सुविधाओं में सुधार लाने के लिए मास्टर प्लान तैयार करना और उनका चरणबद्ध कार्यान्वयन शामिल है।

इस योजना में आवश्यकतानुसार, चरणबद्ध रूप से एवं यथा व्यवहार्य स्टेशन भवन में सुधार, स्टेशन का शहर के दोनों छोरों के साथ एकीकरण, मल्टी-मोडाल एकीकरण, दिव्यांगजनों के लिए सुविधाएं, दीर्घकालिक और पर्यावरण अनुकूल समाधान, गिट्टी रहित पटरियों की व्यवस्था आदि और दीर्घावधि में स्टेशन पर सिटी सेन्ट्रों के सृजन की भी परिकल्पना की गई है।

अब तक, अमृत भारत स्टेशन योजना के तहत 1337 स्टेशनों को चिह्नित किया गया है, जिनमें से 98 स्टेशन बिहार राज्य में और 157 स्टेशन उत्तर प्रदेश राज्य में स्थित हैं। बिहार और उत्तर प्रदेश राज्यों में अमृत भारत स्टेशन योजना के तहत विकास के लिए चिह्नित किए गए स्टेशनों के नाम नीचे दिए गए हैं।

राज्य	स्टेशनों की संख्या	स्टेशनों के नाम
बिहार	(98)	अनुग्रह नारायण रोड, आरा, बख्तियारपुर, बांका, बनमनखी, बापूधाम मोतिहारी, बड़हिया, बरौनी, बाढ़, बरसोई जंक्शन, बेगूसराय, बेतिया, भभुआ रोड, भागलपुर, भगवानपुर, बिहार शरीफ, बिहिया, बिक्रमगंज, बक्सर, चौसा, छपरा, दलसिंह सराय, दरभंगा, दौराम मधेपुरा, डेहरी-ऑन-सोन, ढोली, दिघवारा, डुमरांव, दुर्गोती, फतुहा, गया, घोड़ासहन, गुरारू, हाजीपुर जंक्शन, जमालपुर, जमुई, जनकपुर रोड, जयनगर,

		<p>जहानाबाद, झंझारपुर, कहलगांव, करागोला रोड, कटिहार, खगड़िया जंक्शन, किशनगंज, कुदरा, लाभा, लहेरिया सराय, लक्खीसराय, लखीमिनिया, मधुबनी, महेश खुंट, मैरवा, मानसी जंक्शन, मोकामा, मुंगेर, मुजफ्फरपुर, नबीनगर रोड, नरकटियागंज, नौगछिया, पहाड़पुर, पाटलिपुत्र, पटना, पीरो, पीरपैती, रफीगंज, रघुनाथपुर, राजेंद्र नगर, राजगीर, राम दयालु नगर, रक्सौल, सबौर, सगौली, सहरसा, साहिबपुर कमल, सकरी, सलौना, सलमारी, समस्तीपुर, सासाराम, शाहपुर पटोरी, शिवनारायणपुर, सिमरी बख्तियारपुर, सिमुलतला, सीतामढ़ी, सीवान, सोनपुर जं., सुल्तानगंज, सुपौल, तरेगना, ठाकुरगंज, थावे, अररिया कोर्ट, चकिया, नवादा, मोतीपुर, एकमा, मशरख</p>
उत्तर प्रदेश	157	<p>अछनेरा, आगरा कैंट, आगरा फोर्ट, ऐशबाग, अकबरपुर जंक्शन, अलीगढ़, अमेठी, अमरोहा, अयोध्या, आजमगढ़, बाबतपुर, बछरावां, बदायूं, बादशाहनगर, बादशाहपुर, बहेरी, बहराइच, बलिया, बलरामपुर, बनारस, बांदा, बाराबंकी जंक्शन, बरेली, बरेली सिटी, बरहनी, बस्ती, बेल्थरा रोड, भदोही, भरतकुंड, भटनी, भूतेश्वर, बुलंदशहर, चंदौली मझवार, चंदौसी, चिलबिला, चित्रकूट धाम, कार्वी, चोपन, चुनार जंक्शन, डालीगंज, दर्शन नगर, देवरिया सदर, दिलदारनगर, इटावा जंक्शन, फर्रुखाबाद, फतेहाबाद, फतेहपुर, फतेहपुर सीकरी, फिरोजाबाद, गजरौला, गढ़मुक्तेश्वर, गौरीगंज, घाटमपुर, गाजियाबाद, गाजीपुर सिटी, गोला गोकर्णनाथ, गोमतीनगर, गोंडा, गोरखपुर, गोवर्धन, गोविंदपुरी, गुरसहायगंज, हैदरगढ़, हापुड़, हरदोई, हाथरस सिटी, ईदगाह, इज्जतनगर, जंघई जंक्शन, जौनपुर सिटी, जौनपुर जंक्शन, कन्नौज, कानपुर अनवरगंज, कानपुर ब्रिज लेफ्ट बैंक, कानपुर सेंटरल, कप्तानगंज, कासगंज, काशी, खलीलाबाद, खुर्जा जंक्शन, कोसी कलां, कुंडा हरनामगंज, लखीमपुर, लालगंज, ललितपुर, लंभुआ, लोहता, लखनऊ (चारबाग एवं जंक्शन), लखनऊ सिटी, मगहर, महोबा, मैलानी, मैनपुरी जंक्शन, मल्हौर जंक्शन, मानकनगर जंक्शन, मानिकपुर जंक्शन, मरिआहू, मथुरा, मऊ,</p>

	<p>मेरठ सिटी, मिर्जापुर, मोदी नगर, मोहनलालगंज, मुरादाबाद, नगीना, नजीबाबाद जंक्शन, निहालगढ़, उरई, पनकी धाम, फाफामऊ जंक्शन, फूलपुर, पीलीभीत, पोखरायां, प्रतापगढ़ जंक्शन, प्रयाग जंक्शन, प्रयागराज, पंडित दीन दयाल उपाध्याय, रायबरेली जंक्शन, राजा की मंडी, रामघाट हॉल्ट, रामपुर, रेनूकूट, सहारनपुर जंक्शन, सलेमपुर, सेवहरा, शाहगंज जंक्शन, शाहजहाँपुर, शामली, शिकोहाबाद जंक्शन, शिवपुर, सिद्धार्थनगर, सीतापुर जंक्शन, सोनभद्र, श्रीकृष्ण नगर, सुल्तानपुर जंक्शन, सुरेमनपुर, स्वामीनारायण छप्पिया, टकिया, तुलसीपुर, टूंडला जंक्शन, ऊझानी, ऊंचाहार, उन्नाव जंक्शन, उतरेतिया जंक्शन, वाराणसी कैंट, वाराणसी सिटी, विंध्याचल, वीरांगना लक्ष्मीबाई, व्यासनगर, जाफराबाद, खोरसनरोड, आनंद नगर, बिजनौर, धामपुर, बालामऊ, आंवला, मुजफ्फरनगर</p>
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स्टेशनों के विकास और अनुरक्षण के लिए निधियों के आबंटन का ब्यौरा योजना शीर्ष - 53 'ग्राहक सुविधाएं' के अंतर्गत क्षेत्रीय रेलवे-वार रखे जाते हैं। बिहार राज्य चार जोन यथा पूर्व रेलवे, पूर्व मध्य रेलवे, पूर्वोत्तर रेलवे और पूर्वोत्तर सीमा रेलवे के अंतर्गत आता है। इन जोन के लिए वित्तीय वर्ष 2024-25 के लिए आबंटन 2166 करोड़ रुपए है।

उत्तर प्रदेश राज्य में पाँच जोन यथा उत्तर रेलवे, उत्तर मध्य रेलवे, पूर्वोत्तर रेलवे, पूर्व मध्य रेलवे और पश्चिम मध्य रेलवे आते हैं। इन जोन के लिए वित्तीय वर्ष 2024-25 के लिए आबंटन 5930 करोड़ रुपए है।

इसके अलावा, भारतीय रेल पर स्टेशनों का उन्नयन/विकास/पुनर्विकास एक सतत् और निरंतर चलने वाली प्रक्रिया है और इस संबंध में कार्य पारस्परिक प्राथमिकता और निधियों की उपलब्धता के अध्यधीन आवश्यकता के अनुसार किए जाते हैं। बहरहाल, स्टेशनों के उन्नयन/विकास/पुनर्विकास के

कार्य को स्वीकृत और निष्पादित करते समय निचली कोटि के स्टेशनों की तुलना में उच्च कोटि के स्टेशनों को प्राथमिकता दी जाती है।

रेलवे स्टेशनों का विकास/पुनर्विकास/उन्नयन जटिल प्रकृति का होता है जिसमें यात्रियों और रेलगाड़ियों की संरक्षा शामिल होती है और इसके लिए दमकल विभाग, धरोहर, पेड़ों की कटाई, विमानपत्तन स्वीकृति इत्यादि जैसी विभिन्न सांविधिक स्वीकृतियों की आवश्यकता होती है। इनकी प्रगति जनोपयोगी सेवाओं को स्थानांतरित करना, (जिनमें जल/सीवेज लाइन, ऑप्टिकल फाइबर केबल, गैस पाइप लाइन, पावर/सिगनल केबल इत्यादि शामिल हैं), अतिलंघन, यात्री संचलन को बाधित किए बिना रेलगाड़ियों का परिचालन, उच्च वोल्टेज बिजली लाइनों के निकट सान्निध्य में किए जाने वाले कार्यों के कारण गति प्रतिबंध आदि जैसी ब्राउन फील्ड संबंधी चुनौतियों के कारण भी प्रभावित होती है और ये कारक कार्य के समापन समय को प्रभावित करते हैं। अतः, इस समय कोई समय-सीमा नहीं बताई जा सकती है।

आदर्श स्टेशन योजना के अंतर्गत 1251 रेलवे स्टेशनों का विकास किया गया। इस योजना में स्टेशनों की संबंधित श्रेणी के अनुसार स्टेशन भवनों के अग्रभाग, विश्राम कक्ष, प्रतीक्षालय, कंप्यूटर आधारित सार्वजनिक संबोधन प्रणाली, साइनेज, पे एंड यूज शौचालय, वाटर कूलर, उच्च स्तरीय प्लेटफॉर्म, फुट ओवर ब्रिज, दिव्यांगजनों और वरिष्ठ नागरिकों के लिए स्टेशन में प्रवेश द्वार पर रैंप आदि में सुधार शामिल था।

देश में रेल दुर्घटनाओं में मारे गए और घायल हुए लोगों की संख्या

1596. श्री विरेन्द्र सिंह:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) देश में बार-बार होने वाली रेल दुर्घटनाओं को रोकने के लिए सरकार द्वारा क्या उपाय किए जा रहे हैं;

(ख) पूरे वर्ष के दौरान अब तक कितनी रेल दुर्घटनाएं हुईं और इन दुर्घटनाओं में कितने लोगों की मृत्यु हुई और कितने घायल हुए हैं और सरकार द्वारा उनके परिवारों को कितना मुआवज दिया गया है;

(ग) क्या इसके लिए जिम्मेदार अधिकारियों के खिलाफ कोई कार्रवाई की गई है; और

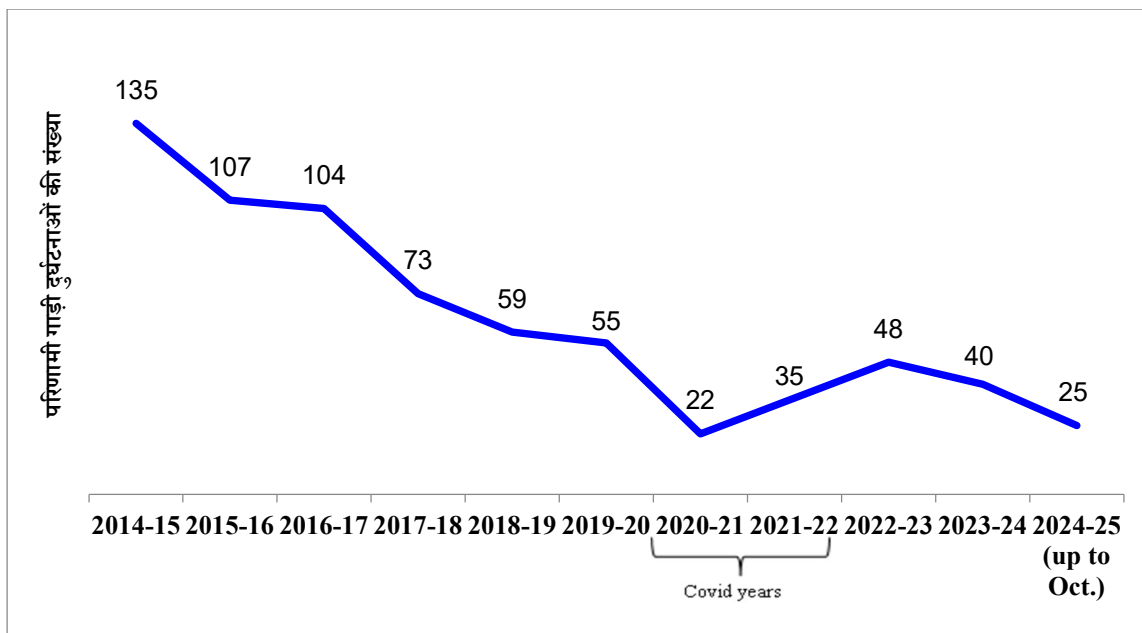
(घ) क्या सरकार ने सर्दियों में कोहरे के कारण बाधित होने वाली रेलों को सुचारू रूप से चलाने के लिए कोई तकनीक विकसित की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (घ): गत वर्षों में किए गए विभिन्न संरक्षा उपायों के परिणामस्वरूप दुर्घटनाओं की संख्या में काफी कमी आई है। परिणामी गाड़ी दुर्घटनाएं 2014-15 में 135 से घटकर 2023-24 में 40 हो गई हैं, जिसे नीचे ग्राफ में दर्शाया गया है। इन दुर्घटनाओं के कारणों में मुख्यतः पटरियों में खराबी, रेल इंजन/सवारी डिब्बों में खराबी, उपकरण की विफलता, मानवीय चूक आदि शामिल हैं।

यह देखा जा सकता है कि 2004-14 की अवधि के दौरान परिणामी गाड़ी दुर्घटनाओं की संख्या 1711 (औसत 171 प्रतिवर्ष) थी, जो वर्ष 2014-24 की अवधि के दौरान घटकर 678 (औसत 68 प्रतिवर्ष) रह गई है जो कि 60% की कमी है।

गाड़ी परिचालन में बेहतर संरक्षा दर्शाने वाला अन्य महत्वपूर्ण सूचकांक दुर्घटना प्रति मिलियन रेलगाड़ी किलोमीटर (एपीएमटीकेएम) है, जो 2014-15 में 0.11 से घटकर 2023-24 में 0.03 रह गया है, जो उक्त अवधि के दौरान लगभग 73% का सुधार दर्शाता है।



भारतीय रेल पर परिणामी रेल दुर्घटनाएं और उनमें रेलवे कर्मचारियों के हताहत होने की संख्या निम्नानुसार है:

अवधि	परिणामी रेल दुर्घटनाओं की संख्या	मृतकों की संख्या	घायलों की संख्या
2004-05 से 2013-14 तक	1711	904	3155
2014-15 से 2023-24 तक	678	748	2087

वर्ष 2024-25 (अप्रैल से नवंबर) के दौरान, भारतीय रेल पर कुल 29 परिणामी रेल दुर्घटनाएँ हुई हैं। इन दुर्घटनाओं में 17 लोगों की मृत्यु हुई और 81 लोग घायल हुए।

भारतीय रेल में संरक्षा को सर्वोच्च प्राथमिकता दी जाती है। गाड़ी परिचालन में संरक्षा बढ़ाने के लिए किए गए विभिन्न संरक्षा संबंधी उपाय निम्नानुसार हैं:

1. विगत वर्षों में भारतीय रेल में संरक्षा से संबंधित कार्यों पर व्यय में वृद्धि हुई है जो निम्नानुसार है:

संरक्षा संबंधी कार्यों पर व्यय			(करोड़ रु. में)
	2022-23 (वास्तविक)	2023-24 (वास्तविक)	बजट अनुमान 2024-25
रेलपथ और निर्माण कार्य का अनुरक्षण	18,115	20,322	21,386
मोटिव पावर और चल स्टॉक का अनुरक्षण	27,086	30,864	31,494
मशीनों का अनुरक्षण	9,828	10,772	11,864
सड़क संरक्षा समपार और ऊपर/निचले सड़क पुल	5,347	6,662	9,980
रेलपथ नवीकरण	16,326	17,850	17,652
पुल संबंधी कार्य	1,050	1,907	2,137

सिगनल एवं दूरसंचार संबंधी कार्य	2,456	3,751	4,647
उत्पादन इकाइयों सहित कारखानों तथा संरक्षा पर विविध व्यय	7,119	9,523	9,615
कुल	87,327	1,01,651	1,08,776

2. मानवीय विफलता के कारण होने वाली दुर्घटना रोकने के लिए 31.10.2024 तक 6,608 स्टेशनों पर प्वाइंटों और सिगनलों के केंद्रीकृत परिचालन वाले इलेक्ट्रिकल/इलेक्ट्रॉनिक इंटरलॉकिंग प्रणाली की व्यवस्था की गई है।
3. समपार फाटकों पर संरक्षा बढ़ाने के लिए 31.10.2024 तक 11,053 समपार फाटकों पर इंटरलॉकिंग की व्यवस्था की गई है।
4. संरक्षा बढ़ाने के लिए 31.10.2024 तक 6,619 स्टेशनों पर विद्युत साधनों द्वारा रेलपथ अधिभोग के सत्यापन के लिए स्टेशनों के पूर्ण रेलपथ परिपथन की व्यवस्था की गई है।
5. कवच अत्यधिक प्रौद्योगिकी प्रधान प्रणाली है, जिसके लिए सर्वोच्च स्तर के संरक्षा प्रमाणन की आवश्यकता होती है। कवच को जुलाई, 2020 में राष्ट्रीय स्वचालित रेलगाड़ी रक्षण (एटीपी) प्रणाली के रूप में अपनाया गया था। कवच प्रणाली की उत्तरोत्तर चरणबद्ध रूप में व्यवस्था की जा रही है। कवच को पहले ही दक्षिण मध्य रेल और उत्तर मध्य रेलवे के 1548 मार्ग किलोमीटर पर संस्थापित किया जा चुका है। वर्तमान में, दिल्ली-मुंबई और दिल्ली-हावड़ा गलियारों (लगभग 3000 मार्ग किमी) पर कार्य प्रगति पर है। इन रेलमार्गों पर लगभग 1081

मार्ग किमी (दिल्ली-मुंबई खंड पर 705 मार्ग किमी और दिल्ली-हावड़ा खंड पर 376 मार्ग कि.मी.) पर रेलपथ साइड कार्य पूरे कर लिए गए हैं। इन खंडों पर नियमित परीक्षण किए जा रहे हैं।

6. सिगनल प्रणाली की संरक्षा से संबंधित मामलों जैसे अनिवार्य साम्यता जांच, परिवर्तन कार्य संबंधी प्रोटोकॉल, पूर्ण हो चुके कार्यों के रेखांकन तैयार करने आदि पर विस्तृत दिशानिर्देश जारी किए गए हैं।
7. प्रोटोकॉल के अनुसार सिगनल एवं दूरसंचार उपकरणों के लिए डिस्कनेक्शन और रिकनेक्शन प्रणाली पर पुनः जोर दिया गया है।
8. लोको पायलटों की सतर्कता में सुधार लाने के लिए सभी रेल इंजनों में सतर्कता नियंत्रण उपकरण (वीसीडी) लगाए गए हैं।
9. मास्ट पर रेट्रो-रिफ्लेक्टिव सिग्मा बोर्ड लगाए जाने की व्यवस्था है जो विद्युतीकृत क्षेत्रों में सिगनलों से दो ओएचई मास्ट पहले स्थित होता है ताकि कोहरे के मौसम के कारण दृश्यता कम होने पर क्रू को आगे के संकेत के बारे में चेतावनी मिल सके।
10. कोहरे से प्रभावित क्षेत्रों में लोको पायलटों के लिए जीपीएस आधारित फॉग सेफ्टी डिवाइस (एफएसडी) की व्यवस्था की जाती है जिससे लोको पायलट को आने वाले मुख्य स्थलों यथा सिगनल, रेल फाटकों आदि की दूरी का पता लग जाता है।
11. प्राथमिक रेलपथ नवीकरण करते समय 60 किग्रा की आधुनिक रेलपथ संरचना, 90 अल्टीमेट टेन्सिल स्ट्रेंथ (यूटीएस) पटरी, प्रीस्ट्रेस्ड कंक्रीट स्लीपर (पीएससी) लोचदार बंधन वाले सामान्य/चौड़ी सतह के स्लीपर, पीएससी स्लीपर्स पर फैनशेपड लेआउट टर्नआउट, गर्डर पुलों पर स्टील चैनल/एच-बीम स्लीपर्स का उपयोग किया जाता है।
12. मानवीय त्रुटियों को कम करने के लिए पीक्यूआरएस, टीआरटी, टी-28 जैसी रेलपथ मशीनों के उपयोग के माध्यम से रेलपथ बिछाने की गतिविधियों का यांत्रिकीकरण।

- 13.संरक्षा बेहतर करने के लिए रेलपथ नवीकरण की प्रगति बढ़ाने और ज्वाइंटों की वेल्डिंग से बचने के लिए 130 मीटर/260 मीटर लंबे पटरी पैनलों की आपूर्ति को अधिकतम करना।
- 14.पटरियों में दोष का पता लगाने और दोषपूर्ण पटरियों को समय पर हटाने के लिए रेल की अल्ट्रासोनिक फ्लॉ डिटेक्शन परीक्षण (यूएसएफडी)।
- 15.लंबी पटरियां बिछाना, एल्यूमिनो थर्मिक वेल्डिंग के उपयोग को कम करना और रेलपथों के लिए बेहतर वैल्डिंग तकनीकों अर्थात् फ्लैश बट वेल्डिंग अपनाना।
- 16.ओएमएस (दोलन निगरानी प्रणाली) और टीआरसी (रेलपथ रिकॉर्डिंग कारों) द्वारा रेलपथ भूमिति की निगरानी।
- 17.वेल्ड/पटरियों की टूट-फूट का पता लगाने के लिए रेल पटरियों पर पेट्रोलिंग।
- 18.टर्नआउट नवीनीकरण कार्यों में थिक वेब स्विच और वेल्ड करने योग्य सीएमएस क्रॉसिंग का उपयोग।
- 19.संरक्षा पद्धतियों के अनुपालन हेतु कर्मचारियों को निगरानी और शिक्षित करने के लिए नियमित अंतराल पर निरीक्षण।
- 20.युक्तिसंगत अनुरक्षण संबंधी आवश्यकता और इनपुट के इष्टतमीकरण से संबंधित निर्णय लेने के लिए ट्रैक डाटाबेस और डिजीजन सपोर्ट सिस्टम जैसी रेलपथ परिसंपत्तियों की वेब आधारित ऑनलाइन निगरानी प्रणाली को अपनाया गया है।
- 21.रेलपथ की संरक्षा से संबंधित मामलों अर्थात् एकीकृत ब्लॉक, कॉरिडोर ब्लॉक, कार्य साइट पर संरक्षा, मानसून संबंधी सावधानियों आदि पर विस्तृत अनुदेश जारी किए हैं।
- 22.गाड़ियों का सुरक्षित परिचालन सुनिश्चित करने के लिए रेल परिसंपत्तियों (सवारी डिब्बों एवं मालडिब्बों) का निवारक अनुरक्षण।
- 23.पारंपरिक आईसीएफ डिजाइन के रेल डिब्बों के स्थान पर एलएचबी डिजाइन के रेल डिब्बे लगाए जा रहे हैं।

24. जनवरी 2019 तक बड़ी लाइन मार्ग पर सभी मानवरहित समपारों को समाप्त कर दिया गया है।
25. पुलों का नियमित निरीक्षण करके रेल पुलों की संरक्षा सुनिश्चित की जाती है। इन निरीक्षणों के दौरान स्थितियों के आकलन के आधार पर पुलों का मरम्मत/पुनर्स्थापन कार्य किया जाता है।
26. भारतीय रेल ने सभी सवारी डिब्बों में यात्रियों की व्यापक सूचना के लिए सांविधिक "आग संबंधी सूचनाएं" लगाई है। सभी डिब्बों में आग संबंधी पोस्टर लगाए गए हैं ताकि यात्रियों को आग से बचने के लिए अनेक 'क्या करें' और 'क्या न करें' के बारे में सूचित और सतर्क किया जा सके। इसमें सवारी डिब्बों के भीतर ज्वलनशील वस्तुएँ, विस्फोटकों को साथ न ले जाने, धूम्रपान न करने, जुर्माना आदि से संबंधित सूचनाएं शामिल हैं।
27. उत्पादन इकाइयां नवनिर्मित पावर कारों और पैन्ट्री कारों में आग संसूचक एवं अवरोधन प्रणाली तथा नवनिर्मित सवारी डिब्बों में आग एवं धुआं संसूचक प्रणाली की व्यवस्था कर रही है। क्षेत्रीय रेलों द्वारा मौजूद सवारी डिब्बों में चरणबद्ध तरीकों से प्रोग्रेसिव फिट्मेन्ट का कार्य भी चालू है।
28. कर्मचारियों की नियमित काउन्सलिंग की जाती है और उन्हें प्रशिक्षण दिया जाता है।
29. भारतीय रेलों पर (ओपन लाइन) दिनांक 30.11.2023 के सामान्य नियम गजट अधिसूचना के तहत रोलिंग ब्लॉक अवधारणा की शुरुआत की गई है जिसमें परिसंपत्तियों के एकीकृत अनुरक्षण/मरम्मत/प्रतिस्थापन के कार्य को रोलिंग आधार पर 52 सप्ताह पूर्व ही नियोजित किया जाता है और योजना के अनुसार निष्पादित किया जाता है।

रेलवे द्वारा किए गए संरक्षा संबंधी कार्यों का ब्यौरा नीचे सारणीबद्ध है:-

क्र.सं.	मदें	2004-05 से 2013-14	2014-15 से 2023-24	2004-14 की तुलना

				में 2014- 24
	रेलपथ अनुरक्षण			
1.	रेलपथ नवीकरण पर व्यय (करोड़ रूपये में)	47,038	1,09,577	2.33 गुना
2.	रेल नवीकरण प्राथमिक (रेलपथ किमी.)	32,260	43,335	1.34 गुना
3.	उच्च-गुणवत्ता की पटरियों का उपयोग (60 किग्रा.) (किमी.)	57,450	1,23,717	2.15 गुना
4.	लंबे रेल पैनल (260मी.) (किमी.)	9,917	68,233	6.88 गुना
5.	पटरियों की यूएसएफडी (अल्ट्रा सोनिक फ्लॉ डिटेक्शन) जांच (रेलपथ किमी.)	20,19,630	26,52,291	1.31 गुना
6.	वेल्डिंग की यूएसएफडी (अल्ट्रा सोनिक फ्लॉ डिटेक्शन) जांच (अदद)	79,43,940	1,73,06,046	2.17 गुना
7.	नए जोड़े गए रेलपथ किमी. (रेलपथ किमी.)	14,985	31,180	2.08 गुना

8.	वेल्ड संबंधी विफलताएं (अदद)	2013-14 में: 3699	2023-24 में: 481	87% कमी
9.	पटरियों में दरारें (अदद)	2013-14 में: 2548	2023-24 में: 383	85% कमी
10	थिक वेब स्विच (अदद)	शून्य	21,127	
11	रेलपथ मशीन (अदद)	31.03.14 तक = 748	31.03.24 तक = 1,661	122% वृद्धि
समपार फाटकों को समाप्त करना				
1.	बिना चौकीदार वाले समपार फाटकों को समाप्त करना (अदद)	31.03.14 तक: 8948	31.03.24 तक : शून्य (31.01.19 तक सभी बंद कर दिए गए)	100% कमी
2.	चौकीदार वाले समपार फाटकों को समाप्त करना (अदद)	1,137	7,075	6.21 गुना
3.	रोड ओवर ब्रिज (आरओबी)/ रोड अंडर ब्रिज (आरयूबी) (अदद)	4,148	11,945	2.88 गुना
4.	समपार समाप्त करने पर व्यय (एलसी+आरओबी+आरयूबी)	8,825	41,957	4.75 गुना
पुल पुनर्स्थापन				

1.	पुल पुनर्स्थापन पर व्यय (करोड़ रुपये में)	3,924	8,255	2.10 गुना
सिगनल कार्य				
1.	इलेक्ट्रॉनिक इंटरलॉकिंग (स्टेशन)	837	2,964	3.52 गुना
2.	स्वचालित ब्लॉक सिगनल (किमी.)	1,486	2,497	1.67 गुना
3.	फॉग पास सेफ्टी डिवाइस (अदद)	31.03.14 तक: 90	31.03.24 तक: 19,742	219 गुना
चल स्टॉक				
1.	एलएचबी सवारी डिब्बों का विनिर्माण (अदद)	2,337	36,933	15.80 गुना
2.	वातानुकूलित डिब्बों में अग्नि और धूमन संसूचक प्रणाली का प्रावधान (डिब्बों की संख्या)	0	19,271	
3.	पेंट्री और पावर कारों में अग्नि संसूचन एवं अग्निशमन प्रणाली का प्रावधान (सवारी डिब्बों की संख्या)	0	2,991	
4.	गैर-वातानुकूलित डिब्बों में अग्नि शामकों का प्रावधान (डिब्बों की संख्या)	0	66,840	

किसी दुर्घटना अथवा अप्रिय घटना के तुरंत बाद दुर्घटना से पीड़ित व्यक्तियों को अनुग्रह राहत राशि का भुगतान किया जाता है। चालू वर्ष 2024-25 (अप्रैल-नवंबर) में रेल दुर्घटनाओं में घायल लोगों या मृतकों के निकटतम परिजन को रेलवे द्वारा भुगतान की गई कुल अनुग्रह राशि 2.89 करोड़ रुपये है।

रेल अधिनियम, 1989 की धारा 124 और 124ए (धारा 123 के साथ पठित) के तहत यथापरिभाषित गाड़ी दुर्घटनाओं और अप्रिय घटनाओं में रेल यात्रियों की मृत्यु/चोट के लिए मुआवजे का निर्णय रेल दावा अधिकरण द्वारा पीड़ितों/उनके आश्रितों द्वारा रेल दावा अधिकरण के समक्ष दायर दावा आवेदन के आधार पर किया जाता है और यह उचित न्यायिक प्रक्रिया का पालन करने के बाद मामलों का निपटारा करती है। रेल प्रशासन तभी मुआवजा देता है जब माननीय रेल दावा अधिकरण द्वारा दावेदार के पक्ष में आदेश दिया जाता है और रेलवे उस आदेश को लागू करने का निर्णय लेती है। मुआवजा राशि नियत अनुग्रह राशि के अतिरिक्त दी जाती है। चालू वर्ष 2024-25 (अप्रैल-नवंबर) में गाड़ी दुर्घटनाओं में मृत और घायल लोगों के निकट परिजनों को रेलवे द्वारा दी गई मुआवजे की कुल राशि 8.19 करोड़ रुपये है।

यह नोट किया जा सकता है कि दिए गए मुआवजे हेतु यह आवश्यक नहीं है कि यह केवल उसी वर्ष की दुर्घटनाओं/हताहतों से संबंधित हो। किसी वर्ष में प्रदत्त राशि रेल दावा अधिकरणों या अन्य न्यायालयों द्वारा किसी वर्ष विशेष में निर्णीत मामलों की संख्या पर निर्भर करती है, भले ही दुर्घटना किसी वर्ष में हुई हो।

रेल दुर्घटनाओं की जांच नागर विमानन मंत्रालय के अंतर्गत एक सांविधिक निकाय, रेल संरक्षा आयोग और विभागीय जांच समितियों द्वारा निर्धारित मानदंडों के अनुसार की जाती है।

एजेंसियां, विभिन्न दुर्घटनाओं में यथोचित विचार-विमर्श के बाद, अपने निष्कर्ष प्रस्तुत करती हैं और रेल दुर्घटनाओं के लिए जिम्मेदार अधिकारियों/कर्मचारियों की जिम्मेदारी निर्धारित करती हैं।

जिम्मेदार ठहराए गए अधिकारियों/कर्मचारियों पर संबंधित क्षेत्रीय रेलवे द्वारा "रेल सेवा (अनुशासन और अपील) नियम" के तहत कार्रवाई की जाती है।

लोको पायलटों को एक ग्लोबल पोजिशनिंग सिस्टम (जीपीएस) आधारित पोर्टेबल 'फॉग पास डिवाइस' (एफपीडी) मुहैया कराया जाता है, जो कोहरे जैसी कम दृश्यता की स्थिति में महत्वपूर्ण स्थलों जैसे कि सिग्नल, समपार फाटकों, स्थायी गति प्रतिबंध आदि का नाम और दूरी पहले से प्रदर्शित करती है। इस डिवाइस का उपयोग कम दृश्यता की स्थिति में विशेष रूप से सर्दियों के मौसम में, सुरक्षित गाड़ी परिचालन और गाड़ी चलाने के दौरान लोको पायलटों का तनाव कम करने में मदद करने के लिए किया जाता है।

31.10.2024 की स्थिति के अनुसार, भारतीय रेल में 26,977 फॉग पास डिवाइस (एफपीडी) उपलब्ध हैं।

INCLUSION OF PEN RAILWAY STATION IN THE AMRIT BHARAT STATION

1597. SHRI TATKARE SUNIL DATTATREY:

Will the Minister of **RAILWAYS** be pleased to state:

(a) whether the Government proposes to include the Pen Railway Junction under Central Railway in the Amrit Bharat Station Scheme;

(b) if so, the details thereof;

(c) if not, the steps taken or proposed to be taken to develop railway stations under the Central Railway in Raigad district of Maharashtra as some of the stations are receiving a huge footfall and are the fastest growing junction;

(d) the measures taken to provide the basic amenities in the fastest growing railway stations; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (e) Ministry of Railways has launched 'Amrit Bharat Station Scheme' for development of Railway stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long-term approach.

It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, Executive Lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans,

sustainable and environment friendly solutions, provision of ballastless tracks, etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far 1337 station have been identified under this scheme out of which 132 stations are located in the state of Maharashtra, including one station in Raigad district viz. Panvel. The names of stations identified for development under Amrit Bharat Station Scheme in the state of Maharashtra are as following:

State	No. of Stations	Name of Stations
Maharashtra	132	Ahmednagar, Ajni (Nagpur), Akalkot Road, Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Aurangabad, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur, Bhandara Road, Bhokar , Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar (DDR), Dadar (DR), Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharmabad, Dhule, Diva, Dudhani, Gangakher , Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar , Hinganghat, Hingoli Deccan,

State	No. of Stations	Name of Stations
		Igatpuri, Itwari, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat, Kolhapur, Kopergaon, Kurduwadi, Kurla, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand, Lonavla, Lower Parel, Malad, Malkapur, Manmad, Manwath Road , Marine Lines, Matunga, Miraj, Mudkhed, Mumbai Central, Mumbra, Murtajapur, Nagarsol, Nagpur, Nandgaon, Nandura, Narkher, Nasik Road, Osmanabad, Pachora, Palghar, Pandharpur, Panvel, Parbhani, Parel, Parli Vaijnath, Partur , Prabhadevi, Pulgaon, Pune Jn., Purna, Raver, Rotegaon, Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu, Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar, Nandurbar, Phaltan

The details of allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise under Plan Head-53 'Customer Amenities'.

The state of Maharashtra is covered by four zones viz. Central Railway, South Central Railway, South East Central Railway and Western Railway. The allocation for the financial year 2024-25 for these zones is Rs 4406 Crores.

Further, Upgradation/ modernization of stations on Indian Railways is a continuous and on-going process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. The priority for upgradation/modernization of stations is accorded to higher category of station over lower category of station while sanctioning and executing the work.

कोयला ब्लॉकों की नीलामी

1598. श्री रवीन्द्र शुक्ला उर्फ रवि किशन:

क्या कोयला मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का देश में कोयला ब्लॉकों की बोली लगवाने का प्रस्ताव है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या संबंधित राज्यों में स्थित कोयला पीएसयू को कोयला ब्लॉक आवंटित करने के लिए कोई अनुरोध प्राप्त हुए हैं ताकि उन स्थानीय कोयला पीएसयू के पास प्रौद्योगिकी, मशीनरी और सस्ते श्रम की उपलब्धता के कारण कोयले की खोज सस्ती दरों पर की जा सके; और

(घ) यदि हां, तो ऐसे कोयला सरकारी पीएसयू को ब्लॉक आवंटित करने में सरकार को कौन-कौन सी बाधाओं का सामना करना पड़ रहा है?

कोयला मंत्री : तथा खान मंत्री (श्री जी. किशन रेड्डी):

(क) और (ख) : कोयला ब्लॉकों की नीलामी एक सतत प्रक्रिया है। जब भी आबंटन के लिए कोयला ब्लॉक उपलब्ध होते हैं, राजस्व हिस्सेदारी आधार पर वाणिज्यिक खनन के अंतर्गत कोयला मंत्रालय की मौजूदा नीति के अनुसार इनका नीलामी के लिए ऑफर दिया जाता है।

(ग) : जी हां।

(घ) : भारत सरकार की मौजूदा नीति के अनुसार, कोयले की बिक्री के लिए नीलामी के माध्यम से सभी कोयला ब्लॉकों के आबंटन का ऑफर दिया जा रहा है। कोयला मंत्रालय द्वारा नियमित आधार पर की जा रही कोयला ब्लॉकों की नीलामी में सार्वजनिक क्षेत्र के उपक्रम भी भाग ले सकते हैं।

BIDDING FOR COAL BLOCKS SITUATED IN DENSELY FORESTED AREAS

1599. SHRI K GOPINATH:

Will the Minister of **COAL** be pleased to state:

- (a) whether it is a fact that the Environment Ministry, in its report of the year 2018 stated/opined against mining in 15 coal blocks due to their high biodiversity value;
- (b) if so, the opinion sought by the Ministry of Coal from Central Mine Planning and Design Institute (CMPDI) regarding 15 coal blocks situated in densely forested areas along with the details of the findings by the CMPDI;
- (c) the details of the bidding for the coal blocks in densely forested areas and justification given for the same; and
- (d) the results of bidding for coal blocks situated in various parts of the country till date?

THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY):

(a): Ministry of Environment, Forests and Climate Change (MoEFandCC) in August, 2018 informed that 15 coal blocks fall in the area which need to be conserved and should be avoided for mining.

(b): A meeting with Central Mine Planning and Design Institute (CMPDI) was held in Ministry of Coal in April, 2022 to discuss whether the aforesaid 15 coal blocks can be considered after taking out some portions that may be fragile. It was decided that it may not be possible to carve out some portion from the blocks, therefore, these 15 blocks may not be considered for allocation.

(c): After further deliberations in the matter of allocation of these 15 coal blocks in July, 2022, it was decided to consider the coal blocks which do not fall under Sanctuaries, National Parks and ESZ (Eco-sensitive zones) for underground mining after taking up the matter with MoEFandCC. Out of the aforesaid 15 coal blocks, 5 coal blocks (Tara, Tandsi-III and Tandsi-III (Extn.), Vijay Central, Mahan and Mara II-Mahan) do not fall under any Sanctuaries/National Parks/ESZ.

Further, in a "Bio Diversity study in the entire Hasdeo-Arand Coalfield comprising of Tara, Parsa, Parsa East and Kanta Basan and Kente Extension coal blocks in Chhattisgarh" carried out by Indian Council of Forestry Research and Education (ICFRE) in which a report was submitted to Govt. of Chhattisgarh, it was recommended that Tara coal block can be considered for mining with strict

environmental safeguards including appropriate conservation measures for management of surface water and biodiversity. Considering the recommendations in the Bio diversity study report for mining in Tara Coal Block, comments of MoEFandCC were sought for allocation of Tara coal block for mining through open cast mining and other 4 coal blocks (Tandsi-III and Tandsi-III (Extn.), Vijay Central, Mahan and Mara II-Mahan) for underground mining.

MoEFandCC in Dec, 2022 replied that all mining proposals are processed on case to case basis. Apart from other regulatory approvals like Environmental Clearance etc., in case any forest land is involved, in any particular mine, then before starting actual mining operations in the forest land, approval of the Central Government under the Forest (Conservation) Act, 1980 must be taken by the concerned user agency.

Accordingly, 4 coal blocks namely Tara, Tandsi-III and Tandsi-III (Extn.), Mahan and Mara II-Mahan were put up for auction. For Tara coal block in Chhattisgarh, multiple bids were received in the auction process, however, pursuant to the request received from the Government of Chhattisgarh, the coal block was withdrawn from the auction process. Present status of allocation of remaining 3 coal mines is as under:

S. No.	Name of Coal mine	Name of Coal block allocattee	Status

1	Mara II Mahan	Mahan Energen Ltd	Allocated
2	Tandsi-III and Tandsi-III (Extn.)	Not yet allocated	Not auctioned.
3	Mahan	Not yet allocated	Coal mine development and production arrangement has been executed on 29.10.2024.

(d): The detail of 118 allocated coal blocks under auction route till date whose allocation are in force presently is at **Statement**.

STATEMENT

Detail of 118 coal blocks allocated under auction route, State-wise, till date whose allocation are in force presently

S. No	Name of Coal Mine	State	District	Successful Bidder / Allottee
1	Chotia	Chhattisgarh	Korba	Bharat Aluminium Company Ltd
2	Gare Palma IV/4	Chhattisgarh	Raigarh	Hindalco Industries Ltd
3	Gare Palma Sector IV/8	Chhattisgarh	Raigarh	Ambuja Cements Ltd
4	Bhaskarpara	Chhattisgarh	Surajpur	Prakash Industries Limited
5	Gare Palma IV/7	Chhattisgarh	Raigarh	Sarda Energy and Minerals Limited
6	Gare Palma IV/1	Chhattisgarh	Raigarh	Jindal Power Limited
7	Jhigador	Chhattisgarh	Surguja	CG Natural Resources Private Ltd
8	Khargaon	Chhattisgarh	Surguja	CG Natural Resources Private Ltd

9	Gare Palma IV/6	Chhattisgarh	Raigarh	Jindal Steel and Power Limited
10	Barra	Chhattisgarh	Raigarh	Bharat Aluminium Company Ltd
11-12	Gare Palma IV/2 and Gare Palma IV/3	Chhattisgarh	Raigarh	Jindal Power Limited
13	Datima	Chhattisgarh	Surajpur	Shree Cement Limited
14	Gare Palma Sector-I	Chhattisgarh	Raigarh	Jindal Power Limited
15	Purunga	Chhattisgarh	Raigarh	CG Natural Resources Private Limited
16	Sherband	Chhattisgarh	Raigarh	Nilkanth Coal Mining Private Limited
17	Baisi	Chhattisgarh	Raigarh	Indermani Mineral India Pvt Ltd
18	Ganeshpur*	Jharkhand	Latehar	GMR Chhattisgarh Energy Limited
19	Kathautia	Jharkhand	Palamu	Hindalco Industries Ltd

20	Lohari	Jharkhand	Palamu	Araanya Mines Private Limited
21	Meral	Jharkhand	Palamu	Trimula Industries Limited
22	Moitra	Jharkhand	Hazaribagh	JSW Steel Limited
23	Rajhara North (Central and Eastern)	Jharkhand	Palamu	Fairmine Carbons Private Limited
24	Gondulpara	Jharkhand	Hazaribagh	Adani Enterprises Limited
25	Urma Paharitola	Jharkhand	Dumka and Pakur	Aurobindo Reality And Infrastructure Private Limited
26	Brahmdiha	Jharkhand	Giridih	Andhra Pradesh Mineral Development Corporation Limited
27	Chakla	Jharkhand	Latehar	Hindalco Industries Ltd
28	Jogeshwar and Khas Jogeswar	Jharkhand	Ramgarh	South West Pinnacle Exploration Limited

29-30	Brinda and Sasai	Jharkhand	Chatra and Hazaribagh	Dalmia Cement (Bharat) Limited
31	Rauta Closed	Jharkhand	Ramgarh	Shreesatya Mine Private Limited
32	Basantpur	Jharkhand	Hazaribagh	Gangaramchak Mining Pvt Ltd
33	Jitpur	Jharkhand	Pakur	Terri Mining Private Ltd
34	Tokisud Block-II	Jharkhand	Ramgarh	Twenty First Century Mining Private Limited
35	Sitanala	Jharkhand	Dhanbad	JSW Steel Limited
36	Choritand Tiliaya	Jharkhand	Bokaro	Rungta Metals Private Limited
37	Binja	Jharkhand	Ramgarh	Assam Mineral Development Corporation Limited
38	Burakhap Small Patch	Jharkhand	Ramgarh	Shreesatya Mines Private Limited
39	Parbatpur Central	Jharkhand	Bokaro	JSW Steel Limited

40	Patal East (Eastern Part)	Jharkhand	Ramgarh and Hazaribagh	RCR Steel Works Private Limited
41	North Dhadu (Eastern Part)	Jharkhand	Latehar	NTPC
42	North Dhadu (Western Part)	Jharkhand	Latehar	NLCIL
43	Babupara East	Jharkhand	Hazaribagh	Rungta Sons Private Limited
44	Dumri	Jharkhand	Hazaribagh	S M Steels and Power Limited
45	Duni Central	Jharkhand	Hazaribagh	Bull Mining Private Limited
46	Lalgarh South	Jharkhand	Bokaro	Rungta Sons Private Limited
47	South of Damuda	Jharkhand	Bokaro	Rungta Sons Private Limited
48	Rabodih OCP	Jharkhand	Hazaribagh	Twenty First Century Mining Private Limited
49	Amelia North	Madhya Pradesh	Sidhi	Jaiprakash Power Ventures Limited

50	Bicharpur	Madhya Pradesh	Shahdol	UltraTech Cement Limited
51	Sial Ghoghri	Madhya Pradesh	Chindwara	Reliance Cement Company Private Limited
52	Bikram	Madhya Pradesh	Shahdol	Birla Corp. Ltd
53	Brahampuri	Madhya Pradesh	Chindwara	Birla Corp. Ltd
54	Urtan North	Madhya Pradesh	Anuppur/ Shahdol	JMS Mining Private Limited
55	Sahapur West	Madhya Pradesh	Umariaand Shahdol	Sarda Energy And Minerals Limited
56- 57	Gotitoria (East) and (West)	Madhya Pradesh	Narsinghpur	Boulder Stone Mart Pvt Ltd
58	Urtan	Madhya Pradesh	Shahdol	JMS Mining Private Limited
59	Dhirauli	Madhya Pradesh	Singrauli	Stratatech Mineral Resources Private Limited

60	Bandha	Madhya Pradesh	Sidhi	EMIL Mines And Mineral Resources Limited
61	Gonbahera Ujheni East	Madhya Pradesh	Singrauli	MP Natural Resources Private Limited
62	Beheraband North Ext.	Madhya Pradesh	Anuppur	Auro Coal Private Limited
63	Maiki North	Madhya Pradesh	Shahdol	Maiki South Mining Pvt. Ltd.
64	Bandha North	Madhya Pradesh	Singrauli	Jaiprakash Power Ventures Limited
65	Marki Barka	Madhya Pradesh	Singrauli	Birla Corp. Ltd
66	Arjuni East	Madhya Pradesh	Umaria	Ultratech Cement Limited
67	Arjuni West	Madhya Pradesh	Umaria	Ganga Khanij Private Limited
68	Gonbahera Ujheni	Madhya Pradesh	Singrauli	MP Natural Resources Private Limited

69	Mandla North	Madhya Pradesh	Chhindwara	Dalmia Cement (Bharat) Limited
70	Marwatola – VI	Madhya Pradesh	Shahdol	JSW Cement Limited
71	Marwatola – VII	Madhya Pradesh	Shahdol	Rama Cement Industries Private Limited
72	Pathora East	Madhya Pradesh	Umaria	Shri Bajrang Power and Ispat Limited
73	Pathora West	Madhya Pradesh	Umaria	Shri Bajrang Power and Ispat Limited
74	Mara II Mahan	Madhya Pradesh	Singrauli	Mahan Energen Ltd
75	Lamatola	Madhya Pradesh	Anuppur	ACC Limited
76	West of Shahdol(South)	Madhya Pradesh	Umaria	JK Cement Ltd.
77	Belgaon	Maharashtra	Nagpur	Sunflag Iron and Steel Company Limited

78	Marki Mangli III	Maharashtra	Yavatmal	B.S. Ispat Limited
79	Marki Mangli-I	Maharashtra	Yavatmal	Topworth Urja and Metals Ltd
80	Nerad Malegaon	Maharashtra	Yavatmal	Indrajit Power Private Ltd
81	Marki Mangli-II	Maharashtra	Yavatmal	Yazdani International Private Limited
82	Gondkhari	Maharashtra	Nagpur	Adani Power Maharashtra Ltd
83	Takli-Jena-Bellora (North) and Takli-Jena-Bellora (South)	Maharashtra	Chandrapur	Aurobindo Reality And Infrastructure Private Limited
84	Bhivkund	Maharashtra	Chandrapur	Sunflag Iron and Steel Company Limited
85	Marki Mangli-IV	Maharashtra	Yavatmal	Sobhagya Mercantile Limited
86	Dahegaon-Gowari	Maharashtra	Nagpur	Ambuja Cements Limited
87	Kalambi Kalmeshwar (Western Part)	Maharashtra	Nagpur	Samlok Industries Private Limited

88	North West of Madheri	Maharashtra	Chandrapur	MH Natural Resources Private Limited
89	Talabira-I*	Odisha	Jharsuguda	GMR Chhattisgarh Energy Limited
90	Jamkhani	Odisha	Sundergarh	Vedanta Ltd
91	Radhikapur West	Odisha	Angul	Vedanta Ltd
92	Kuraloi (A) North	Odisha	Jharsuguda	Vedanta Ltd
93	Utkal-C	Odisha	Angul	Jindal Steel and Power Limited
94-95	Utkal B1 and B2	Odisha	Angul	Jindal Steel and Power Limited
96	Bijahan	Odisha	Sundergarh	Mahanadi Mines and Minerals Pvt. Ltd.
97	Bankhui	Odisha	Angul	Yazdani Steel and Power Limited
98	Alaknanda	Odisha	Angul	Rungta Sons Pvt Ltd.
99	Baitarni West	Odisha	Angul	Gujarat Mineral Development Corporation Ltd

100	Burapahar	Odisha	Sundargarh	Gujarat Mineral Development Corporation Ltd
101	Chendipada (Revised)	Odisha	Angul	Rungta Sons Private Limited
102	Sakhigopal – B Kankili	Odisha	Angul	Rungta Sons Private Limited
103	Meenakshi West	Odisha	Sundergarh	Hindalco Industries Ltd
104	Kudanali Lubri	Odisha	Angul	Gujarat Mineral Development Corporation Ltd
105	Machhakata(Revised)	Odisha	Angul	NLC India Limited
106	Sakhigopal-B Kakurhi	Odisha	Angul	TANGEDCO
107- 108	Ghogharpalli and Its dip extension	Odisha	Sundargarh	Vedanta Limited
109	Ardhagram*	West Bengal	Bankura	OCL Iron and Steel LTD*
110	Sarisatolli	West Bengal	Burdwan	CESC Limited
111	Trans Damodar	West Bengal	Bankura	The Durgapur Projects Limited

112	Jaganathpur B	West Bengal	Bardhaman	Powerplus Traders Pvt. Ltd
113	Kasta East	West Bengal	Birbhum	Jitusol developers Pvt Ltd
114	Kagra Joydev	West Bengal	Birbhum	Orissa Metallurgical Industry Private Limited
115	Binodpur Bhabhaniganj	West Bengal	Birbhum	JMS Mining Private Limited
116	Koilajan	Assam	Karbi Anglong (United Mikir Hills and North Cachar Hills Districts)	Assam Mineral Development Corporation Limited
117	Garampani	Assam	Dima Hasao	Assam Mineral Development Corporation Limited

118	Namchik Namphuk	Arunachal Pradesh	Changlang	Coal Pulz Private Limited
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**Matter subjudice regarding Termination*

PASIGHAT- PARSHURAMKUND TO RUPAI RAILWAY LINE, ARUNACHAL PRADESH

1600. SHRI TAPIR GAO:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) whether any survey/investigation has been done on Pasighat to Parshuramkund to Rupai Railway Line, Arunachal Pradesh;
- (b) if so, the time by which Railway line is likely to be constructed; and
- (c) if not, when the time by which the survey/investigation shall be done?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (c): Detailed Project Report (DPR) for Pasighat - Parsuramkund - Rupai (217.83 Km) new line project has been prepared. The Project is not yet sanctioned.

After firming up of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As

sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

भरतपुर, राजस्थान के लिए नई रेल परियोजनाएं

1601. श्रीमती संजना जाटव:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) देश विशेषकर राजस्थान के भरतपुर में वर्ष 2014 से अब तक वर्ष-वार कितनी नई रेल पटरियां बिछाई गई हैं;
- (ख) कितनी रेल पटरियों को चालू किया गया और उन पर कितनी राशि खर्च की गई;
- (ग) वर्ष 2014 से अब तक देश में, विशेषकर भरतपुर के लिए कितनी नई परियोजनाओं की घोषणा की गई है; और
- (घ) क्या इन परियोजनाओं के साथ कामडीग पर्वतीय रेल परियोजना को स्वीकृति प्रदान की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस संबंध में कितना बजट आवंटित किया गया है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (घ): रेल परियोजनाओं का सर्वेक्षण/स्वीकृति/निष्पादन क्षेत्रीय रेल-वार किया जाता है न कि राज्य-वार। क्योंकि, रेल परियोजनाएं राज्य की सीमाओं के आर-पार फैली हो सकती हैं। रेल परियोजनाओं को लाभप्रदता, यातायात अनुमान, अंतिम छोर संपर्कता, मिसिंग लिंक और वैकल्पिक मार्गों, संकुलित/संतृप्त लाइनों के संवर्द्धन, राज्य सरकारों, केन्द्रीय मंत्रालयों, संसद सदस्यों, अन्य जन

प्रतिनिधियों द्वारा उठाई गई मांगों, रेलवे की अपनी परिचालनिक आवश्यकताओं, सामाजिक-आर्थिक महत्वों आदि के आधार पर शुरू किया जाता है, जो चालू परियोजनाओं के थ्रो-फारवर्ड और निधियों की समग्र उपलब्धता पर निर्भर करता है।

01.04.2024 की स्थिति के अनुसार, संपूर्ण भारतीय रेल में 7.44 लाख करोड़ रुपए लागत की कुल 44,488 कि.मी. लंबाई वाली 488 रेल अवसंरचना परियोजनाएं (187 नई लाइन, 40 आमामान परिवर्तन 261 दोहरीकरण) योजना/अनुमोदन/निर्माण चरण में हैं, जिनमें से 12,045 कि.मी. लंबाई को कमीशन कर दिया गया है और मार्च, 2024 तक 2.92 लाख करोड़ रुपए का व्यय किया गया है। इसका सार निम्नानुसार है:-

कोटि	परियोजनाओं की संख्या	कुल लंबाई (छोटी लाईन/आमान परिवर्तन/दोहरीकरण (कि.मी. में))	मार्च, 2024 तक कमीशन की गई लंबाई (कि.मी. में)	मार्च, 2024 तक किया गया व्यय (करोड़ रुपए में)
नई लाइन	187	20199	2855	160022
आमान परिवर्तन	40	4719	2972	18706
दोहरीकरण/मल्टीट्रैकिंग	261	19570	6218	113742
कुल	488	44,488	12,045	2,92,470

लागत, व्यय और परिव्यय सहित सभी रेल परियोजनाओं का जोन-वार/वर्ष-वार ब्यौरा भारतीय रेल की वेबसाइट पर पब्लिक डोमेन में उपलब्ध है।

संपूर्ण भारतीय रेल में नए रेलपथ की कमीशनिंग/बिछाने का ब्यौरा नीचे दिया गया है:-

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	7,599 कि.मी.	4.2 कि.मी./दिन
2014-24	31,180 कि.मी.	8.54 कि.मी./दिन (2 गुना से अधिक)

राजस्थान

राजस्थान राज्य में पूर्णतः/अंशतः पड़ने वाली रेल अवसंरचना परियोजनाएं भारतीय रेल के उत्तर पश्चिम रेलवे, उत्तर मध्य रेलवे, उत्तर रेलवे, पश्चिम रेलवे जोनों में आती हैं। लागत, व्यय और परिव्यय सहित रेल परियोजनाओं का क्षेत्रीय रेल-वार ब्यौरा भारतीय रेल की वेबसाइट पर पब्लिक डोमेन में उपलब्ध है।

01.04.2024 की स्थिति के अनुसार, राजस्थान राज्य में पूर्णतः/अंशतः पड़ने वाली 51,814 करोड़ रुपये लागत की 4,191 कि.मी. कुल लंबाई की 32 रेल परियोजनाएं (15 नई लाइनें, 05 आमाम परिवर्तन और 12 दोहरीकरण) योजना और कार्यान्वयन के विभिन्न चरणों में हैं, जिनमें से 1,183 कि.मी. लंबाई को कमीशन कर दिया गया है और मार्च, 2024 तक 14,786 करोड़ रुपए व्यय किए गए हैं। कार्य की स्थिति का सारांश निम्नानुसार है:-

योजना शीर्ष	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	कमीशन की गई लंबाई (कि.मी. में)	मार्च, 2024 तक किया गया व्यय (करोड़ रुपए में)
नई लाइन	15	1230	134	3593
आमान परिवर्तन	5	1252	759	5398
दोहरीकरण/मल्टीट्रैकिंग	12	1709	290	5794
कुल	32	4191	1183	14786

राजस्थान राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों का बजट आबंटन निम्नानुसार है:

अवधि	परिव्यय
2009-14	682 करोड़ रुपए/वर्ष
2024-25	9,959 करोड़ रुपये (14 गुना से अधिक)

वर्ष 2009-14 और 2014-24 के दौरान राजस्थान राज्य में पूर्णतः/अंशतः पड़ने वाले रेलपथों की कमीशनिंग/बिछाने का ब्यौरा निम्नानुसार है:-

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	798 कि.मी.	159.6 कि.मी./वर्ष
2014-24	3,742 कि.मी.	374.2 कि.मी./वर्ष (2 गुना से अधिक)

पिछले तीन वर्षों (2021-22, 2022-23, 2023-24 और चालू वित्त वर्ष अर्थात् 2024-25 में राजस्थान राज्य में पूर्णतः/अंशतः पड़ने वाली 4,944 कि.मी. लंबाई के 55 सर्वेक्षण (नई लाइन और दोहरीकरण) स्वीकृत किए गए हैं, जिनमें भरतपुर में पूर्णतः/अंशतः पड़ने वाली भरतपुर जंक्शन-बयाना जंक्शन तीसरी एवं चौथी लाइन (42 कि.मी.) और भरतपुर जंक्शन-मथुरा जंक्शन तीसरी एवं चौथी लाइन (34 कि.मी.) शामिल है।

PROMOTION OF RESEARCH IN SCIENCE AND TECHNOLOGY AT WORLD LEVEL

1602. SHRI YADUVEER WADIYAR:

Will the Minister of **SCIENCE AND TECHNOLOGY** be pleased to state:

- (a) the amount spent by the Government on Science and Technology related research during the last decade along with its rank in the world level;
- (b) the measures the Government has implemented to support researchers by creating international opportunities and also ensuring job security within the country, with a view to preventing brain drain;

- (c) if so, the details thereof;
- (d) the steps taken by the Government in Science and Technology to promote career opportunities for women scientists and to encourage young students especially girls to pursue science stream; and
- (e) the total amount of funds disbursed as scholarships by the Government to the women students and scholars during the last decade, year-wise?

**THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY;
MINISTER OF STATE OF THE MINISTRY OF EARTH SCIENCES; MINISTER OF
STATE IN THE PRIME MINISTER'S OFFICE; MINISTER OF STATE IN THE
MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS; MINISTER
OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY; AND MINISTER OF
STATE IN THE DEPARTMENT OF SPACE (DR. JITENDRA SINGH):**

(a) As per latest R & D Statistics, 2022-23 brought out by the Department of Science and Technology (DST), India is placed at 7th position in terms R & D Expenditure (billion Current PPP\$) in the world. The amount spent by the Government on Science and Technology related research during the last decade is as under:

Year	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Investment in R & D by Government (Rs. Crore)	38903.05	40568.09	44419.34	50285.41	54976.45	59268.33	66715.95	76656.42	82623.32	75397.28

Source: Data collected and compiled by NSTMIS, DST, GoI.

Note: Government Investment in R & D = Central Government Ministries/Department+ State Government + Higher Education

(b) and (c): Several measures have been taken up to support researchers by creating International opportunities such as for exchange of information,

generation of new knowledge, sharing of expertise, cost and optimal utilization of resources, and for providing access to advanced facilities and sophisticated instruments which are not available in the country. This in turn enhance the quality and output of scientific research and also enhance skills for potential job opportunities. Ministry of Science and Technology is actively cooperating with more than 40 countries across the globe along with regional and multilateral entities, UN and other International SandT Organizations. The main aim of these collaborations is to connect Indian research with global efforts particularly in the frontier areas of SandT and in areas addressing global challenges. These programmes include joint R & D projects, seminars, fellowships, training programmes, advanced schools, exchange and exposure visits, access to advanced facilities etc. All these programmes have been designed to encourage scientists to do quality research in the country and thereby preventing brain drain.

In addition, INSPIRE Faculty Fellowship, J. C. Bose Fellowship, Swarnajayanti Fellowship, SERB-Ramanujan Fellowship, SERB-Visiting Advanced Joint Research Faculty (VAJRA) scheme, VAIBHAV fellowship, CSIR-Senior Research Associateship, DBT-Ramalingaswami re-entry Fellowship etc. are some of the programmes which provide temporary placement to highly qualified scientists to retain them in the country and also attract Indian scientists from abroad as well.

(d) The Ministry of Science and Technology is promoting career opportunities for women scientists including young students through various programmes such

Amount (Rs. in lakh)	16621.49	14613.00	15964.90	23966.50	19155.10	27147.30	27388.30	30976.12	35782.05	31867.38
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कैलारस से सबलगढ़ होते हुए श्योपुर तक ब्रॉड गेज रेल लाइन

1603. श्री भारत सिंह कुशवाह:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) मध्य प्रदेश में निर्मित/निर्माणाधीन रेल लाइनों का ब्यौरा क्या है;
- (ख) झांसी से करेरा, शिवपुरी से पोहरी, श्योपुर से सवाई माधोपुर (राजस्थान) तक नई रेल लाइनों के निर्माण कार्यों की स्वीकृति की स्थिति क्या है; और
- (ग) सबलगढ़ होते हुए कैलारस से श्योपुर तक बड़ी रेल लाइन के कार्य को पूरा करने के लिए क्या लक्ष्य निर्धारित किया गया है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ग): रेल परियोजनाओं का सर्वेक्षण/स्वीकृति/निष्पादन क्षेत्रीय रेल-वार स्वीकृत किया जाता है न कि राज्य-वार क्योंकि रेल परियोजनाएं राज्य की सीमाओं के आर-पार फैली हो सकती हैं। रेल परियोजनाओं को लाभप्रदता, यातायात अनुमानों, अंतिम छोर संपर्कता, मिसिंग लिंक और वैकल्पिक मार्गों, संकुलित/संतृप्त लाइनों के संवर्धन, राज्य सरकारों, केन्द्रीय मंत्रालयों, संसद सदस्यों, अन्य जन प्रतिनिधियों के द्वारा उठाई गई मांगों, रेलवे की अपनी परिचालनिक आवश्यकताओं, सामाजिक-आर्थिक महत्वों आदि के आधार पर स्वीकृत किया जाता है, जो चालू परियोजनाओं के थ्रो-फारवर्ड और निधियों की समग्र उपलब्धता पर निर्भर करता है।

मध्य प्रदेश में पूर्णतः/अंशतः पड़ने वाली रेल अवसंरचना परियोजनाएं भारतीय रेल के उत्तर मध्य रेलवे, पश्चिम मध्य रेलवे, पूर्व मध्य रेलवे, पश्चिम रेलवे, मध्य रेलवे, दक्षिण मध्य रेलवे और दक्षिण पूर्व मध्य रेलवे जोनों में आती हैं। लागत, व्यय और परिव्यय सहित रेल परियोजनाओं का क्षेत्रीय रेल-वार ब्यौरा भारतीय रेल की वेबसाइट पर पब्लिक डोमेन में उपलब्ध है।

01.04.2024 की स्थिति के अनुसार, मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली 81,797 करोड़ रुपए लागत की 5,345 कि.मी. कुल लंबाई वाली 28 रेल परियोजनाएं (08 नई लाइनें, 02 आमान परिवर्तन और 18 दोहरीकरण) योजना और कार्यान्वयन के विभिन्न चरणों हैं, जिसमें से 1,952 कि.मी. लंबाई को कमीशन कर दिया गया है और मार्च, 2024 तक 36,898 करोड़ रुपए का व्यय किया गया है। इसका सार निम्नानुसार है:-

योजना शीर्ष	परियोजनाओं की संख्या	कुल लंबाई (कि.मी. में)	कमीशन की गई लंबाई (कि.मी.)	मार्च, 2024 तक किया गया व्यय (करोड़ रुपए में)
नई लाइन	8	1962	468	11091
आमान परिवर्तन	2	809	380	5220
दोहरीकरण/मल्टीट्रैकिंग	18	2574	1104	20587
कुल	28	5,345	1,952	36,898

मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाली अवसंरचना परियोजनाओं और अन्य संरक्षा कार्यों के लिए वार्षिक बजट आबंटन इस प्रकार है:

अवधि	परिव्यय
2009-14	632 करोड़ रुपए/वर्ष
2024-25	14,738 करोड़ रुपए (23 गुना से अधिक)

वर्ष 2009-14 और वर्ष 2014-24 के दौरान मध्य प्रदेश राज्य में पूर्णतः/अंशतः पड़ने वाले नए रेलपथ की कमीशनिंग/बिछाने का ब्यौरा नीचे दिया गया है-

अवधि	कमीशन किए गए नए रेलपथ	नए रेलपथों की औसत कमीशनिंग
2009-14	145 कि.मी.	29 कि.मी./वर्ष
2014-24	2249 कि.मी.	224.9 कि.मी./वर्ष (लगभग 8 गुना)

झांसी-शिवपुरी-श्योपुर-सवाई माधोपुर नई लाइन (375.41 कि.मी.) के लिए सर्वेक्षण का कार्य पूरा कर लिया गया था परंतु कम यातायात अनुमानों के कारण इस परियोजना को आगे नहीं बढ़ाया जा सका। कैलारस से श्योपुर बरास्ता सबलगढ़, ग्वालियर से श्योपुरकलान आमान परिवर्तन परियोजना (187.53 कि.मी.) का भाग है। ग्वालियर से कैलारस खंड (63 कि.मी.) को कमीशन कर दिया गया है और इस परियोजना के लिए चालू वित्त वर्ष अर्थात् 2024-25 में 630 करोड़ रुपए का प्रावधान किया गया है।

रेल परियोजना का पूरा होना राज्य सरकार द्वारा तीव्र भूमि अधिग्रहण, वन विभाग के पदाधिकारियों द्वारा वानिकी स्वीकृतियां, लागत में भागीदारी परियोजनाओं में राज्य सरकार द्वारा लागत के भाग को जमा करना, परियोजनाओं की प्राथमिकता अतिलंघनकारी जनोपयोगी सेवाओं का स्थानांतरण, विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां, क्षेत्र की भूविज्ञानी और स्थलाकृतिक परिस्थितियों, परियोजना/परियोजनाओं स्थल में कानून एवं व्यवस्था की स्थिति, जलवायु परिस्थितियों आदि के कारण विशेष परियोजना स्थल के लिए एक वर्ष में कार्य करने के महीनों की संख्या जैसे विभिन्न कारकों पर निर्भर करता है।

सुल्तानपुर से चलने वाली दैनिक ट्रेन का संचालन

1604. श्री रामभुआल निषाद:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सुल्तानपुर (एसएलएन) से मुंबई जाने वाले यात्रियों की संख्या बहुत अधिक है लेकिन मुंबई के लिए प्रतिदिन कोई रेलगाड़ी नहीं है जिसके कारण यात्रियों को आरक्षण नहीं मिल पाता है;
- (ख) यदि हां, क्या सरकार का सुल्तानपुर से प्रतिदिन चलने वाली रेलगाड़ी का संचालन शुरू करने का विचार है;
- (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (घ): वर्तमान में, सुल्तानपुर मुंबई क्षेत्र 04 जोड़ी रेलगाड़ियों द्वारा जुड़ा हुआ है, जिसमें सप्ताह में दो बार चलने वाली दो जोड़ी और सप्ताह में एक बार चलने वाली दो जोड़ी रेलगाड़ी सेवाएँ शामिल हैं। भारतीय रेल पर, आरक्षित सीटों की मांग का स्वरूप पूरे वर्ष एक जैसा नहीं रहता है और यह कम व्यस्त और अधिक व्यस्त अवधि में अलग-अलग रहता है। इसके अलावा, भारतीय रेल पर रेलगाड़ी सेवाओं को शुरू करना और उन्हें ठहराव देना एक सतत् प्रक्रिया है जो यातायात औचित्य, परिचालनिक व्यवहार्यता के अध्यधीन है।

MAJOR RAILWAY ACCIDENTS IN THE COUNTRY

1605. SHRI BENNY BEHANAN:

SHRI K SUDHAKARAN:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the details of major railway accidents in the country over the past five years, including the number of incidents, fatalities, and injuries recorded each year ;
- (b) the causes identified for these railway accidents and the percentage of contribution of each factor to the accidents;
- (c) the steps being taken by the Government to improve railway safety and reduce the occurrence of major accidents, particularly in high-risk areas; and

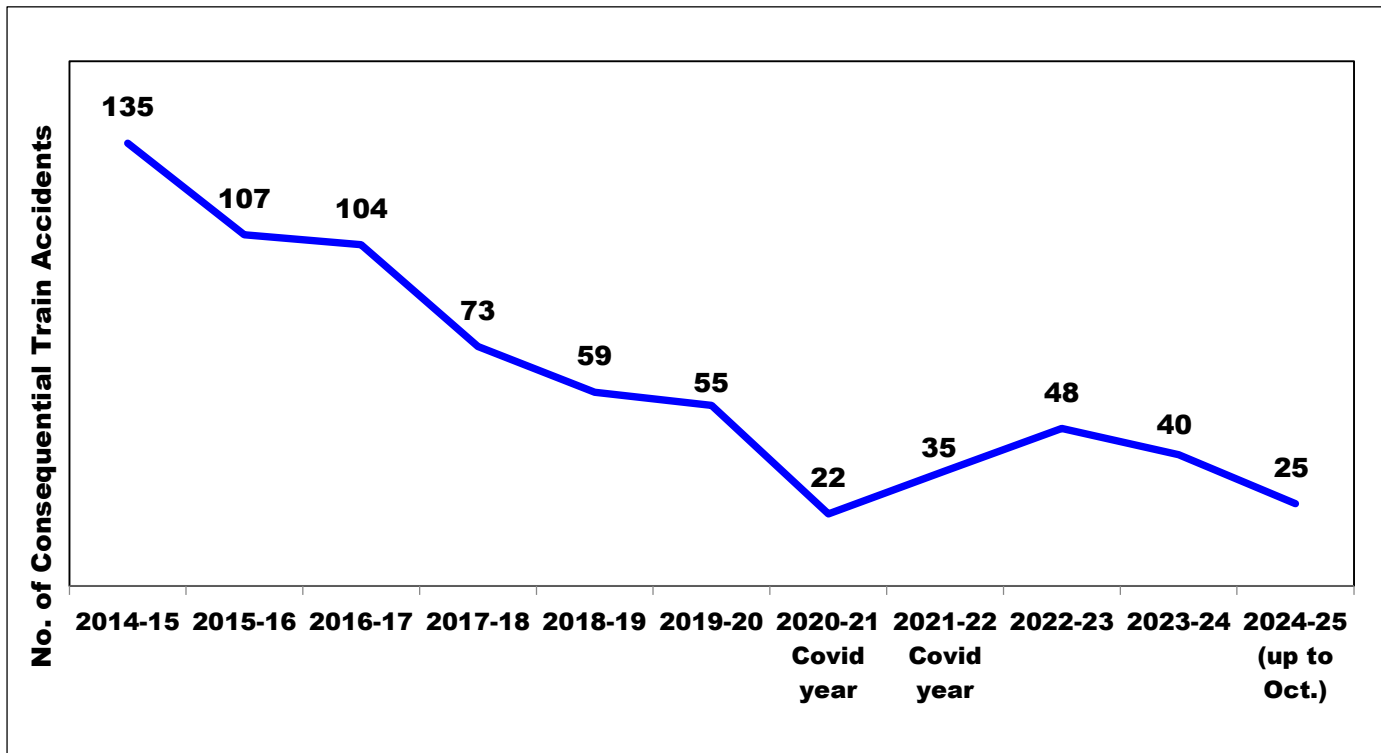
- (d) the amount of budget allocated and spent on railway safety measures, infrastructure upgrades and technology enhancements during the last five years?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (d): As a consequence of various safety measures taken over the years, there has been a steep decline in the number of accidents. Consequential Train Accidents have reduced from 135 in 2014-15 to 40 in 2023-24 as shown in the graph below. The causes of these accidents broadly include track defects, loco/coach defects, equipment failures, human errors etc.

It may be noted that the consequential train accidents during the period 2004-14 was 1711 (average 171 per annum), which has declined to 678 during the period 2014-24 (average 68 per annum), i.e. reduction of 60%.

Another important index showing improved safety in train operations is Accidents Per Million Train Kilometer (APMTKM) which has reduced from 0.11 in 2014-15 to 0.03 in 2023-24, indicating an improvement of approx. 73% during the said period.



Consequential Train Accidents on Indian Railways and casualties therein:

Period	No. of Consequential Train Accidents	No. of Deaths	No. of Injuries
2004-05 to 2013-14	1711	904	3155
2014-15 to 2023-24	678	748	2087

SAFETY MEASURE:

Safety is accorded the highest priority on Indian Railways. The various safety measures taken to enhance safety in train operations are as under:

1. On Indian Railways, the expenditure on Safety related activities has increased over the years as under:-

Expenditure on Safety related activities (Rs. in Cr.)			
	2022-23 (Act.)	2023- 24(Act.)	BE 2024-25
Maintenance of Permanent Way and Works	18,115	20,322	21,386
Maintenance of Motive Power and Rolling Stock	27,086	30,864	31,494
Maintenance of Machines	9,828	10,772	11,864
Road Safety LCs and ROBs/ RUBs	5,347	6,662	9,980
Track Renewals	16,326	17,850	17,652
Bridge Works	1,050	1,907	2,137

Signal and Telecom Works	2,456	3,751	4,647
Workshops Incl. PUs and Misc. expenditure on Safety	7,119	9,523	9,615
Total	87,327	1,01,651	1,08,776

2. Electrical/Electronic Interlocking Systems with centralized operation of points and signals have been provided at 6,608 stations up to 31.10.2024 to eliminate accident due to human failure.

3. Interlocking of Level Crossing (LC) Gates has been provided at 11,053 level Crossing Gates up to 31.10.2024 for enhancing safety at LC gates.

4. Complete Track Circuiting of stations to enhance safety by verification of track occupancy by electrical means has been provided at 6,619 stations up to 31.10.2024.

5. Kavach is a highly technology intensive system, which requires safety certification of highest order. Kavach was adopted as a National ATP system in July 2020. Kavach is provided progressively in phased manner. Kavach has already been deployed on 1548 RKm on South Central Railway and North Central Railway. Presently, the work is in progress on Delhi-Mumbai and Delhi-Howrah corridors (approximately 3000 Route Km). Track side works on these routes have been completed on about 1081 RKm (705 RKm on Delhi-Mumbai

section and 376 Rkm on Delhi-Howrah section). Regular trials are being done on these sections.

6. Detailed instructions on issues related with safety of Signalling e.g. mandatory correspondence check, alteration work protocol, preparation of completion drawing, etc. have been issued.
7. System of disconnection and reconnection for SandT equipment as per protocol has been re-emphasized.
8. All locomotives are equipped with Vigilance Control Devices (VCD) to improve alertness of Loco Pilots.
9. Retro-reflective sigma boards are provided on the mast which is located two OHE masts prior to the signals in electrified territories to alert the crew about the signal ahead when visibility is low due to foggy weather.
10. A GPS based Fog Safety Device (FSD) is provided to loco pilots in fog affected areas which enables loco pilots to know the distance of the approaching landmarks like signals, level crossing gates etc.
11. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Prestressed Concrete Sleeper (PSC) Normal/Wide base sleepers with elastic fastening, fanshaped layout turnout on PSC sleepers, Steel Channel/H-beam Sleepers on girder bridges is used while carrying out primary track renewals.
12. Mechanisation of track laying activity through use of track machines like PQRS, TRT, T-28 etc to reduce human errors.

13. Maximizing supply of 130m/260m long rail panels for increasing progress of rail renewal and avoiding welding of joints, thereby improving safety.
14. Ultrasonic Flaw Detection (USFD) testing of rails to detect flaws and timely removal of defective rails.
15. Laying of longer rails, minimizing the use of Alumino Thermic Welding and adoption of better welding technology for rails i.e. Flash Butt Welding.
16. Monitoring of track geometry by OMS (Oscillation Monitoring System) and TRC (Track Recording Cars).
17. Patrolling of railway tracks to look out for weld/rail fractures.
18. The use of Thick Web Switches and Weldable CMS Crossing in turnout renewal works.
19. Inspections at regular intervals are carried out to monitor and educate staff for observance of safe practices.
20. Web based online monitoring system of track assets viz. Track database and decision support system has been adopted to decide rationalized maintenance requirement and optimize inputs.
21. Detailed instructions on issues related with safety of Track e.g. integrated block, corridor block, worksite safety, monsoon precautions etc. have been issued.
22. Preventive maintenance of railway assets (Coaches and Wagons) is undertaken to ensure safe train operations.
23. Replacement of conventional ICF design coaches with LHB design coaches is being done.

24. All unmanned level crossings (UMLCs) on Broad Gauge (BG) route have been eliminated by January 2019.
25. Safety of Railway Bridges is ensured through regular inspection of Bridges. The requirement of repair/rehabilitation of Bridges is taken up based upon the conditions assessed during these inspections.
26. Indian Railways has displayed Statutory "Fire Notices" for widespread passenger information in all coaches. Fire posters are provided in every coach so as to educate and alert passengers regarding various Do's and Don'ts to prevent fire. These include messages regarding not carrying any inflammable material, explosives, prohibition of smoking inside the coaches, penalties etc.
27. Production Units are providing Fire detection and suppression system in newly manufactured Power Cars and Pantry Cars, Fire and Smoke detection system in newly manufactured coaches. Progressive fitment of the same in existing coaches is also underway by Zonal Railways in a phased manner.
28. Regular counselling and training of staff is undertaken.
29. Concept of Rolling Block introduced in Indian Railways (Open Lines) General Rules vide Gazette notification dated 30.11.2023, wherein work of integrated maintenance/ repair/ replacement of assets is planned up to 52 weeks in advance on rolling basis and executed as per plan.

The details of the Safety related works undertaken by Railways are tabulated below:-

SN	Item	2004-05 to 2013-14	2014-15 to 2023-24	2014-24 Vs. 2004-14
Track Maintenance				
1.	Expenditure on Track Renewal (Rs. in Cr.)	47,038	1,09,577	2.33 times
2.	Rail Renewal Primary (Track Km)	32,260	43,335	1.34 times
3.	Use of high-quality rails (60 Kg) (Km)	57,450	1,23,717	2.15 times
4.	Longer Rail Panels (260m) (Km)	9,917	68,233	6.88 times
5.	USFD (Ultra Sonic Flaw detection) Testing of Rails (Track km)	20,19,630	26,52,291	1.31 times
6.	USFD (Ultra Sonic Flaw detection) Testing of Welds (Nos.)	79,43,940	1,73,06,046	2.17 times

SN	Item	2004-05 to 2013-14	2014-15 to 2023-24	2014-24 Vs. 2004-14
7.	New Track KM added (Track km)	14,985	31,180	2.08 times
8.	Weld failures (Nos.)	In 2013-14: 3699	In 2023-24: 481	87% reduction
9.	Rail fractures (Nos.)	In 2013-14: 2548	In 2023-24: 383	85% reduction
10	Thick Web Switches (Nos.)	Nil	21,127	
11	Track Machines (Nos.)	As on 31.03.14 = 748	As on 31.03.24 = 1,661	122% increase
Level Crossing Gate Elimination				
1.	Elimination of Unmanned Level Crossing Gates (Nos.)	As on 31.03.14: 8948	As on 31.03.24: Nil (All eliminated by 31.01.19)	100% reduction
2.	Elimination of Manned Level Crossing Gates (Nos.)	1,137	7,075	6.21 Times
3.	Road over Bridges (RoBs)/ Road under Bridges (RUBs) (Nos.)	4,148	11,945	2.88 Times

4.	Expenditure on LC Elimination (LC+ROB+RUB)	8,825	41,957	4.75 Times
Bridge Rehabilitation				
1.	Expenditure on Bridge Rehabilitation (Rs. in Cr.)	3,924	8,255	2.10 Times
Signalling Works				
1.	Electronic Interlocking (Stations)	837	2,964	3.52 times
2.	Automatic Block Signaling (Km)	1,486	2,497	1.67 times
3.	Fog Pass Safety Devices (Nos.)	As on 31.03.14: 90	As on 31.03.24: 19,742	219 times

SN	Item	2004-05 to 2013-14	2014-15 to 2023-24	2014-24 Vs. 2004-14
Rolling Stock				
1.	Manufacture of LHB Coaches (Nos.)	2,337	36,933	15.80 times
2.	Provision of Fire and Smoke Detection System in AC coaches (Nos. of Coaches)	0	19,271	
3.	Provision of Fire Detection and Suppression System in Pantry and Power Cars (Nos. of Coaches)	0	2,991	
4.	Provision of Fire Extinguishers in Non –AC coaches (Nos. of Coaches)	0	66,840	

During last five years i.e. 2019-20 to 2023-24 expenditure of Rs. 959712 Cr. has been incurred by Indian Railways for Safety Measures, infrastructure augmentation and upgradation and technology improvement etc.

**NEW RAILWAY LINES CONSTRUCTED /UNDER CONSTRUCTION IN
TELANGANA**

1606. SHRI GODAM NAGESH:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the status of various ongoing railway projects in Telangana;
- (b) the number of new railway lines constructed/under construction in Telangana;
- (c) the status of the said project;
- (d) the number of unmanned level crossings in the country;
- (e) the steps taken by the Government to eliminate level crossings in the country especially in Telangana;
- (f) the details of works fund allocated and measures taken to expedite the progress of the said work; and
- (g) the measures taken to mitigate the problem of water logging in subways?

**THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND
BROADCASTING; AND MINISTER OF ELECTRONICS AND
INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):**

- (a) to (c): Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise as the Railway projects may span across State

boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

Railway infrastructure projects falling fully/partly in the State of Telangana are covered under South Central Railway and South Western Railway zones of Indian Railways. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railways website.

As on 01.04.2024, 20 projects(07 New Lines and 13 Doubling), covering total length of 2,298 Km length, costing Rs.32,946 crore, falling fully/partly in the state of Telangana, are at various stages of planning and implementation, out of which 474 Km length has been commissioned and an expenditure of Rs.9,958 crore has been incurred upto March' 2024. The status of the work is summarized as:

Plan Head	No. of projects	Total Length (in Km)	Length Commissioned (Km)	Exp upto March 2024 (Rs. in cr.)
New Line	7	997	245	4433
Double Line	13	1301	230	5526
Total	20	2298	474	9958

Budget allocation for infrastructure projects and safety works falling fully/partly in the State of Telangana is as under:

Year	Budget outlay
2023-2024	Rs.4,418 cr
2024-2025	Rs.5,336 cr

The details of commissioning / laying of new track falling fully/partly in the State of Telangana during 2009-14 and 2014-24 is as under :-

Period	Total Length Commissioned	Average Length Commissioned	increase w.r.t. average commissioning during 2009-14

2009-14	87 Km	17.4 Km/year	-
2014-24	650 Km	65 Km/year	Nearly 4 times

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.

(d) to (g): All Unmanned level crossings (UMLCs) on runninglines of Broad Gauge (BG) network of Indian Railway including in the State of Telangana have been eliminated by 31.01.2019.

Presently there are 263 Nos. of manned Level Crossing (LCs) in the State of Telangana. Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) for elimination of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains and impact for road users and feasibility etc.

During 2014-24, 437 nos. ROBs/RUBs have been constructed in the State of Telangana. As on 01.04.24, there are 136 Nos. sanctioned works of Road Over Bridge (ROB)/Road Under Bridge (RUB) at cost of Rs 4705 Cr in the state of Telangana. Funds of 168 crore for construction of ROBs/RUBs has been allocated in the State of Telangana for the year 2024-25.

Railways have taken following measures to expedite the progress of ROB/RUB works:

(i) Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.

(ii) Periodic meetings of Railway and State Government officials are done to resolve various issues related to ROB/RUB works.

(iii) Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

(iv) ROB/RUB works are planned to be executed on a single entity basis by Railway wherever possible. In case any Road Owning authority/State Govt. wants then Railway may permit them to execute the work on a single entity basis.

Further, Railways have taken several remedial measures to mitigate the problem of water logging in subways. Adequate drainage arrangement has been made as integral part of planning of new Road Under Bridge (RUB)/Subways. In existing RUBs/subways remedial measures like water flow diversion to nearby bridge and nallahs/drains, provision of cover shed on approach roads, provision of hump at entry to Road under Bridge (RUB), provision of cross drains, sealing of joints etc. have been made as per feasibility, suitability and site requirements. In addition, pumping arrangement has also been made for identified RUBs, to drain out water expeditiously in case of emergency and provision to stop road traffic in exceptional/unusual rainfall situation for safety of road users.

असम और पूर्वोत्तर राज्यों में चल रही रेल परियोजनाएं

1607. श्री दिलीप शङ्कीया:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) असम और अन्य पूर्वोत्तर राज्यों में चल रही रेल परियोजनाओं का परियोजना-वार ब्यौरा क्या है;
- (ख) असम और अन्य पूर्वोत्तर राज्यों में रेलवे के विकास के लिए वर्तमान वित्तीय वर्ष में कुल कितना बजटीय आवंटन किया गया है और अब तक कितनी धनराशि जारी की गई है और कितनी धनराशि का उपयोग किया गया है; और

(ग) उक्त परियोजनाओं को पूरा करने की समय-सीमा क्या है और इसकी वर्तमान स्थिति क्या है?

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव):

(क) से (ग): रेल परियोजनाओं को क्षेत्रीय रेल-वार सर्वेक्षित/स्वीकृत/कार्यान्वित किया जाता है, न कि राज्य-वार क्योंकि रेल परियोजनाएं राज्यों की सीमाओं के पार फैली हुई हैं। रेल परियोजनाओं को लाभप्रदता, यातायात के अनुमानों, अंतिम स्थान संपर्कता, मिसिंग लिंक और वैकल्पिक मार्गों, भीड़-भाड़ वाली संतृप्त लाइनों में बढ़ोतरी, राज्य सरकारों, केन्द्रीय मंत्रालयों, संसद सदस्यों, अन्य जन प्रतिनिधियों द्वारा उठाई गई मांगों, रेलवे की अपनी परिचालनिक आवश्यकताओं, सामाजिक आर्थिक मुद्दों आदि के आधार पर स्वीकृत किया जाता है जो चालू परियोजनाओं के थ्रो-फॉरवर्ड और निधियों की समग्र उपलब्धता पर निर्भर करता है।

दिनांक 01.04.2024 की स्थिति के अनुसार, असम राज्य सहित पूर्वोत्तर क्षेत्र में पूर्णतः/अंशतः पड़ने वाली 1,368 किलोमीटर कुल लंबाई और 74,972 करोड़ रु. लागत की 18 रेल परियोजनाएं (13 नई लाइन, 05 दोहरीकरण) हैं जो योजना और कार्यान्वयन के विभिन्न चरणों में हैं जिनमें से 313 किलोमीटर लंबाई को कमीशन कर दिया गया है और मार्च 2024 तक 40,549 करोड़ रु. का व्यय किया गया है कार्यों की स्थिति का सार निम्नानुसार है:

योजना शीर्ष	परियोजनाओं की संख्या	कुल लंबाई (किमी. में)	कमीशन की गई लंबाई (किमी. में)	मार्च 2024 तक व्यय (करोड़ रुपए में)
नई लाइन	13	896	81	34,616
दोहरीकरण	5	472	232	5,933
कुल	18	1368	313	40,549

लागत, व्यय और परिव्यय सहित सभी रेल परियोजनाओं का क्षेत्रीय रेल-वार/वर्ष-वार ब्यौरा भारतीय रेल की वेबसाइट पर सार्वजनिक रूप से उपलब्ध कराया गया है।

असम राज्य सहित पूर्वोत्तर क्षेत्र में पूर्णतः/अंशतः पड़ने वाली अवसंरचना संबंधी परियोजनाओं हेतु और औसत बजट आवंटन का ब्यौरा निम्नानुसार है:

अवधि	बजट परिव्यय
2009-14	2,122 करोड़ रु. प्रति वर्ष
2024-25	10376 करोड़ रु. (लगभग 5 गुना)

असम राज्य सहित पूर्वोत्तर राज्य क्षेत्र में पूर्णतः/अंशतः पड़ने वाली अवसंरचना संबंधी परियोजनाओं की कमीशनिंग को निम्नानुसार दर्शाया गया है:

अवधि	कमीशन किए गए नए रेल पथ	नए रेलपथ की औसत कमीशनिंग
2009-14	333 किलोमीटर	66.6 कि.मी./वर्ष
2014-24	1728 किलोमीटर	172.8 कि.मी./वर्ष (लगभग 3 गुना)

रेल परियोजनाओं का पूरा होना राज्य सरकार द्वारा शीघ्र भूमि अधिग्रहण, वन विभाग के पदाधिकारियों द्वारा वन संबंधी मंजूरी, लागत में भागीदारी वाली परियोजनाओं में राज्य सरकार द्वारा लागत के हिस्से को जमा कराने, परियोजनाओं की प्राथमिकता, बाधक जनोपयोगी सेवाओं का स्थानांतरण, विभिन्न प्राधिकरणों से सांविधिक स्वीकृतियां, क्षेत्र की भौगोलिक और स्थलाकृतिक

परिस्थितियों, परियोजना स्थल के क्षेत्र में कानून एवं व्यवस्था की स्थिति, जलवायु परिस्थितियों के कारण परियोजना/ओं विशेष के स्थल के लिए किसी वर्ष में कार्य के महीनों की संख्या इत्यादि पर निर्भर करता है।

रेल परियोजनाओं के त्वरित अनुमोदन और कार्यान्वयन के लिए सरकार द्वारा उठाए गए विभिन्न कदमों में (i) गति शक्ति इकाइयों की स्थापना (ii) परियोजनाओं की प्राथमिकता (iii) प्राथमिकता वाली परियोजनाओं पर निधियों के आवंटन में पर्याप्त वृद्धि (iv) फील्ड स्तर पर शक्तियों का प्रत्यायोजन (v) विभिन्न स्तरों पर परियोजना की प्रगति की गहन निगरानी और (vi) शीघ्र भूमि अधिग्रहण, वानिकी एवं वन्यजीव संबंधी मंजूरी हेतु राज्य सरकारों और संबंधित प्राधिकारियों के साथ नियमित संपर्क बनाए रखने और परियोजनाओं से संबंधित अन्य मामलों का समाधान करना शामिल है। इससे वर्ष 2014 से कमीशनिंग की दर में पर्याप्त वृद्धि हुई है।

PROJECT UNDER PMKKKY

1608. SHRI APPALANAIDU KALISSETTI:

Will the Minister of **MINES** be pleased to state:

- (a) the details of the funds accrued under the District Mineral Foundation (DMF) in Andhra Pradesh during the last five years;
- (b) the number and nature of projects undertaken under the Pradhan Mantri Khanij Kshetra Kalyan Yojana (PMKKKY) in Andhra Pradesh particularly in districts affected by mining activities;
- (c) the total allocation, release and utilization of funds under PMKKKY for projects in Andhra Pradesh especially for the welfare and development in mining-affected areas;

- (d) the specific steps taken by the Government to improve infrastructure, healthcare, education and employment opportunities in mining-affected regions of Andhra Pradesh under the PMKKKY; and
- (e) the progress and current status of key ongoing PMKKKY projects in the State and the timeline for completion?

THE THE MINISTER OF COAL ;AND MINISTER OF MINES (SHRI G. KISHAN REDDY):

- (a) The details of the funds accrued under the District Mineral Foundation (DMF) in Andhra Pradesh during the last five years is given below:

Financial Year	2020-21	2021-22	2022-23	2023-24	2024-25
Collection in Rs. Cr.	263.86	278.55	246.35	242.70	37.75 (Till June 2024)

- (b) and (c) The details of number and nature of projects undertaken, along with the amount sanctioned and utilized, under the Pradhan Mantri Khanij Kshetra Kalyan Yojana (PMKKKY) in Andhra Pradesh is provided as **Statement-I**.

- (d) As given in Statement-I, a total of 8765 projects under physical infrastructure, 319 projects under health care, 3493 projects under education and 193 projects for Skill Developments and Livelihood generation have been sanctioned for overall improvement of these sectors.

- (e) As per information received from the State Government, the Progress and Current status of key ongoing PMKKKY projects in the state is given as **Statement II**.

STATEMENT -I

S. No.	Sectorwise work	Number of projects	Amount Sanctioned (In ₹ Cr.)	Amount Spent (in ₹ Cr.)
1	Drinking water supply	3717	349.75	219.39
2	Environment Preservation and pollution control measures	11	1.42	0.70
3	Health Care	319	52.91	30.14
4	Education	3493	103.95	55.95
5	Welfare of Women and Children	1346	49.14	13.79
6	Welfare of aged and disabled people.	1	0.02	0
7	Skill development	193	64.30	12.70
8	Sanitation	1349	54.21	13.78
9	Physical infrastructure	8765	1,177.10	458.24
10	Irrigation	227	29.92	11.20
11	Energy and watershed development	23	1.21	1.02
12	Others	37	12.74	4.65
13	COVID-19 Expenditure	305	40.02	37.67
Total		19,786	1,936.68	859.23

STATEMENT-II

(in Rs. Cr.)

S. No.	District	Project	Sector	Amount Sanctioned	Amount Spent till date	Status	Completion timeline
1	YSR Kadapa	Providing Play fields and Gallery in Govt. Junior College Ground, Rayachoty, YSR Kadapa District	Education	1.50	0.62	Ongoing	1 Year
2	YSR Kadapa	Widening and strengthening from Km 1/9 to 2/3 of Road from	Physical Infrastructure	1.75	1.27	Ongoing	1 year

		Venkateswara theater to industrial estate via New Collector Office in kadapa town in YSR District					
3	YSR Kadapa	Widening and strengthening of road from 4Lane to 6 Lane left over stretches from Km 1/9 to 2/3 of Venkateswara theatre to Industrial Estate in YSR District.	Physical Infrastructu re	1.10	0.29	Ongoin g	1 Year

4	YSR Kadapa	Widening and strengthening of road from 4Lane to 6 Lane left over stretches from Km 1/2 to 1/6 of Industrial Estate to Putlampalli road	Physical Infrastructure	1.00	0.28	Ongoing	1 Year
5	YSR Kadapa	Providing CC Road from Beduduru village to Sri Venkateswara Swamy Temple at Beduduru (VandGP) of	Physical Infrastructure	1.35	0.80	Ongoing	1.5 Year

		Kondapuram Mandal					
6	YSR Kadapa	Laying of pipeline with temporary lifting arrangement from GNSS main canal to Poola Cheruvu and Pedda Chervu of Uppalur (V) in Muddanur (M)	Drinking Water	5.62	5.83	Ongoing	11 months
7	YSR Kadapa	Providing CC drain at Porumamilla H/o Porumamilla GP of	Drinking Water	1.61	0.87	Ongoing	1 Year

		Porumamilla Mandal					
8	Ananthapura mu	Additional Infrastructure Facilities to Govt General Hospital Ananthapura mu	Health	1.31	-	Ongo in g	1 Year
9	NTR	Providing transportation and construction of Cisterns for storage of CPWS Scheme water A.Konduru	Drinking Water	2.00	-	Ongo in g	1 Year
10	NTR	Extension of CPWS scheme to Mylavaram at	Drinking Water	2.00	-	Ongo in g	1 Year

		Kudapanof Akonduru Mylavaram					
11	NTR	Augmentation and replacement of Pipeline to CPWS scheme to Mylavaram and Other side in NTR District	Drinking Water	2.00	-	Ongoing	1 Year

**ONGOING PROJECTS FOR EXTENSION OF RAILWAY NETWORK IN
TAMIL NADU**

1609. SHRI NAVASKANI K:

Will the Minister of **RAILWAYS** be pleased to state:

- (a) the details of the ongoing projects for the extension of the Railways network in Tamil Nadu;
- (b) new railway lines sanctioned/constructed in Tamil Nadu during the last five years;

- (c) whether the Government plans to introduce new railway lines to connect underserved/remote regions in Tamil Nadu, if so, the details thereof;
- (d) whether the Government consider proposals for connecting industrial and agricultural hubs in Tamil Nadu to improve freight and passenger transport;
- (e) whether any public-private partnership (PPP) initiatives to fund railway network expansion projects in the said State, if so, the details thereof;
- (f) whether specific projects to extend railway connectivity to rural and backward areas in the said State; and
- (g) the steps are being taken by the Government to ensure better accessibility for the people in remote districts of the said State?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (g): Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise as the Railway projects may span across state boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, industrial hubs, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic

considerations, agriculture hubs etc. depending upon throwforward of ongoing projects and overall availability of funds.

Railway infrastructure projects falling fully/partly in the State of Tamil Nadu are covered under Southern Railway (SR), South Central Railway (SCR) and South Western Railway (SWR) zones of Indian Railways. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railway's website.

As on 01.04.2024, 22 Railways projects (10 new line, 03 Gauge conversion and 09 doubling) of total length 2,587 Km, costing ₹33,467 crore, falling fully/partly in the State of Tamil Nadu are at various stages of planning and implementation, out of which 665 Km length has been commissioned and an expenditure of ₹7,153 crore has been incurred upto March' 2024. The status of work is summarized as under:-

Plan Head	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (₹ in Cr.)
New Line	10	872	24	1223
Gauge Conversion	3	748	604	3267
Doubling /Multitracking	9	967	37	2664
Total	22	2587	665	7153

Survey of total 26 projects (4 New Line and 22 Doubling) of total length 2252 Km falling fully/partly in the State of Tamil Nadu have been sanctioned during last five year i.e. 2019-20, 2020-21, 2021-22, 2022-23, 2023-24 and current financial year 2024-25.

During last five years i.e. FY 2019-20, FY 2020-21, FY 2021-2022, FY 2022-23, FY 2023-24 and current Financial Year 2024-25, total 04 projects (01 New Line and 03 Doubling) of a total length of 75 Km, costing Rs.932 crore falling fully/partly in the State of Tamil Nadu have been sanctioned. Presently, no project for extension of Railway section has been sanctioned under Public –Private Partnership (PPP).

Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Tamil Nadu is as under:

Period	Outlay
2009-14	₹879 crore/year
2024-25	₹6,362 crore (more than 7 times)

The details of commissioning/laying of new track falling fully/partly in the State of Tamil Nadu during 2009-14 and 2014-24 is as under:

Period	Total Track Commissioned
2009-14	923 Km
2014-24	1,302 Km

Though fund allocation has increased manifold but pace of execution of project is dependent on expeditious land acquisition. Railway acquires the land through State Government and the completion of a railway projects is dependent of land acquisition. However, Execution of important infrastructure projects falling fully/partly in the State of Tamil Nadu are held up due to delay in land acquisition.

Status of land acquisition in the State of Tamil Nadu is as under:

Total Land required for Projects in Tamil Nadu	3389 Ha
Land Acquired	866 Ha (26%)
Balance Land to be acquired	2523 Ha (74%)

Government of India is geared up to execute projects, however success depends upon the support of Government of Tamil Nadu. For instance, details of some major projects which are delayed due to land acquisition are as under:-

SN	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1.	Tindivanam –Tiruvannamalai new line (71 km)	273	33	240

2.	Attiputtu – Puttur New Line (88 km)	189	0	189
3.	Morappur – Dharmapuri (36 km)	93	0	93
4.	Mannargudi – Pattukkottai (41 km)	152	0	152
5.	Thanjavur – Pattukottai (52 Km)	196	0	196

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climate conditions etc.

Various steps taken by the Government for speedy approval and implementation of rail projects include (i) setting of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects, (iv) delegation of powers at field level, (v) close monitoring of progress of project at various levels (vi) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects. This has led to substantial increase in rate of commissioning since 2014.

NEW OR UPGRADED PASSENGER SERVICES IN TAMIL NADU**1610. SHRI SELVAM G:**

Will the Minister of **RAILWAYS** be pleased to state:

(a) the details of any new or upgraded passenger services introduced by Railways in Tamil Nadu during the last year;

(b) the details of additional trains or increased service frequencies introduced to meet the demand in the said State especially in high-traffic routes;

(c) the details of improvements made to passenger amenities at major railway stations in the said State as part of the modernization initiative;

(d) the facilities introduced to improve accessibility for differently-abled and elderly passengers at the railway stations in the said State;

(e) whether there are any plans to introduce escalators, lifts, and special assistance services at all major railway stations in the State, if so, the details thereof; and

(f) the other future projects aimed at further improving passenger services and facilities in the said State?

THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW):

(a) to (f) : To cater to the needs of passengers and as a part of the greater objective to provide better travel experience and improved Safety, 136 Vande Bharat services have been introduced on the Indian Railways(IR) network, which includes 16 Vande Bharat trains serving various stations located in the State of Tamil Nadu. During 2023-2024, IR, on originating/terminating basis, have introduced 22 new train services(including 10 Vande Bharat train services), extended 14 train services and increased the frequency of 6 train services catering the stations located in the State of Tamil Nadu. Besides, introduction/extension/increase in frequency of train services is an on-going process on Indian Railways, subject to traffic justification, operational feasibility, availability of resources, etc. However, as the Railway network straddles across State boundaries trains are introduced, as per network requirement, across such boundaries.

The provision/upgradation of railway stations, including stations located in Tamil Nadu, and provision of amenities for passengers including Divyangjans and elderly passengers, is a continuous and on-going process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. At present, Ministry of Railways has launched 'Amrit Bharat Station Scheme' for development of Railway stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long-term approach.

It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access,

circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, Executive Lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks etc., as per necessity, phasing and feasibility and creation of city centres at the station in the long term.

So far 1337 stations have been identified under the Amrit Bharat Station Scheme, out of which 77 stations are located in the State of Tamil Nadu. The names of stations identified for development under Amrit Bharat Station Scheme in the State of Tamil Nadu are as following:

State	No. of Stations	Name of Stations
Tamil Nadu	77	Ambasamudram, Ambattur, Arakkonam Jn, Ariyalur, Avadi, Bommidi, Chengalpattu Jn, Chennai Beach, Chennai Egmore, Chennai Park, Chidambaram, Chinna Salem, Chrompet, Coimbatore Jn, Coimbatore North, Coonoor, Dharmapuri, Dr. M.G. Ramachandran Central, Erode Jn., Guduvancheri, Guindy, Gummidipundi, Hosur, Jolarpettai Jn, Kanniyakumari, Karaikkudi, Karur Jn., Katpadi, Kovilpatti, Kulitturai, Kumbakonam, Lalgudi, Madurai Jn, Mambalam, Manaparai, Mannargudi, Mayiladuturai Jn., Mettupalayam, Morappur, Nagercoil Jn., Namakkal, Palani, Paramakkudi, Perambur, Podanur Jn., Pollachi, Polur, Pudukkottai, Rajapalayam, Ramanathapuram, Rameswaram, Salem, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St.Thomas Mount, Tambaram, Tenkasi, Thanjavur Jn, Thiruvarur Jn., Tiruchendur, Tirunelveli Jn, Tirupadripulyur, Tirupattur, Tiruppur, Tirusulam, Tiruttani, Tiruvallur, Tiruvannamalai, Udagamandalam, Vellore Cantt., Villupuram Jn., Virudhunagar, Vriddhachalam Jn., Dindigul, Tuticorin.

The details of allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise under Plan Head-53 'Customer Amenities'. The state of Tamil Nadu is covered by two zones viz. Southern Railway and South Western Railway. The allocation for the financial year 2024-25 for these zones is ₹ 2344.46 Crores.

To facilitate easy movement of elderly, sick passengers and for smooth access to platforms, escalators are provided at Railway stations across the Indian Railways (IR). Further, as part of 'Sugamya Bharat Abhiyaan' for differently abled passengers, lifts at railway stations are being provided depending upon relative priority of various stations and the availability of resources and feasibility for provision of lifts.

Accordingly, so far 185 lifts at 83 stations and 96 escalators at 30 railway stations have been provided in the State of Tamil Nadu. In addition to this, 37 escalators and 107 lifts have also been further sanctioned in the State of Tamil Nadu.

Railway Infrastructure Projects falling fully/partly in the State of Tamil Nadu are covered under Southern Railway (SR), South Central Railway (SCR) and South Western Railway (SWR) zone of Indian Railways. Zone-wise details of Railway projects including cost, expenditure and outlay are made available in public domain.

As on 01.04.2024, 22 projects (10 new lines, 03 Gauge conversions and 09 Doubling) of total length of 2,587 Km, costing ₹ 33,467 crore, falling fully/partly in the State of Tamil Nadu are in planning/approval/construction stage, out of which

665 Km length has been commissioned and an expenditure of ₹ 7,153 crore has been incurred upto March, 2024. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (₹ in Cr.)
New line	10	872	24	1,223
Gauge Conversion	03	748	604	3,267
Doubling/ Multitracking	09	967	37	2,664
Total	22	2,587	665	7,153

Budget allocation for Infrastructure projects and safety works, falling fully/partly in Tamil Nadu is as under:

Period	Outlay
2009-14	₹ 879 crore/year
2024-25	₹ 6,362 crore (more than 7 times)

Railway acquires the land through State Government and the completion of a railway projects is dependent of land acquisition. However, Execution of important infrastructure projects falling fully/partly in the State of Tamil Nadu are held up due to delay in land acquisition. Status of land acquisition in Tamil Nadu is as under:

Total Land required for Projects in Tamil Nadu	3389 Ha
Land Acquired	866 Ha (26%)
Balance Land to be acquired	2523 Ha (74%)

Government of India is geared up to execute projects, however success depends upon the support of Government of Tamil Nadu.

माननीय अध्यक्ष : माननीय सदस्यगण, मुझे कुछ विषयों पर स्थगन प्रस्ताव की सूचनाएं प्राप्त हुई हैं। मैंने स्थगन प्रस्ताव की किसी भी सूचना के लिए अनुमति प्रदान नहीं की है।

12.01 hrs

OBSERVATION BY THE SPEAKER

Obstruction at the Entry Gate of Parliament House

माननीय अध्यक्ष : माननीय सदस्यगण, मैंने पूर्व में भी आग्रह किया था और आज फिर मैं आग्रह कर रहा हूं। संसद भवन के प्रवेश द्वार पर अवरोध की शिकायत कई माननीय सदस्यों ने की है। मेरा सभी राजनीतिक दलों से आग्रह है कि जब माननीय संसद सदस्यों का आने का समय होता है, तो उस समय प्रवेश द्वार को अवरुद्ध न करें। उसकी बहुत बड़ी कठिनाइयां, विशेष रूप से महिला सांसदों ने मुझे व्यक्तिशः रूप से आकर कही हैं। मैं आपसे पुनः आग्रह करता हूं और मैंने व्यवस्था भी दी है। मैं आज पुनः व्यवस्था दे रहा हूं। आपको कोई परेशानी हो या तकलीफ हो तो मुझे आकर मिलें। लेकिन प्रवेश द्वार पर अवरोध न हो, संसद की मर्यादा के अनुकूल हमारा व्यवहार हो, यह मैं आपसे आग्रह करता हूं।

... (व्यवधान)

12.02 hrs

PAPERS LAID ON THE TABLE

माननीय अध्यक्ष : अब पत्र सभा पटल पर रखे जाएंगे ।

आइटम नंबर – 2. राव इन्द्रजीत सिंह जी ।

**THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND
PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY
OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE**

(RAO INDERJIT SINGH): Sir, I beg to lay on the Table:-

- (1) (i) A copy of the Report (Hindi and English versions) of the National Statistical Commission, New Delhi, for the year 2022-2023.
- (ii) Action Taken Report (Hindi and English versions) on the recommendations contained in the Annual Report of the National Statistical Commission, New Delhi, for the year 2022-2023.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 990/18/24]

- (3) (i) A copy of the Report (Hindi and English versions) of the National Institute of Labour Economics Research and Development, New Delhi, for the year 2023-2024, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Labour Economics Research and Development, New Delhi, for the year 2023-2024.

[Placed in Library, See No. LT 991/18/24]

विज्ञान और प्रौद्योगिकी मंत्रालय के राज्य मंत्री; पृथ्वी विज्ञान मंत्रालय के राज्य मंत्री; प्रधानमंत्री कार्यालय में राज्य मंत्री; कार्मिक, लोक शिकायत और पेंशन मंत्रालय में राज्य मंत्री; परमाणु ऊर्जा विभाग में राज्य मंत्री; तथा अंतरिक्ष विभाग में राज्य मंत्री (डॉ. जितेंद्र सिंह) : अध्यक्ष महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ:-

- (1) (एक) होमी भाभा राष्ट्रीय संस्थान, मुम्बई के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) होमी भाभा राष्ट्रीय संस्थान, मुम्बई के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 992/18/24]

- (2) (एक) महाराष्ट्र एसोसिएशन फॉर दि कल्टीवेशन ऑफ साइंस (अगरकर रिसर्च इंस्टीट्यूट), पुणे के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (दो) महाराष्ट्र एसोसिएशन फॉर दि कल्टीवेशन ऑफ साइंस (अगरकर रिसर्च इंस्टीट्यूट), पुणे के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 993/18/24]

(3) (एक) अनुसंधान नेशनल रिसर्च फाउंडेशन, नई दिल्ली के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे ।

(दो) अनुसंधान नेशनल रिसर्च फाउंडेशन, नई दिल्ली के वर्ष 2023-2024 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) ।

[Placed in Library, See No. LT 994/18/24]

(4) (एक) भारतीय विज्ञान अकादमी, बँगलुरु के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे ।

(दो) भारतीय विज्ञान अकादमी, बँगलुरु के वर्ष 2023-2024 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) ।

[Placed in Library, See No. LT 995/18/24]

(5) (एक) इंडियन साइंस कांग्रेस एसोसिएशन, कोलकाता के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे ।

(दो) इंडियन साइंस कांग्रेस एसोसिएशन, कोलकाता के वर्ष 2023-2024 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) ।

[Placed in Library, See No. LT 996/18/24]

(6) (एक) बोस संस्थान, कोलकाता के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा तथा लेखापरीक्षित लेखे ।

(दो) बोस संस्थान, कोलकाता के वर्ष 2023-2024 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) ।

[Placed in Library, See No. LT 997/18/24]

(7) (एक) सेंटर फॉर नैनो एंड सॉफ्ट मैटर साइंसेज, बँगलुरु के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे ।

(दो) सेंटर फॉर नैनो एंड सॉफ्ट मैटर साइंसेज, बेंगलुरु के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 998/18/24]

(8) (एक) टेक्नोलॉजी इन्फॉर्मेशन फोरकास्टिंग एंड एसेसमेंट काउंसिल, नई दिल्ली के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) टेक्नोलॉजी इन्फॉर्मेशन फोरकास्टिंग एंड एसेसमेंट काउंसिल, नई दिल्ली के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 999/18/24]

(9) कंपनी अधिनियम, 2013 की धारा 394 की उप-धारा 1(ख) के अंतर्गत निम्नलिखित पत्रों की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-

(क) (एक) भारतीय यूरेनियम निगम लिमिटेड, सिंहभूम (पूर्व) का वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा।

(दो) भारतीय यूरेनियम निगम लिमिटेड, सिंहभूम (पूर्व) के वर्ष 2023-2024 का वार्षिक प्रतिवेदन, लेखा-परीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियां।

[Placed in Library, See No. LT 1000/18/24]

(ख) (एक) भारतीय इलेक्ट्रॉनिक्स निगम लिमिटेड, हैदराबाद के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा के बारे में विवरण।

(दो) भारतीय इलेक्ट्रॉनिक्स निगम लिमिटेड, हैदराबाद का वर्ष 2023-2024 का वार्षिक प्रतिवेदन, लेखा-परीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियां।

[Placed in Library, See No. LT 1001/18/24]

(ग) (एक) इंडियन रेयर अर्थ लिमिटेड (आईआरईएल), मुंबई के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा के बारे में विवरण।

(दो) इंडियन रेयर अर्थ लिमिटेड (आईआरईएल), मुंबई का वर्ष 2023-2024 का वार्षिक प्रतिवेदन, लेखा-परीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियां।

[Placed in Library, See No. LT 1002/18/24]

(10) (एक) जैव प्रौद्योगिकी उद्योग अनुसंधान सहायता परिषद, नई दिल्ली के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) जैव प्रौद्योगिकी उद्योग अनुसंधान सहायता परिषद, नई दिल्ली के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा के बारे में विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 1003/18/24]

(11) (एक) परमाणु ऊर्जा शिक्षण संस्था, मुंबई के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

(दो) परमाणु ऊर्जा शिक्षण संस्था, मुंबई के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 1004/18/24]

(12) भारतीय अंटार्कटिक अधिनियम, 2022 की धारा 30 की उप-धारा (1) के अंतर्गत अधिसूचना संख्या का.आ. 1437(अ), जो दिनांक 27 जुलाई, 2024 के भारत के साप्ताहिक राजपत्र में प्रकाशित हुई थी तथा जिसके द्वारा उक्त अधिनियम के उपबंधों के अधीन भारत में निरीक्षकों के कर्तव्यों का निर्वहन करने और निरीक्षण की शक्तियों का प्रयोग करने के लिए निरीक्षकों के रूप में डॉ. अपर्णा शुक्ला, वैज्ञानिक, पृथ्वी विज्ञान मंत्रालय, नई दिल्ली और डॉ. अविनाश कुमार, वैज्ञानिक, राष्ट्रीय ध्रुवीय और महासागर अनुसंधान केंद्र, गोवा को पदाभिहित किया गया है, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 1005/18/24]

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव) : अध्यक्ष जी, श्री जितिन प्रसाद जी की ओर से, मैं आधार (वित्तीय और अन्य सहायिकियों, प्रसुविधाओं, हितलाभों और सेवाओं का लक्षित परिदान) अधिनियम, 2016 की धारा 55 के अंतर्गत भारतीय विशिष्ट पहचान प्राधिकरण (अधिकारियों और कर्मचारियों की नियुक्ति) दूसरा संशोधन विनियम, 2024 जो दिनांक 17 अक्टूबर, 2024 के भारत के राजपत्र में अधिसूचना सं. एफ. सं. ए-12013/13/आरआर/2016-यूआईडीएआई(अ) में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ।

[Placed in Library, See No. LT 1006/18/24]

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक) : अध्यक्ष महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ:-

- (1) (एक) सरदार स्वर्ण सिंह राष्ट्रीय जैव ऊर्जा संस्थान, कपूरथला के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

- (दो) सरदार स्वर्ण सिंह राष्ट्रीय जैव ऊर्जा संस्थान, कपूरथला के वर्ष 2023-2024 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 1007/18/24]

- (2) (एक) राष्ट्रीय पवन ऊर्जा संस्थान, चेन्नई के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।

- (दो) राष्ट्रीय पवन ऊर्जा संस्थान, चेन्नई के वर्ष 2023-2024 के कार्यक्रम की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 1008/18/24]

**THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT;
AND MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (DR.
CHANDRA SEKHAR PEMMASANI):** Sir, I beg to lay on the Table:-

- (1) A copy each of the following papers (Hindi and English versions) under sub-section 1(b) of Section 394 of the Companies Act, 2013:-
- (i) Review by the Government of the working of the ITI Limited, Bengaluru, for the year 2023-2024.
- (ii) Annual Report of the ITI Limited, Bengaluru, for the year 2023-2024, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 1009/18/24]

- (2) A copy each of the following Notifications (Hindi and English versions) under Section 37 of the Telecom Regulatory Authority of India Act, 1997:-

- (i) The Telecommunication (Broadcasting and Cable) Services Standards of Quality of Service and Consumer Protection (Addressable Systems) (Fourth Amendment) Regulations, 2024 published in Notification No. F. No. RG-8/1/(9)/2021-B AND CS (1 AND 3) in Gazette of India dated 8th July, 2024 together with a Corrigendum thereto published in Notification No. RG-8/1/1(9)/2021-B AND CS (1 AND 3) dated 14th August, 2024.
- (ii) The Telecommunication (Broadcasting and Cable) Services Interconnection (Addressable Systems) (Sixth Amendment) Regulations, 2024 published in Notification No. F. No. RG-8/1/(9)/2021-B AND CS(1 AND 3) in Gazette of India dated 8th July, 2024.
- (iii) The Registration of Consumer Organisations (Amendment) Regulations, 2024 published in Notification No. RG-10/2/(1)/2023 [E-10742] in Gazette of India dated 25th July, 2024.
- (iv) The Rating of Properties for Digital Connectivity Regulations, 2024 published in Notification No. F.No. C-2/3/(2)/2021-QoS in Gazette of India dated 28th October, 2024.
- (v) The Standards of Quality of Service of Access (Wireline and Wireless) and Broadband (Wireline and Wireless) Service Regulations, 2024, published in Notification No. F.No.RG-17/3/2022-QoS in Gazette of India dated 5th August, 2024.

- (vi) The Telecommunication Mobile Number Portability (Ninth Amendment) Regulations, 2024, published in Notification No. F.No. RG-18/(6)/2023- NSL-II in Gazette of India dated 14th March, 2024.

[Placed in Library, See No. LT 1010/18/24]

- (3) A copy each of the following Notifications (Hindi and English versions) under sub- section (3) of Section 56 of the Telecommunications Act, 2023:-

- (i) The Telecommunications (Administration of Digital *Bharat Nidhi*) Rules, 2024 published in Notification No. G.S.R.530(E) in Gazette of India dated 30th August, 2024.
- (ii) The Telecommunications (Right of Way) Rules, 2024 published in Notification No. G.S.R.576(E) in Gazette of India dated 17th September, 2024.
- (iii) The Telecommunications (Commercial Radio Operator Certificate of Proficiency to Operate Global Maritime Distress and Safety System) Rules, 2024 published in Notification No. G.S.R.674(E) in Gazette of India dated 30th October, 2024.
- (iv) The Telecommunications (Amateur Services) Rules, 2024 published in Notification No. G.S.R.675(E) in Gazette of India dated 30th October, 2024.

[Placed in Library, See No. LT 1011/18/24]

- (4) A copy the Telecommunications (Removal of Difficulties) Order, 2024 (Hindi and English versions) published in Notification No. S.O.3948(E) in Gazette

of India dated 14th September, 2024 under sub-section (2) of Section 58 of the Telecommunications Act, 2023.

[Placed in Library, See No. LT 1012/18/24]

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री; तथा सामाजिक न्याय और अधिकारिता मंत्रालय में राज्य मंत्री (श्री बी. एल. वर्मा) : अध्यक्ष महोदय, मैं उपभोक्ता संरक्षण अधिनियम, 2023 की धारा 105 की उप-धारा (1) के अंतर्गत निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ:-

- (1) उपभोक्ता संरक्षण (राज्य आयोग और जिला आयोग के अध्यक्ष और सदस्यों का वेतन, भत्ते और सेवा की शर्तें) (संशोधन) मॉडल नियम, 2024 जो दिनांक 02 अगस्त, 2024 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 474(अ) में प्रकाशित हुए थे।
- (2) राष्ट्रीय उपभोक्ता विवाद समाधान आयोग (समूह 'क' पद) भर्ती (संशोधन) नियम, 2024 जो दिनांक 25 सितम्बर, 2024 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 588(अ) में प्रकाशित हुए थे।

[Placed in Library, See No. LT 1013/18/24]

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING; AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. L. MURUGAN): Sir, I beg to lay on the Table a copy of the Prasar Bharati Recruitment Board (Procedure and Conduct of Business) Regulations, 2024 (Hindi and English Version) published in Notification No – 10/001(2)/2024-PBRB in Gazette of India dated 13th September, 2024, under Section 34 of the Prasar Bharati (Broadcasting Corporation of India) Act, 1990.

[Placed in Library, See No. LT 1014/18/24]

कोयला मंत्रालय में राज्य मंत्री; तथा खान मंत्रालय में राज्य मंत्री (श्री सतीश चंद्र दुबे) : अध्यक्ष महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ:-

(1) कंपनी अधिनियम, 2013 की धारा 394 की उप-धारा 1(ख) के अंतर्गत निम्नलिखित पत्रों की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-

(क) (एक) हिंदुस्तान कॉपर लिमिटेड, कोलकाता के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा।

(दो) हिंदुस्तान कॉपर लिमिटेड, कोलकाता का वर्ष 2023-2024 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियां।

[Placed in Library, See No. LT1015 /18/24]

(ख) (एक) राष्ट्रीय एल्युमिनियम कंपनी लिमिटेड, भुवनेश्वर के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा।

(दो) राष्ट्रीय एल्युमिनियम कंपनी लिमिटेड, भुवनेश्वर का वर्ष 2023-2024 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियां।

[Placed in Library, See No. LT 1016/18/24]

(ग) (एक) एनएलसी इंडिया लिमिटेड, चेन्नई तथा इसकी अनुषंगी कंपनियों के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा।

(दो) एनएलसी इंडिया लिमिटेड, चेन्नई तथा इसकी अनुषंगी कंपनियों का वर्ष 2023-2024 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियां।

[Placed in Library, See No. LT 1017/18/24]

- (घ) (एक) कोल इंडिया लिमिटेड, कोलकाता तथा इसकी अनुषंगी कंपनियों [खंड एक और खंड दो (भाग एक से चार)] के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा ।
- (दो) कोल इंडिया लिमिटेड, कोलकाता तथा इसकी अनुषंगी कंपनियों [खंड एक और खंड दो (भाग एक से चार)] का वर्ष 2023-2024 का वार्षिक प्रतिवेदन, लेखापरीक्षित लेखे तथा उन पर नियंत्रक-महालेखापरीक्षक की टिप्पणियां ।

[Placed in Library, See No. LT 1018/18/24]

- (2) संविधान के अनुच्छेद 151(1) के अंतर्गत हिंदुस्तान कॉपर लिमिटेड के प्रचालन निष्पादन के बारे में भारत के नियंत्रक-महालेखापरीक्षक का प्रतिवेदन-संघ सरकार (वाणिज्यिक) (2023 का संख्यांक 12) (निष्पादन लेखापरीक्षा) की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) ।

[Placed in Library, See No. LT 1019/18/24]

- (3) खान और खनिज (विकास और विनियमन) अधिनियम, 1957 की धारा 28 की उप-धारा (1) के अंतर्गत निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-

- (एक) का.आ 2936(अ) जो 24 जुलाई, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा 'श्रेणी क अन्वेषण अभिकरण' के अंतर्गत मैसर्स भूशिल्प माइंस एंड मिनरल्स प्राइवेट लिमिटेड को अधिसूचित किया गया है ।
- (दो) का.आ 3054(अ) जो 31 जुलाई, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा कर्नाटक राज्य में खनिज स्वर्ण और किसी अन्य खनिज के संबंध में पूर्वेक्षण और खनन प्रचालन किया जाना प्रस्तावित किया गया है ।

(तीन) का.आ 3847(अ) जो 9 सितम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा श्रीमती फरीदा एम. नायक, संयुक्त सचिव को "पदाभिहित अधिकारी" के रूप में अधिसूचित किया गया है।

(चार) का.आ 3929(अ) जो 13 सितम्बर, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा 'श्रेणी क अन्वेषण अभिकरण' के अंतर्गत मैसर्स जीएमएमसीओ टेक्नोलॉजी सर्विसेज लिमिटेड को अधिसूचित किया गया है।

[Placed in Library, See No. LT 1020/18/24]

(4) अपतट क्षेत्र खनिज (विकास और विनियमन) अधिनियम, 2002 की धारा 35 की उप-धारा (3) के अंतर्गत निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-

(एक) का.आ 3246(अ) जो 10 अगस्त, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा उसमें उल्लिखित शासी निकाय और कार्यकारी समिति गठित करने के लिए अपतट क्षेत्र खनिज न्यास को स्थापित किया गया है।

(दो) अपतट क्षेत्र खनिज न्यास नियम, 2024 जो 9 अगस्त, 2024 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 490 (अ) में प्रकाशित हुए थे।

(तीन) अपतट क्षेत्र खनिज (नीलामी) नियम, 2024 जो 14 अगस्त, 2024 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 502 (अ) में प्रकाशित हुए थे।

(चार) का.आ 3648(अ) जो 28 अगस्त, 2024 के भारत के राजपत्र में प्रकाशित हुआ था तथा जिसके द्वारा अपतट क्षेत्र खनिज (विकास और विनियमन) अधिनियम, 2002 के प्रयोजनार्थ श्री विवेक कुमार वाजपेयी, संयुक्त सचिव, खान मंत्रालय को प्रशासनिक प्राधिकारी के रूप में अधिसूचित किया गया है।

(पांच) अपतट क्षेत्र प्रचालन अधिकार नियम, 2024 जो 16 अक्तूबर, 2024 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 646 (अ) में प्रकाशित हुए थे।

[Placed in Library, See No. LT 1021/18/24]

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय में राज्य मंत्री (श्रीमती निमुबेन जयंतीभाई बांभणिया) : अध्यक्ष महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखती हूँ:-

- (1) भारतीय खाद्य निगम, नई दिल्ली के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा लेखापरीक्षित लेखे।
- (2) भारतीय खाद्य निगम, नई दिल्ली के वर्ष 2023-2024 के कार्यकरण की सरकार द्वारा समीक्षा की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT 1022/18/24]

12.04 hrs

**MESSAGE FROM RAJYA SABHA
AND
BILL AS PASSED BY RAJYA SABHA**

SECRETARY GENERAL: Sir, I have to report the following message received from the Secretary General of Rajya Sabha:-

“In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Oilfields (Regulation and Development) Amendment Bill, 2024 which has been passed by the Rajya Sabha at its sitting held on the 3rd December, 2024.”

2. Sir, I lay on the Table the Oilfields (Regulation and Development) Amendment Bill, 2024, as passed by Rajya Sabha on the 3rd December, 2024.

12.05 hrs

STANDING COMMITTEE ON ENERGY

Statement

श्री श्रीरंग आप्पा चंदू बारणे (मावल) : माननीय अध्यक्ष महोदय, मैं 'विद्युत मंत्रालय की अनुदानों की मांगों (2023-24)' पर ऊर्जा संबंधी स्थायी समिति के 35वें प्रतिवेदन (17वीं लोक सभा) में अंतर्विष्ट टिप्पणियों/सिफारिशों के कार्यान्वयन पर सरकार द्वारा की-गई-कार्रवाई के बारे में समिति के 40वें प्रतिवेदन (17वीं लोक सभा) में अंतर्विष्ट टिप्पणियों/सिफारिशों पर सरकार द्वारा अंतिम की-

गई-कार्रवाई को दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ।

12.06 hrs

STANDING COMMITTEE ON COAL, MINES AND STEEL

1st to 3rd Reports

श्री अनुराग सिंह ठाकुर (हमीरपुर) : माननीय अध्यक्ष महोदय, मैं कोयला, खान और इस्पात संबंधी स्थायी समिति के निम्नलिखित प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूँ:-

- (1) कोयला मंत्रालय से संबंधित अनुदानों की मांगों (2024-25) संबंधी पहला प्रतिवेदन।
- (2) खान मंत्रालय से संबंधित अनुदानों की मांगों (2024-25) संबंधी दूसरा प्रतिवेदन।
- (3) इस्पात मंत्रालय से संबंधित अनुदानों की मांगों (2024-25) संबंधी तीसरा प्रतिवेदन।

12.07 hrs

STATEMENTS BY MINISTER

(i)(a) Status of implementation of the recommendations contained in the 16th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 4th Report of the Committee on Demands for Grants (2019-2020) pertaining to the Ministry of Planning*

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE (RAO INDERJIT SINGH): Sir, I rise to lay a statement regarding the status of

* Laid on the Table and also placed in Library, See No. LT 980/18/24

implementation of the recommendations contained in the 16th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 4th Report of the Committee on Demands for Grants (2019-2020) pertaining to the Ministry of Planning

(b) Status of implementation of the recommendations contained in the 21st Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 10th Report of the Committee on Demands for Grants (2020-2021) pertaining to the Ministry of Planning*

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE (RAO INDERJIT SINGH): Sir, I rise to lay a statement regarding the status of implementation of the recommendations contained in the 21st Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 10th Report of the Committee on Demands for Grants (2020-2021) pertaining to the Ministry of Planning

* Laid on the Table and also placed in Library, See No. LT 981/18/24

(c) Status of implementation of the recommendations contained in the 38th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 28th Report of the Committee on Demands for Grants (2021-2022) pertaining to the Ministry of Planning*

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE

(RAO INDERJIT SINGH): Sir, I rise to lay a statement regarding the status of implementation of the recommendations contained in the 38th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 28th Report of the Committee on Demands for Grants (2021-2022) pertaining to the Ministry of Planning

(d) Status of implementation of the recommendations contained in the 50th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 43rd Report of the Committee on Demands for Grants (2022-2023) pertaining to the Ministry of Planning*

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE

(RAO INDERJIT SINGH): Sir, I rise to lay a statement regarding the status of

* Laid on the Table and also placed in Library, See Nos. LT 982/18/24 and LT 983/18/24 respectively.

implementation of the recommendations contained in the 50th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 43rd Report of the Committee on Demands for Grants (2022-2023) pertaining to the Ministry of Planning.

(e) Status of implementation of the recommendations contained in the 64th Report of the Standing Committee on Finance on action taken by the Government on the Observations/Recommendations contained in the 57th Report of the Committee on Demands for Grants (2023-2024) pertaining to the Ministry of Planning*

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE (RAO INDERJIT SINGH): Sir, I rise to lay a statement regarding the status of implementation of the recommendations contained in the 64th Report of the Standing Committee on Finance on action taken by the Government on the Observations/Recommendations contained in the 57th Report of the Committee on Demands for Grants (2023-2024) pertaining to the Ministry of Planning

* Laid on the Table and also placed in Library, See No. LT 984/18/24

(f) Status of implementation of the recommendations contained in the 17th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 5th Report of the Committee on Demands for Grants (2019-2020) pertaining to the Ministry of Statistics and Programme Implementation *

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE

(RAO INDERJIT SINGH): Sir, I rise to lay a statement regarding the status of implementation of the recommendations contained in the 17th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 5th Report of the Committee on Demands for Grants (2019-2020) pertaining to the Ministry of Statistics and Programme Implementation

(g) Status of implementation of the recommendations contained in the 22nd Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 11th Report of the Committee on Demands for Grants (2020-2021) pertaining to the Ministry of Statistics and Programme Implementation *

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE

* Laid on the Table and also placed in Library, See Nos. LT 985/18/24 and. LT 986/18/24 respectively.

(RAO INDERJIT SINGH): Sir, I rise to lay a statement regarding the status of implementation of the recommendations contained in the 22nd Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 11th Report of the Committee on Demands for Grants (2020-2021) pertaining to the Ministry of Statistics and Programme Implementation

(h) Status of implementation of the recommendations contained in the 39th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 29th Report of the Committee on Demands for Grants (2021-2022) pertaining to the Ministry of Statistics and Programme Implementation*

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE

(RAO INDERJIT SINGH): Sir, I rise to lay a statement regarding the status of implementation of the recommendations contained in the 39th Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 29th Report of the Committee on Demands for Grants (2021-2022) pertaining to the Ministry of Statistics and Programme Implementation.

* Laid on the Table and also placed in Library, See No. LT 987/18/24

(i) Status of implementation of the recommendations contained in the 51st Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 44th Report of the Committee on Demands for Grants (2022-2023) pertaining to the Ministry of Statistics and Programme Implementation *

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE

(RAO INDERJIT SINGH): Sir, I rise to lay a statement regarding the status of implementation of the recommendations contained in the 51st Report of the Standing Committee on Finance on action taken by the Government on the recommendations contained in the 44th Report of the Committee on Demands for Grants (2022-2023) pertaining to the Ministry of Statistics and Programme Implementation.

(j) Status of implementation of the recommendations contained in the 65th Report of the Standing Committee on Finance on action taken by the Government on the Observations/ Recommendations contained in the 58th Report of the Committee on Demands for Grants (2023-2024) pertaining to the Ministry of Statistics and Programme Implementation *

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; MINISTER OF STATE OF THE MINISTRY OF PLANNING; AND MINISTER OF STATE IN THE MINISTRY OF CULTURE

* Laid on the Table and also placed in Library, See Nos. LT 988/18/24 and LT 989/18/24 respectively .

(RAO INDERJIT SINGH): Sir, I rise to lay a statement regarding the status of implementation of the recommendations contained in the 65th Report of the Standing Committee on Finance on action taken by the Government on the Observations/ Recommendations contained in the 58th Report of the Committee on Demands for Grants (2023-2024) pertaining to the Ministry of Statistics and Programme Implementation.

माननीय अध्यक्ष : माननीय सदस्यगण, आज मध्याह्न भोजनावकाश नहीं होगा। आज लंच स्किप किया जाता है। इसलिए सदन की कार्यवाही लगातार चलती रहेगी। जो समय स्थगन में गया है, सबको बैठकर उस समय को तो पूरा करना पड़ेगा।

शून्यकाल।

माननीय सदस्यगण, मैं आपसे आग्रह करता हूँ कि आप अपनी बात दो मिनट में पूरी करें। अगर बहुत जरूरी बात हो, तो तीन मिनट में पूरी कर दें।

श्री के. नवासखनी।

***SHRI NAVASKANI K. (RAMANATHAPURAM):** Vanakkam Sir. The rates prescribed for various treatments under Central Government Health Scheme (CGHS) are very less and therefore many prominent hospitals in Chennai and other cities of Tamil Nadu are not empanelled under CGHS. Moreover, money that is claimed as reimbursement of medical expenses are not paid sometimes for all the medical treatments. Therefore, I urge upon the Ministry of Health to

* English translation of the speech originally delivered in Tamil.

enhance the rates for availing treatment to match the existing needs. In my Ramanathapuram parliamentary constituency, a sorting office of the postal department has been successfully functioning for the last 40 years since 1984. It has now been decided to attach it with the Madurai postal division. This RMS sorting office has been functioning successfully for the last 40 years near the Paramakkudi railway station, where sorting was done efficiently. People, particularly office goers, after office hours, go to this office and send Registered Posts and Speed Posts. They handle nearly 2500 to 3500 letters on a daily basis. Therefore, I urge that the proposal for attaching this sorting office of the postal department with Madurai office should be given up. The people of Ramanathapuram district have been demanding that the newly constructed Pamban bridge should be named after Dr.A.P.J. Abdul Kalam, former President of India, who has been regarded as the Missile Man of India. Dr. Kalam had portrayed the image of India in a better way in the world arena. I urge that Pamban bridge should be named after Dr. A.P.J. Abdul Kalam. Thank you.

श्री दुलू महतो (धनबाद) : आदरणीय अध्यक्ष महोदय, मैं सदन के माध्यम से आपका ध्यान आकृष्ट कराते हुए कहना चाहूंगा कि ... (व्यवधान)

माननीय अध्यक्ष : माननीय सदस्यगण, आसन की ओर पीठ करके बात न करें। प्लीज़, अपनी सीट पर जाकर बैठिए।

... (व्यवधान)

श्री दुलू महतो : बिहार और पश्चिम बंगाल को जोड़ने के लिए मेरे संसदीय क्षेत्र धनबाद के अंतर्गत चिरकुंडा में बराकर नदी पर वर्ष 1925 में पुल का निर्माण कराया गया था।

महोदय, उस समय बिहार और ओडिशा सरकार ने मिलकर जमीन देकर पुल का निर्माण कराया था। इस पुल की क्षमता दस टन भार उठाने की थी, लेकिन समय बदलने के साथ इसकी उपयोगिता बढ़ती चली गई। समय के साथ काफी उच्च भार वाले वाहन भी इस ब्रिज से गुजरने लगे। कोलियरी क्षेत्र और पश्चिम बंगाल की सीमा होने के कारण आवागमन काफी बढ़ गया।

अध्यक्ष महोदय, ज्ञात हो कि इस पुल के कार्य का शिलान्यास वर्ष 2019 में किया गया था, परंतु कार्य की अत्यंत धीमी गति होने के कारण इस पुल का निर्माण अभी तक नहीं हो पाया है। झारखंड और पश्चिम बंगाल को जोड़ने वाली बराकर नदी पर इस निर्माणाधीन टू-लेन पुल की निर्माण गति में तेजी लाने के लिए मैं आपके माध्यम से माननीय मंत्री जी से आग्रह करना चाहूंगा।

अध्यक्ष महोदय, यह पुल नहीं बनने के कारण निरसा बाजार और गोविन्दपुर बाजार में बहुत भारी जाम लगता है। वहां एनएच रोड होने के बाद भी दिन-दिन भर जाम लगा रहता है। मैं आपके माध्यम से आग्रह करना चाहूंगा कि इस पुल का अतिशीघ्र निर्माण करवाकर उस जाम से मुक्ति दिलाने की कृपा करें। निरसा बाजार और गोविन्दपुर बाजार में फ्लाईओवर बनाने की कृपा करें। यही मेरा आग्रह है। धन्यवाद।

SHRI TEJASVI SURYA (BANGALORE SOUTH): Speaker Sir, thank you for giving me this opportunity to raise a very important matter concerning the middle-class of this country.

Speaker Sir, as you are aware, a large number of people in the country seek private health insurance by paying high premiums so that when the time arises or when the near and dear ones are hospitalized, the private insurance takes care of these expenses. Unfortunately, last year the Insurance Broker Association of India came out with some statistics that definitely need the attention of the Ministry. Out of the 15 private insurers, about 10 insurers paid less than 80 per cent of the claims. Most of the private health insurers did not pay the health

insurance claims of the people. Out of the 15 private health insurance providers, only three providers paid insurance amount above the 75 per cent of the claimed amount. It means if somebody has claimed Rs. 1 lakh, only three insurance providers have provided more than Rs. 75,000. This is a very serious issue. There are some insurance providers, especially private health insurance providers, who have provided less than 56 per cent or 60 per cent of the health insurance claims. This is a very serious issue.

I request the attention of the hon. Finance Minister to this very important matter so that the health insurance claims are well settled in time and the middle-class are protected. Thank you, Speaker Sir.

12.13 hrs

(Shri Jagdambika Pal *in the Chair*)

श्री सनातन पांडेय (बलिया) : माननीय सभापति महोदय जी, मैं भारत में दूध उत्पादन में लगे पशुपालकों के उत्पाद के विषय में अपनी बात रखना चाहता हूँ।

सभापति महोदय, संपूर्ण भारतवर्ष में दूध का उत्पादन 239.39 मिलियन टन है। इसमें एक राज्य, जहां से मैं आता हूँ, वह उत्तर प्रदेश है, वह पूरे उत्पादन के 16.21 प्रतिशत की पूर्ति ...
(व्यवधान)

माननीय सभापति : श्री सनातन पांडेय जी, आपने अपना विषय 'नमामि गंगे परियोजना' के बारे में दिया है।

श्री सनातन पांडेय : नहीं सर, मेरा विषय 'दूध' पर है।

माननीय सभापति : नहीं, हमारे सामने यह जानकारी है कि आपका विषय 'नमामि गंगे परियोजना' के बारे में है और आप दूसरा विषय उठा रहे हैं।

श्री सनातन पांडेय : थैंक-यू, सर।

श्री कल्याण बनर्जी (श्रीरामपुर) : सभापति जी, आप आ गए हैं?

माननीय सभापति : आप जहां जाइएगा, वहां हमें पाइएगा ।

... (व्यवधान)

माननीय सभापति : अब आप बैठ जाएं, अपना स्थान ग्रहण करें ।

श्री सनातन पांडेय : सभापति जी, नमामि गंगे सुनने में बहुत अच्छा लगता है । मैं एक बात जानना चाहता हूं कि नमामि गंगे योजना आज से दस वर्ष पहले शुरू की गई थी । इसमें माँ गंगा कि पवित्रता और स्वच्छता का सवाल था । मैं जहां से आता हूं, उसके पीछे गाजीपुर है, बनारस है, इलाहाबाद है, कानपुर है, कहीं भी गंगा का जल पवित्र नहीं हो पाया है ।

माननीय सभापति : आपकी मांग क्या है?

श्री सनातन पांडेय : सभापति जी, हम चाहते हैं कि जो भारी-भरकम राशि खर्च की गई है, उसकी जांच भारत सरकार की किसी उच्च कमेटी से कराई जाए कि नमामि गंगे योजना में जितना पैसा खर्च हुआ, वास्तव में वह पैसा धरातल पर पहुंचा या नहीं, क्योंकि गंगा का जल साफ नहीं हुआ है ।

श्री कीर्ति आज़ाद (बर्धमान-दुर्गापुर) : सभापति जी, अध्यक्ष जी ने कहा था कि तीन मिनट में अपनी बात खत्म करनी है, इसलिए मैं अपनी बात तीन मिनट में समाप्त करूंगा ।

माननीय सभापति : धन्यवाद ।

श्री कीर्ति आज़ाद : सभापति जी, मैं जिस विषय को उठा रहा हूं, उससे पूरा सदन और संभवतः पूरा देश त्रस्त है ।

माननीय सभापति : इस विषय पर सवाल भी पूछा गया है ।

श्री कीर्ति आज़ाद : महोदय, हर रोज किसी भी समय टेलीफोन आते हैं जिसमें लाइफ इंश्योरेंस, प्रोपर्टी डीलर्स, लोन्स, बैंक सर्विसेज के एम्प्लाइज द्वारा तकलीफ दी जाती है । यह और कोई नहीं कर रहा है, सर्विस प्रोवाइडर्स के डिस्ट्रिब्यूटर्स पैसा लेकर लोगों को व्यक्तिगत जानकारी बांट रहे हैं, जिसमें आपका नाम, आपका पता और अलग-अलग सेंसिटिव इंफोर्मेशन देते हैं । वर्ष 2017 में एक जजमेंट जस्टिस के.एस. पुट्टस्वामी जी वर्सेस दि यूनियन ऑफ इंडिया, जिसमें उन्होंने कहा था -

“... A data controller shall not disclose personal information to third parties, except after providing notice and seeking informed consent from the individual for such disclosure. Third parties are bound to adhere to relevant and applicable privacy principles. Disclosure for law enforcement purposes must be in accordance with the laws in force. Data controllers shall not publish or in any other way make public personal information, including personal sensitive information.”.

HON. CHAIRPERSON : Please mention your demand.

... (*Interruptions*)

श्री कीर्ति आज़ाद : महोदय, मैं अपने बचे हुए डेढ़ मिनट के समय में अपनी बात समाप्त कर लूंगा ।

आप देखिए कि अलग-अलग जगह से हंटिंग नम्बर आते हैं । बेंगलुरु से 080 से कॉल आएगी, इंदौर से 0731 से कॉल आएगी, अहमदाबाद से 079 से कॉल आएगी, गुरुग्राम से 0129 से कॉल आएगी, नोएडा से 0120 से कॉल आएगी । जो लोग व्यक्तिगत रूप से फोन उठाते हैं, जैसे मैं फोन जरूर उठाता हूं क्योंकि मेरे संसदीय क्षेत्र से लोग मुझे फोन करते हैं, मेरे क्रिकेटर्स दोस्त फोन करते हैं, मेरे दोस्त होते हैं या मेरे जानकार होते हैं । हम सभी को अपने घर के अंदर जाने के लिए दरवाजे से घंटी बजानी पड़ती है लेकिन कोई भी आदमी कभी भी आपका नाम लेकर उस सेंसिटिव इंफोर्मेशन के साथ जो कि बेची गई है, उसे माध्यम से फोन करके आपको डिस्टर्ब कर सकता है । कई बार हम संसद के महत्वपूर्ण काम कर रहे होते हैं, हम घर में महत्वपूर्ण पारिवारिक काम कर रहे हो सकते हैं, लेकिन ये लोग कभी भी हमें डिस्टर्ब कर देते हैं । यह बहुत गंभीर मामला है । उच्चतम न्यायालय का आदेश आ जाने के बाद मैं डू नॉट डिस्टर्ब में रजिस्टर्ड में हूं, फिर भी टेलीफोन रेगुलेटरी अथॉरिटी आफ इंडिया एक टूथलेस टाइगर, बिना दांत और बिना नाखून का नरसिम्हा है ।

सभापति जी, मैं चाहूंगा कि ऐसी कम्पनियां जो बार-बार फोन करके मेरी निजता पर या देश में अन्य लोगों की निजता पर प्रहार कर रही हैं, उनके ऊपर तुरंत संज्ञान लेकर कोई कार्यवाही करनी चाहिए। ऐसी टेलीफोन कम्पनियों को तुरंत बंद करना चाहिए और जेल भेजना चाहिए।

SHRIMATI MALVIKA DEVI (KALAHANDI): Sir, thank you for giving me an opportunity to speak today. Sir, through you I would like to request to help the EMRS employees.

Teachers have been working for over 20 years on contract basis in the Eklavya Model Residential Schools (EMRS), which was initiated by our then hon. Prime Minister, late Atal Bihari Vajpayee ji.

The teachers need help. They are working towards it and they had also filed a case in September, 2022, but the then Government of Odisha did nothing for them for 25 years. Now, the NESTS exams will happen. Hence, I would like to request, through you, to give them a certain relief in the NESTS exams so that their hard work of over 20 years of dedicated service does not end abruptly and make them jobless.

Please look into this matter and do the needful as the people of Odisha are very hopeful with the newly formed BJP Government in Odisha. Thank you!

SHRI B. MANICKAM TAGORE (VIRUDHUNAGAR): Sir, today I rise to bring to your attention the plight of gig economy workers, particularly those at Amazon India, including the warehouse staff and delivery drivers who are protesting against unfair wages and unsafe working conditions. These workers, the backbone of a global giant, earn as little as Rs. 10,000 a month while enduring long hours and immense pressure. Amazon claims to offer benefits like profit, fund

and insurance, but the reality is far from these promises. The ongoing protests during the Black Friday event underscore the growing inequality in our economy and exploitation faced by these workers. In the words of our Leader of Opposition, Rahul Gandhi ji, India cannot progress while its workers remain exploited.

The corporations must prioritise people over profit. Justice over workers is not just a demand, it is a necessity for a fair and just society. These words remind us of our duty to stand with our workers and push meaningful change.

Hon. Chairman Sir, we urgently need a legislation to protect gig economy workers, ensuring fair wages, job security, social benefits. This is not merely a labour issue; it is also a moral and human rights issue.

HON. CHAIRPERSON : You can bring a private legislation.

SHRI B. MANICKAM TAGORE : Let us act decisively and send a clear message. Exploitation has no place in our economy. Together, let us build an India that treats its workers with dignity and respect. Thank you!

श्रीमती अनिता नागरसिंह चौहान (रतलाम) : सभापति जी, आपने मुझे बोलने का मौका दिया, इसके लिए मैं आपको धन्यवाद देती हूँ।

माननीय सभापति जी, मेरे संसदीय क्षेत्र के रतलाम, झाबुआ, अलीराजपुर जिले में किसान भाई गेहूँ, चना आदि फसलों की बुवाई कर रहे हैं, मगर उन्हें बिजली की समस्या हो रही है। वहां पुराने तार हैं, जो बार-बार टूट जाते हैं। एक साथ ज्यादा पानी की मोटर्स चालू करने से कई ट्रांसफॉर्मर्स जल जाते हैं।

महोदय, मैं आपके माध्यम से माननीय मंत्री जी से निवेदन करना चाहती हूँ कि वहां नए ट्रांसफॉर्मर्स लगवाए जाएं, ग्रिड लगवाए जाएं और फिर से सर्वे कराकर नई तारें डाली जाएं, ताकि किसान भाई बिजली के लिए परेशान न हों।

माननीय सभापति: आपके यहां एक आर.डी.एस.एस. स्कीम चल रही होगी। उस स्कीम में ट्रांसफॉर्मर्स बदलने के लिए, इन्सुलेटर्स बदलने जैसी सारी व्यवस्था भारत सरकार ने की है। उसके लिए आप अपने यहां 'दिशा' की मीटिंग कर लें, तो यह काम जरूर हो जाएगा।

SHRI ASADUDDIN OWAI (HYDERABAD): Sir, this is in relation to the drug trade. In 2022, Afghanistan imposed a stringent ban on opium production. But that ban led to a grave threat on our eastern border with Myanmar. Now, Myanmar has become the largest opium producer in the world. This has led to highest seizures in Manipur. In between July 22 and July 23, contraband approximately valued at Rs. 1600 crore was seized in Manipur. The Deputy Director General of Narcotics Central Bureau has stated, I quote him: "Proceeds of drug trafficking are increasingly being used to fund terrorism and to support armed groups". Now, what is happening? In Manipur, illicit poppy cultivation is happening. Factories have emerged. This is then sent to Myanmar and it comes back to Manipur. Sir, 2600 weapons were recovered in Manipur. Since the violence, 800 sophisticated weapons were procured from outside the country. So, this nexus of illicit drug and weapons trades could have the potential fire in the Manipur violence.

For the modernization of Narcotics Control Bureau, not a single paisa was given this year. Only a meagre amount of Rs. 5 crore was allocated for the assistance of State and UTs for narcotic control. Unfortunately, the Additional SP had to resign. She had got a Gallantry Award for seizing drugs. She had given a written affidavit in the Imphal High Court that the sitting Chief Minister stopped her

because she had seized Rs. 28 crore worth of drugs. So long as ...* remains the Chief Minister, Kukis cannot be blamed. He has to be removed for the violence to end and for the drug trade to end in Manipur. Thank you!

HON. CHAIRPERSON: The name of the Chief Minister would not go on record.

श्री गौरव गोगोई (जोरहाट) : सर, आज मैं यहां बोलने के लिए इसलिए खड़ा हुआ हूँ कि क्योंकि वर्ष 2019 में राज्य सभा में एक बिल आया था, जिसमें असम के हमारे छह महत्वपूर्ण समुदायों को जनजाति का दर्जा दिए जाने की बात थी। जब वह बिल राज्य सभा में आया तो असम के लोगों में एक उल्लास का वातावरण था। उनको लगा कि यह जो बहुत सालों की उनकी याचना थी, वह आज पूरी होने वाली है। लेकिन अफसोस की बात यह है कि वह बिल वहीं तक रह गया। उस बिल पर सरकार ने आगे कुछ भी नहीं किया। चुनाव आए और चुनाव के बाद वह बिल असम के लोगों को दोबारा दिखाई नहीं दिया। वे छह समुदाय हैं - Tai-Ahom, Moran, Motok, Koch-Rajbongshi, Chutiya, and Tea Tribe. ये छह समुदाय एक साथ हैं। ये छह के छह समुदाय आज बोल रहे हैं कि हमको एक साथ जनजाति का दर्जा दीजिए। स्वाभाविक रूप से वे समुदाय जिनको पहले से ही जनजाति का दर्जा मिल चुका है, उनके मन में शंका है कि अगर जनजाति की तालिका को और बढ़ा दिया जाएगा, तो कहीं उनके अधिकारों पर हनन तो नहीं होगा। हम हमेशा ऐसी मांग करते हैं कि वर्तमान में जिनको जनजाति का दर्जा मिला हुआ है, उनके अधिकारों का कोई हनन न हो। लेकिन सरकार एक तरीका निकाले, जिससे कि Tai-Ahom, Moran, Motok, Koch-Rajbongshi, Chutiya, and Tea Tribe को जनजाति का दर्जा और अधिकार मिले। जो समुदाय अभी जनजाति की सूची में हैं, उनके पास 6th शेड्यूल काउंसिल्स हैं और यह सिर्फ असम की नहीं, उत्तर-पूर्व में संविधान के 125वें संशोधन के माध्यम से भारत सरकार ने उनको काउंसिल्स दिए हुए हैं। इसलिए ये काउंसिल्स भी चाहती हैं, आज उनको शासन करने का एक अनुभव मिल चुका है, वे अपनी ताकत और बढ़ाना चाहते हैं, तो मैं मांग

* Not recorded.

कर रहा हूँ कि केंद्र सरकार उत्तर-पूर्व में जो एसटी काउंसिल्स हैं, जो संविधान के 125वां संशोधन द्वारा हैं, इनक्लूडिंग त्रिपुरा, मेघालय और असम, उनके साथ बात करें और उनकी पॉवर्स को बढ़ाने की कोशिश करें। धन्यवाद।

ADV. FRANCIS GEORGE (KOTTAYAM): Sir, the rubber farmers of our country, especially those from Kerala State, are facing a very serious crisis because as all of us are very well aware, Kerala accounts for 80 per cent of the production of rubber. Almost 5.5 lakh hectares in Kerala are used for cultivation of rubber.

Sir, 87 per cent of the production comes from small and medium farmers, and this is very vital for the agricultural GDP of Kerala. The problem is that the price has fallen drastically. In August 2024, the price had reached up to Rs. 245, and now it has come down to the range of Rs. 170 to Rs. 174. This is a very serious issue. The crisis has been exacerbated by the surge in compound rubber imports from ASEAN countries, which benefit from lower import duties under trade agreements. Adding to the farmers' plight is the allegation of cartelization by major tyre manufacturers, who are accused of manipulating prices by stockpiling rubber and withholding purchases from the domestic market.

The Kerala Government had introduced a Rubber Production Incentive Scheme from 2015 onwards, and now Rs. 170 are insured per kg of rubber. This has been introduced for the benefit of farmers under the Direct Benefit Transfer scheme. As on 18/1/2023, Rs. 1,790 crore have been transferred to 4.46 lakh farmers.

But the demand is a fair price of Rs.254 per kg. of rubber.

HON. CHAIRPERSON : What is your demand?

ADV. FRANCIS GEORGE : Sir, I am coming to that. So, I urge upon the Central Government to address this crisis with urgency and consider the following measures. First of all, investigate the alleged tyre cartel and take strict action if found guilty of price manipulation. Impose higher import duties on compound rubber to protect domestic producers. Duty on compound rubber has to be raised to at least 70 per cent. Announce a special relief package for affected rubber farmers.

HON. CHAIRPERSON: Thank you. Shri Rajkumar Roat.

ADV. FRANCIS GEORGE: Sir, just a minute. Establish a price stabilization mechanism through the Rubber Board. Support value addition and diversification of the rubber industry to enhance rubber farmers' income. Rubber should be brought under the Minimum Support Price mechanism.

HON. CHAIRPERSON: Thank you. Shri Rajkumar Roat ji.

ADV. FRANCIS GEORGE : Also, include it in the restructured Weather Based Crop Insurance Scheme. Raise replanting subsidy to at least one lakh rupees per hectare. ... (*Interruptions*)

HON. CHAIRPERSON: Kindly conclude. You have taken more than three minutes.

ADV. FRANCIS GEORGE: Sir, let me complete. It is a very vital issue for us. Just give me one minute. Include rubber in the proposed 'Livelihood security box' ... (*Interruptions*)

HON. CHAIRPERSON: You have already taken more than three minutes. Shri Rajkumar Roat.

... (Interruptions)

HON. CHAIRPERSON: He has already put his demands. Point has already been well taken. I think, you need not support him. Kindly take your seats.

... (Interruptions)

श्री राजकुमार रोट (बांसवाड़ा) : सभापति महोदय, आपने मुझे शून्य काल में बोलने का मौका दिया, इसके लिए मैं आपको धन्यवाद देता हूँ। मैं आपका ध्यान अपने संसदीय लोक सभा क्षेत्र बांसवाड़ा-डूंगरपुर के एक विषय की तरफ आकर्षित कराना चाहूँगा। जिस तरह से वर्तमान में चिकित्सा व्यवस्था है और केंद्र सरकार की जो स्कीम्स हैं, उससे गरीब जनता को लाभ नहीं मिल रहा है। हमारे यहां के मेडिकल कॉलेज की व्यवस्था ठीक नहीं है। मैंने शून्य काल में यह विषय लगाया था।

महोदय, मैं आपका ध्यान आकर्षित करना चाहूँगा कि मेरे संसदीय क्षेत्र के अंदर 2 तारीख को एक गर्भवती महिला पीएचसी पर पहुंचती है। वहां के डॉक्टर और स्टाफ कह देते हैं कि यहां पर डिलीवरी नहीं करायी जाएगी। वह महिला वहीं दरवाजे पर तड़पती है और अपने बच्चे को जन्म देती है। वहां के स्टाफ उस महिला को अंदर नहीं ले जाते हैं। विभागीय अधिकारी वहां पर गए और उस डॉक्टर पर कुछ कार्रवाई करके खानापूति कर दी।

महोदय, उससे भी गंभीर बात है कि उसी पीएचसी पर अगले दिन बोर्ड लगा दिया गया कि यहां पर प्रसव सुविधा और इमरजेंसी सुविधा के लिए नहीं आएंगे। एक तरफ हम पूरे देश में महिलाओं के सम्मान की बात करते हैं।... (व्यवधान)

माननीय सभापति: राजकुमार जी, आप जो विषय उठा रहे हैं, वह स्टेट सब्जेक्ट है। केंद्र सरकार एनएचएम में पैसा देती है। आपकी क्या डिमांड है?

... (व्यवधान)

श्री राजकुमार रोट : महोदय, मैं अपने विषय पर आ रहा हूँ। आज आयुष्मान भारत योजना चल रही है। गुजरात से सटा हुआ मेरा इलाका है। वहां पर मजदूरी करने के लिए लोग आते हैं। गुजरात के अंदर प्राइवेट हॉस्पिटल और सरकारी हॉस्पिटल है, लेकिन विशेष कर प्राइवेट हॉस्पिटल्स में इलाज

के दौरान कुछ मरीजों की डेड हो जाती है। ऐसे कई इश्यूज आए हैं कि इलाज के दौरान मरीज की मृत्यु हो गई, लेकिन उनके परिजन डेथ बॉडी लेने के लिए दो-तीन दिनों तक तरसते हैं।

माननीय सभापति: आपकी मांग क्या है?

श्री राजकुमार रोट : महोदय, मेरी यही मांग है कि जो स्कीम्स हैं, वे कागजों पर तेजी से दौड़ रही हैं, लेकिन धरातल पर इम्प्लीमेंट नहीं हो रही हैं। मेरे यहां बांसवाड़ा और डुंगरपुर दोनों जगह मेडिकल कॉलेज है। मेडिकल कॉलेज में न्यूरोलॉजिस्ट नहीं है। वहां पर कार्डियोलॉजिस्ट नहीं है। उस मेडिकल कॉलेज में सोनोग्राफी नहीं हो पाती है। वहां की यही स्थिति बनी हुई है।

महोदय, मेरा आपसे अनुरोध है कि केंद्र सरकार के माध्यम से मेडिकल कॉलेजों में जो मूलभूत सुविधाएं होनी चाहिए, उन सुविधाओं को सरकार धरातल पर लागू करे। वहां जो फर्जीवाड़ा चल रहा है, चिकित्सा व्यवस्था को जिस तरह से निजीकरण करने के लिए बढ़ावा दिया जा रहा है, उस पर आप विशेष ध्यान दें और सरकारी व्यवस्था की सुधार की जाए। धन्यवाद।

माननीय सभापति : इस बारे में आप स्टेट गवर्नमेंट के पास भी लिखिए।

श्री रुद्र नारायण पाणी (धेन्कानल) : सभापति महोदय, राष्ट्रीय राजमार्ग क्रमांक 55 के फोर लेनिंग का निर्माण-कार्य शीघ्रातिशीघ्र पूर्ण किया जाए। ऐसा मेरा निवेदन है और केंद्र सरकार से मांग भी है।

महोदय, वर्ष 2014 में राष्ट्रीय जनतांत्रिक गठबंधन की सरकार आने के बाद देश भर में राष्ट्रीय राजमार्गों का अत्यधिक विकास हुआ है। प्रधानमंत्री श्री नरेन्द्र मोदी जी के साथ-साथ विभाग के मंत्री श्री नितिन जयराम गडकरी जी का सब लोग अत्यंत धन्यवाद करते हैं। लेकिन, यह दुर्भाग्य की बात है कि राष्ट्रीय राजमार्ग क्रमांक 55 जो कटक के मंगुली से संबलपुर वाया ढेंकानाल और अंगुल तक जाती है, यहीं से मैं आता हूं।

रेड़ाखोल होकर एनएच 55 की जो रोड जाती है, उसके फोर लेनिंग का निर्माण कार्य बहुत ही धीमी गति से चल रहा है। वर्ष 2017 की जुलाई में विभाग के मंत्री गडकरी साहब ने इस प्रकल्प का शुभ शिलान्यास किया था। अब तक 7 साल पूरे हो चुके हैं और इसका निर्माण कार्य चल रहा है।

महोदय, अगर थोड़ी और गति दे दी जाएगी तो अंगुल का बाईपास देकर यातायात चालू भी हो सकता है। इससे बड़ी मात्रा में दिक्कतें कम हो जाएंगी। वहां हाथी जाता है। पथ और कतिपय नाले के ऊपर पुलों का युद्ध स्तर पर निर्माण किए जाने पर यह परियोजना शीघ्रातिशीघ्र पूर्ण हो जाएगी।

मेरा सरकार से निवेदन है कि इस कार्य में और विलम्ब को सहन न किया जाए। किसी भी स्तर में, किसी भी कारण, कोई भी विलम्ब को कतई बर्दाश्त न किया जाए। धेन्कानल टाउन के पास कॉलेज बाई पास है, वहां एक अंडर पास बना दिया जाए।

श्री गजेन्द्र सिंह पटेल (खरगौन) : माननीय सभापति जी, मैं मध्य प्रदेश के खरगौन, बड़वानी आदिवासी लोक सभा क्षेत्र से आता हूं। इंदौर-मनमाड़ रेल परियोजना, जो महाराष्ट्र के धुले, नासिक से होते हुए इंदौर को आती है। इसमें खरगौन, बड़वानी, धार जिलों के ठिकरी, अंजड़, राजपुर और जुलवाना जैसी तहसीलों से होकर करीब 1 हजार गांव और 30 लाख से ज्यादा आबादी लाभान्वित होगी। 309 किलोमीटर की यह रेल परियोजना है, जिसमें 300 से ज्यादा छोटे-बड़े पुलों का निर्माण होगा। यह योजना वर्ष 2028-29 तक पूरी होगी।

इसके पूर्व मैंने कई बार माननीय रेल मंत्री जी को इस रेल परियोजना के बजट की स्वीकृति और इस कार्य को प्रारम्भ करने के लिए अवगत कराया था। इस परियोजना को केंद्र की विशेष रेल परियोजना में शामिल किया गया। मैं क्षेत्र की जनता की ओर से आदरणीय रेल मंत्री जी का और आदरणीय प्रधान मंत्री जी का तहेदिल से आभार व्यक्त करता हूं, जिन्होंने इसके लिए 18 हजार करोड़ रुपये से भी ज्यादा की राशि स्वीकृत की है और विशेष दर्जा इसे दिया है।

इस क्षेत्र की जनता की एक विशेष मांग है। मेरे खरगौन, बड़वानी में अभी बिल्कुल भी रेल नहीं है। खंडवा से खरगौन, बड़वानी होते हुए एक नई रेल परियोजना के सर्वे का काम चल रहा है। मैं माननीय रेल मंत्री जी और माननीय प्रधान मंत्री जी से उस सर्वे की स्वीकृति की मांग करता हूं। बहुत-बहुत धन्यवाद।

SHRI ARUN NEHRU (PERAMBALUR): Hon. Chairperson, Sir, thank you for giving me the opportunity to speak.

Sir, I rise to draw the attention of the House to the challenges and issues faced by youngsters and upcoming entrepreneurs in accessing the facility, the loans, under the Prime Minister Mudra Yojana. It is a good scheme. The intention is right to help the upcoming entrepreneurs to have an anchor in life. So, it is a very good scheme. But the point which I want to say is this. The State of Tamil Nadu has the highest number of SMEs in the country. Wherever I go in the constituency, there are a number of loan applications.

The State of Tamil Nadu has already submitted the largest number of loan applications. It has also the highest amount of rejection rates. There are student loans; there are agri loans; there are loans taken by the parents for buying two-wheelers; there are small loans which are taken to get them to schools, to get them to work, and to enable them to take one single step in life. One of the reasons that has been quoted for rejection of loans is that there might be one or two payments which are missed. What happens is that it comes and reflects back into the CIBIL system. The Banks are obviously mandated by the RBI to look into the different issues. But I also ask the hon. Finance Minister to give a breakdown on the applications which have been received; applications which have been approved; applications which have been rejected; and applications which have been put on hold due to various issues across the different States of the country, so that we can understand the different issues.

The last point I want to emphasise is this. There are four main challenges. The applications are being approved but the funds are being allocated at a different time.

So, the time from application to approval needs to be looked into.

HON. CHAIRPERSON: You can ask your district magistrate. He can constitute a Committee under SDM, a special task force. They will look into it and expedite all the things. I think this should be done.

SHRI ARUN NEHRU: Sir, I have my last point. We have discussed this in the Finance Committee and also in the DISHA committee meeting. We have emphasised that bank approvals should happen according to the scheme. But I would request the Finance Minister to please look into the issue.

डॉ. मोहम्मद जावेद (किशनगंज) : सभापति महोदय, किशनगंज, बिहार सीमांचल का हिस्सा है। वर्ष 2019-20 में सेंट्रल ग्राउंड वॉटर बोर्ड ने पानी का जायजा लिया और देखा कि वहां का पानी बहुत ही पोल्यूटेड है, पानी में यूरेनियम है, फ्लोराइड है, लेड है, जो स्वास्थ्य के लिए हेल्दी नहीं है। पिछले पांच सालों में हमने देखा है। लगभग दो हजार लोग हमारे यहां आए, जो कैंसर पीड़ित थे, जिनकी लीवर और किडनी खराब थी, कई हजार लोग आ ही नहीं पाए होंगे।

मेरी सरकार से गुजारिश है कि इसका संज्ञान लेते हुए क्लीन वॉटर प्रोवाइड कराएं। प्रधानमंत्री जी का चार साल पहले का वायदा है कि हर जिले में गवर्नमेंट मेडिकल कॉलेज खोलेंगे। उसके अलावा, अर्ली डिटेक्शन के लिए स्पेशलाइज्ड ऑनकोलॉजी और नेफ्रोलॉजी के यूनिट्स हों। बिहार की आबादी 13 करोड़ है, ज्यादातर लोग वहां गरीब हैं, 1/3 इंडिया की पर कैपिटा इनकम है। इससे आप अंदाजा लगा सकते हैं। वहां पर किशनगंज में 200 एकड़ का एक जमीन है, उसे हमने प्रोवाइड कराने का वायदा किया है ताकि वहां एम्स खुले। आज बहुत अफसोस की बात है कि एलओपी सम्भल जा रहे थे और उनको रोका गया। वे मोहब्बत के लिए गए थे।

माननीय सभापति : यह कोई विषय नहीं है। हाऊस चल रहा है, एलओपी बाहर क्या कर रहे हैं? एलओपी को हाऊस में रहना चाहिए। एलओपी हाऊस में नहीं हैं।

डॉ. मोहम्मद जावेद : सभापति महोदय, वह जायजा लेने गए थे, भाईचारा बहाल करने गए थे।

माननीय सभापति : श्री राजीव राय जी ।

12.42 hrs

At this stage, Dr. Mohammad Jawed, Shrimati Supriya Sule and some other hon. Members left the House.

श्री राजीव राय (घोसी) : सभापति महोदय, आपने मुझे बोलने का मौका दिया, धन्यवाद । मैं रेल यातायात संबंधी विषय पर बोलने के लिए खड़ा हुआ हूँ । हमारे यहां रेल व्यापारियों के लिए लाइफ लाइन है । इसको आपसे बेहतर कोई नहीं समझ सकता है । बुनकरों के लिए वहां राज्य सरकार ने ऐसी व्यवस्था कर दी है कि सब कुछ खत्म हो जाए । रेल यातायात खराब है । मैं सदन में तीसरी बार बोल रहा हूँ । अगर ट्रेनों को बड़े शहरों से जोड़ा नहीं जाएगा और व्यापारिक संपर्क नहीं होगा तो वे अपने आप मर जाएंगे ।

मैंने इस विषय को नियम 377 में भी उठाया था । दक्षिण भारत, दिल्ली, मुंबई और बड़े-बड़े इलाकों दोहरी घाट और मऊ से जोड़ने की बात की थी । लेकिन मेरे पास आए पत्र में असमर्थता व्यक्त की गई है । जब आप कुछ कर ही नहीं सकते, किसी काबिल ही नहीं हैं, मैं दो लाइन जरूर बोलूंगा,

‘कुर्सी है जनाजा तो नहीं यदि कुछ कर नहीं सकते तो उतर क्यों नहीं जाते ।’

मैं आपसे पुनः मांग करूंगा कि अगर हमारे व्यापारियों को आप बिजली सब्सिडी नहीं दे सकते तो कम से कम व्यापार करने का मौका ही दें । दिल्ली, मुंबई और दक्षिण भारत के लिए तत्काल रेल यातायात बढ़ाने, सुपर फास्ट ट्रेन से जोड़ने की व्यवस्था की जाए । मुझे उम्मीद है कि इस बार इसको डस्टबिन में नहीं डाला जाएगा ।

माननीय सभापति: डॉ. प्रशांत यादवराव पडोले जी ।

... (व्यवधान)

माननीय सभापति: श्री राम प्रसाद चौधरी जी ।

... (व्यवधान)

माननीय सभापति: डॉ. प्रशांत यादवराव पडोले जी, आप तो बाहर चले गए थे।

... (व्यवधान)

डॉ. प्रशांत यादवराव पडोले (भंडारा-गोंदिया) : सभापति महोदय, मैं भंडारा संसदीय क्षेत्र व अन्य ग्रामीण क्षेत्रों में सर्वाइकल कैंसर की बढ़ती चुनौती, बढ़ते मामले और हजारों महिलाओं की मृत्यु की ओर सरकार का ध्यान आकृष्ट कराना चाहता हूँ।

पैप स्मीयर जैसे सरल परीक्षणों की अनएबिलिटीज के कारण कैंसर का पता प्रथम चरण में नहीं लग पाता है। मेडिकल स्टाफ को सर्वाइकल कैंसर की स्क्रीनिंग और उपचार के लिए आवश्यक प्रशिक्षण नहीं दिया जा रहा है, इससे रोग की पहचान और उपचार में गंभीर देरी हो जाती है।

मेरा आग्रह है कि जिला अस्पताल से लेकर प्राथमिक स्वास्थ्य केन्द्र पीएससी और सीएससी में सर्वाइकल कैंसर की स्क्रीनिंग की सुविधा उपलब्ध करायी जाए। एचपीवी वैक्सीन राष्ट्रीय टीकाकरण कार्यक्रम में शामिल की जाए ताकि लाखों महिलाएं इस रोग से सुरक्षित हो सकें।

मेरे क्षेत्र में मेडिकल कॉलेज वर्ष 2013-14 में मंजूर हुआ था, लेकिन अब तक इसकी कंस्ट्रक्शन पूरी नहीं हुई है। ... (व्यवधान)

माननीय सभापति : एक विषय पर एक ही मांग रखी जाती है।

... (व्यवधान)

डॉ. प्रशांत यादवराव पडोले : भंडारा में महिला रोगणालय कब शुरू होगा? ईएसआई और आरएच अस्पतालों में ईसीजी मशीनों का अभाव है। अगर हैं तो काम नहीं कर रही हैं। स्पेशलिस्ट्स के अभाव में कई लोगों की जान जा रही है। इसका जिम्मेदार कौन है? पेशेंट रेफर के लिए वक्त से पहुंच नहीं पाते इसलिए डॉक्टर की सेवा कागज पर ही रह जाती है।... (व्यवधान)

माननीय सभापति: आपकी कई मांगें आ गई हैं।

... (व्यवधान)

डॉ. प्रशांत यादवराव पडोले : एम्बुलेंस आती है तो सड़कों में खराबी की वजह से पेशेंट का रास्ते में ही स्वर्गवास हो जाता है।... (व्यवधान)

माननीय सभापति: शून्य प्रहर में एक ही विषय लिया जाता है।

... (व्यवधान)

माननीय सभापति: श्री राम प्रसाद चौधरी।

... (व्यवधान)

डॉ. प्रशांत यादवराव पडोले : अंडर पास ब्रिज बन रहे हैं, इनकी गुणवत्ता की तरफ कौन ध्यान देगा? रेत तस्करी के कारण रोड्स बेहाल हैं। मोदी जी, कब देश को सुधारेंगे? कब गरीबों की मदद करेंगे?

... (व्यवधान)

माननीय सभापति: श्री राम प्रसाद चौधरी।

... (व्यवधान)

श्री राम प्रसाद चौधरी (बस्ती) : माननीय सभापति जी, आपने मुझे शून्य प्रहर में बोलने का अवसर दिया, इसके लिए मैं आपको बहुत-बहुत धन्यवाद देता हूँ।

मैं आपके माध्यम से सदन को अवगत कराना चाहता हूँ कि अब रबी की बुवाई का समय है, गेहूँ, चना, मटर, तिलहन और आलू की बुवाई का समय है। मैं उत्तर प्रदेश विशेषकर पूर्वी उत्तर प्रदेश, बस्ती से निर्वाचित होकर आया हूँ। एमपी डीएपी खाद, जिसे किसान मिट्टी की खाद कहते हैं, अब पूर्वी उत्तर प्रदेश में उपलब्ध नहीं है। सहकारी समितियों में किसानों की लंबी लाइनें लगी हुई हैं। जब अधिकारियों से बात होती है तो वे कहते हैं कि 40-50 परसेंट कोटा ही इस वर्ष एमपी डीएपी खाद का रिलीज हुआ है। यही कारण है कि किसानों की लंबी लाइनें लगी हुई हैं। किसानों को जगह-जगह आगे-पीछे करने के लिए पुलिस का डंडा चल रहा है।

मैं आपके माध्यम से सरकार से मांग करता हूँ कि विशेषकर पूर्वी उत्तर प्रदेश के बस्ती में एमपी डीएपी खाद की व्यवस्था कराई जाए।

श्री रमाशंकर राजभर (सलेमपुर) : माननीय सभापति जी, देश में एससी, एसटी और ओबीसी को क्रमशः 21 और 27 परसेंट आरक्षण प्राप्त है। तंत्रों ने इन वर्गों के अभ्यर्थियों को इस कदम तक डजाल में फंसा दिया है कि वर्ष 2014 से यूपीएसई परीक्षा पास आईएस और आईपीसी के 150 बच्चे,

जिनका चयन क्रीमी लेयर जाति आधारित आरक्षण के नाते हुआ था, डीओपीटी ने इनकम आधारित आरक्षण के कारण नौकरी से वंचित कर दिया।

उत्तर प्रदेश में 69,000 एससी, एसटी और ओबीसी अभ्यर्थियों में से 19,000 शिक्षक चयनित हुए लेकिन अब ये मारे-मारे फिर रहे हैं। तंत्रों ने एससी, एसटी और ओबीसी के आरक्षण पर डाका डाल दिया है। मैं सरकार से मांग करता हूँ कि इसे देखे और संवैधानिक हक दिलाते हुए एससी, एसटी और ओबीसी के आरक्षण को पूरा करे।

माननीय सभापति: माननीय सदस्यगण, सूची के सभी सदस्य बोल चुके हैं। पिछली बार भी शून्य काल नहीं हो पाया था। अब मैं जीरो आवर में चर्चा कराना चाहता हूँ। मैं ज्यादा से ज्यादा लोगों को एकोमोडेट करना चाहता हूँ इसलिए आप सबसे आग्रह है कि केवल एक मिनट में अपनी बात कहें और डिमांड बता दें।

... (व्यवधान)

माननीय सभापति: श्रीमती हेमा मालिनी।

... (व्यवधान)

श्रीमती हेमामालिनी (मथुरा) : सभापति महोदय, आपने मुझे एक महत्वपूर्ण और गंभीर विषय पर बात करने का अवसर दिया, इसके लिए बहुत-बहुत धन्यवाद। I am extremely sad and upset to see what is happening in Bangladesh to our Hindus and Hindu temples, especially, ISKCON and its devotees. Continuous attacks on Hindu temples are going on. Safety and security of Hindu minorities are under threat. They are facing atrocities at the hands of radicals. The International Society for Krishna Consciousness (ISKCON) is established all over the world and it has nearly thousand centres today. They are known for spreading Vedic culture all over the world, and spreading Krishna consciousness and peace. They are doing a wonderful work for humanity.

I am a Krishna bhakt myself. I am a devotee of ISKCON.

कृष्ण हमारे हृदय में हैं और मैं उनकी पावन नगरी मथुरा की प्रतिनिधि हूँ व इस सदन में हूँ। हमारे पड़ोसी बांग्लादेश में हिन्दुओं के ऊपर अत्याचार तथा न्दिरों पर हमले किए जा रहे हैं और कृष्ण भगवान की पूजा को रोका जा रहा है।

माननीय सभापति : यह बात हो चुकी है। आपने पहले ही कह दिया है।

श्रीमती हेमामालिनी : सर, उससे मुझे पीड़ा है और मेरे साथ-साथ विश्व के करोड़ों कृष्ण भक्त पीड़ित हैं। भगवान चैतन्य प्रभु का मूल स्थान बांग्लादेश है। उनके बिताए हुए बहुत सारे स्थान सदियों पहले से ही मन्दिर बन चुके हैं।

माननीय सभापति : आप कृपया अपनी मांग रखिए।

SHRIMATI HEMA MALINI : Sir, I have to conclude it. Please allow me.

HON. CHAIRPERSON: Hon. Member, please complete your speech. I have given you one minute, and you have already taken that.

... (Interruptions)

श्रीमती हेमामालिनी : ISKCON के चिन्मय दास जी, जो हिन्दुओं पर हो रहे अत्याचार के विरोध में शान्तिपूर्ण प्रदर्शन का नेतृत्व कर रहे थे, उन पर राजद्रोह का आरोप लगाकर बांग्लादेश सरकार द्वारा गिरफ्तार कर लिया गया है और जेल में डाल दिया गया है। रंग नाथ श्याम सुंदर दास और रूद्रपति केशव दास, ये दोनों Devotee जो चिन्मय दास जी को जेल में दवाइयां पहुंचाने गए, तो इनको भी Arrest कर लिया गया और उन पर भी अत्याचार किया गया।

माननीय सभापति : ठीक है, आपकी बात रिकॉर्ड में आ गई। श्री दिलीप शङ्कीया जी, आपका भी यही विषय है।

... (व्यवधान)

श्रीमती हेमामालिनी : सर, इस इस बीच कई भक्त लोगों पर भी बांग्लादेश से भारत आने पर रोक लगा दी गई है।

SHRIMATI HEMA MALINI: Sir, I have to conclude it. Please allow me.

HON. CHAIRPERSON: Please conclude it now.

श्रीमती हेमामालिनी : सर, हम यह हिंसा, अत्याचार और धर्म का अपमान किसी भी रूप में स्वीकार नहीं कर सकते और चुप नहीं बैठ सकते ।

माननीय सभापति : दिलीप जी, आप इनके विषय के साथ अपने को एसोसिएट कर सकते हैं ।

... (व्यवधान)

श्रीमती हेमामालिनी : सर, यह विदेश नीति का विषय नहीं है, बल्कि यह हमारी भावनाओं से जुड़ा है और कृष्ण भक्ति के भाव से जुड़ा है ।

HON. CHAIRPERSON: Hon. Member, kindly conclude now.

श्रीमती हेमामालिनी : सर, बांग्लादेश सरकार से मैं आशा करती हूँ कि वह जल्द से जल्द ISKCON के भक्तों और जितने भी हमारे सनातनी हिन्दू भाई हैं, उनकी सुरक्षा व्यवस्था सुनिश्चित करे ।

माननीय सभापति : भारत सरकार ने पहले ही इस इश्यू को टेक-अप कर लिया है ।

... (व्यवधान)

श्रीमती हेमामालिनी : सर, मेरे संसदीय क्षेत्र मथुरा के बहुत सारे ISKCON devotees, मथुरा के सतों और पूरे विश्व के कृष्ण भक्तों ने मुझसे यह आग्रह किया कि इस गम्भीर विषय को संसद में उठाया जाए और सरकार इस विषय का जल्दी समाधान करे ।

अतः मेरी भारत सरकार से अपील है कि यह सुनिश्चित किया जाए कि बांग्लादेश में मंदिरों पर आक्रमण और हिंदुओं पर हो रहे अत्याचार तुरन्त बन्द हों और श्री चिन्मय कृष्ण दास जी सहित सभी इस्कॉन भक्तों को जेल से रिहा किया जाए तथा राजद्रोह का आरोप हटाया जाए ।

SHRI DILIP SAIKIA (DARRANG-UDALGURI): Sir, I want to raise a very important issue regarding atrocities on Hindus in Bangladesh. We are all aware that in the last few months, the world is witnessing inhumane behaviour towards Hindus residing in Bangladesh by some anti-human and anti-Sanatani forces.

Hindus were killed, maths and mandirs were also burnt down. Their business establishments were also burnt down. Their right to worship were also snatched away. ISKCON Swamies were also forcefully put in jail without hearing their plea, rather their advocates were brutally tortured.

माननीय सभापति : यह बात श्रीमती हेमा मालिनी जी ने कह दी है। आप इसे एसोसिएट कर लें।

SHRI DILIP SAIKIA: Sir, the State of Assam and the North East Region were badly affected after the formation of Bangladesh in 1971. Lakhs of Bangladeshi Muslims infiltrated to Assam. They have now become a deciding factor in both democratic pattern and in political and electoral system. It is also a matter of internal security of the country.

So, I request the Indian Parliament to adopt a Resolution and send a message to Bangladesh Government to totally stop the atrocities on Hindus in Bangladesh.

Thank you, Sir.

CAPTAIN VIRIATO FERNANDES (SOUTH GOA): Thank you, hon. Chairperson Sir, for giving me this opportunity.

Sir, today is the Indian Navy Day. As a former Navy Officer, it gives me immense pride to wish the Officers, the Sailors, the Defence civilian personnel and their families, not forgetting the veterans and those who have lost their lives while serving the country.

This year, the Indian Navy Day theme is 'Strength and Power through Innovation and Indigenisation'. Over the years, the Indian Navy has improvised, improved, and played a critical role in the country's defence setup. The Indian

Navy Day honours the success of 'Operation Trident' that was audaciously launched, I repeat, audaciously launched, on the intervening night of 3rd and 4th December that crippled the Karachi Port and turned the entire situation in favour of India during the war of 1971.

HON. CHAIRPERSON: Kindly put your demand.

CAPTAIN VIRIATO FERNANDES: Sir, today, I can say with utmost pride that Navy's contribution in maintaining peace in the Indian Ocean, ensuring security of critical trade routes, and fostering maritime cooperation is tremendous.

HON. CHAIRPERSON: We must appreciate your sincerity. You are aware about this. Kindly put your demand.

CAPTAIN VIRIATO FERNANDES: Sir, I once again wish the personnel on this important day. Thank you.

श्री अनिल फिरोजिया (उज्जैन) : सभापति महोदय, आपने मुझे बोलने का अवसर दिया, इसके लिए आपका बहुत-बहुत धन्यवाद। मेरा विषय भी यही था कि बांग्लादेश में इस्कॉन मंदिर के जो पुजारी हैं, उनको गिरफ्तार किया गया है।

माननीय सभापति : आप श्रीमती हेमामालिनी जी के साथ एसोसिएट कर लीजिए। उन्होंने विस्तार से काफी बातें कह दी हैं।

श्री अनिल फिरोजिया : सभापति महोदय, यह बहुत गंभीर विषय है। मैं भी विस्तार से नहीं बोलने वाला हूँ। मैं केवल दो मिनट में ही अपनी बात खत्म कर रहा हूँ। आप भले ही घड़ी मिला लीजिए।

... (व्यवधान)

श्री गौरव गोगोई: इस विषय पर सरकार को जवाब देना चाहिए। ... (व्यवधान)

माननीय सभापति : मैंने अनिल फिरोजिया जी का नाम लिया है। आप बैठ जाइए।

जावेद साहब, कृपया आप बैठ जाइए।

... (व्यवधान)

माननीय सभापति : गौरव गोगोई जी, आप उपनेता हैं। आप बैठ जाइए।

अनिल फिरोजिया जी ।

... (व्यवधान)

श्री अनिल फिरोजिया : सभापति महोदय, वहां पर वकीलों के साथ भी मारपीट हुई है। वे अस्पतालों में घायल हैं। मेरा आपसे यह निवेदन है कि हमारे यशस्वी प्रधानमंत्री जी वहां हस्तक्षेप करके इस्कॉन मंदिर के जो पुजारी हैं, उनको वहां से रिलीज करवाएं। आपका बहुत-बहुत धन्यवाद।

श्री गुरजीत सिंह औजला (अमृतसर) : सभापति महोदय, आपने मुझे बोलने का अवसर दिया, इसके लिए आपका बहुत-बहुत धन्यवाद। इस समय पंजाब में एक बहुत ही महत्वपूर्ण मुद्दा है। यह लोगों के ध्यान में है। इसके लिए वहां संघर्ष किया जा रहा है। वहां पानी की बहुत बुरी हालत है। लुधियाना में बुड्ढा नाला, जो गंदा नाला है और अमृतसर में जो तुंग ढाब ड्रेन है। इन दोनों में कॉर्पोरेशन का पानी, डेयरी का पानी और इंडस्ट्रीज का पानी जाता है, जिससे ये इतने गंदे हो चुके हैं कि उसका कोई ट्रीटमेंट नहीं हो सकता है। अबोहर फाजिल्का के आगे जितना भी एरिया है, मोगा का एरिया है, वहां के सारे लोग कैंसर से पीड़ित हो रहे हैं। ... (व्यवधान) एक मिनट, यह बहुत गंभीर मुद्दा है। इससे लोग मर रहे हैं।

मैं सरकार से दरखास्त करता हूं, लेकिन सरकार कहती है कि यह स्टेट सब्जेक्ट है। इसके लिए पॉल्यूशन कंट्रोल बोर्ड कुछ नहीं कर रहा है। वे सारे रिश्त लेकर बैठ जाते हैं। न ड्रेनेज विभाग कुछ कर रहा है न कॉर्पोरेशन कुछ कर रहा है और न ही राज्य सरकार कुछ कर रही है। इसके लिए लोग सड़कों पर आते हैं। लोग मर रहे हैं।

माननीय सभापति: आपकी बात आ गई है।

श्री गुरजीत सिंह औजला : सभापति महोदय, मेरी सरकार से दरखास्त है कि सरकार एक कमेटी बनाए। वह कमेटी दोनों जगह विजिट करे। सरकार तुंग ढाब ड्रेन और बुड्ढा नाला के लिए एक

अच्छा प्रोजेक्ट बनाए और लोगों की हालत पर गौर करे। सरकार लोगों के जान-माल की रक्षा करे। यह सरकार की जिम्मेदारी है। आपका बहुत-बहुत धन्यवाद।

श्रीमती कलाबेन मोहनभाई देलकर (दादरा और नागर हवेली) : सभापति महोदय, मैं दादरा और नागर हवेली लोक सभा क्षेत्र का प्रतिनिधित्व करती हूँ। दादरा और नागर हवेली एक केंद्र शासित और आदिवासी बाहुल्य क्षेत्र है। मेरे प्रदेश में आज भी प्रशासनिक अव्यवस्था के कारण प्रदेशवासी कई योजनाओं से वंचित हैं, जैसे रास्ता, पानी, घर, युवा रोजगार, स्वास्थ्य, फॉर्मर और शिक्षा क्षेत्र में आज भी लोग कई सुविधाओं से वंचित हैं। इसमें सबसे बड़ी समस्या रास्ते की है। हमारे लोक सभा क्षेत्र में विभिन्न योजनाओं से बनने वाली सड़कें काफी सालों से लंबित हैं। कई सड़कें तो वर्षों से निर्माणाधीन हैं और बिल्कुल चलने लायक नहीं हैं। आठ सालों से एक रास्ता भी ठीक तरीके से नहीं बना है।

13.00 hrs

माननीय सभापति : आप अपनी डिमांड रखिए।

श्रीमती कलाबेन मोहनभाई देलकर : महोदय, मैं सदन के माध्यम से यह बताना चाहती हूँ कि वहां ऑलरेडी बड़े रास्ते बने हुए हैं। प्रशासन के द्वारा मार्ग चौड़ीकरण के नाम पर लोगों की जमीनें ली जा रही हैं, उनकी पुरखों की जमीनें बिना सूचना, बिना नोटिस, जबरन ली जा रही हैं। उसको रोका जाए। ... (व्यवधान)

माननीय सभापति : आप अपनी डिमांड रखिए। रेलवे का बिल लगा है।

श्रीमती कलाबेन मोहनभाई देलकर : महोदय, उनमें से अधिकांश ऐसे लोग हैं, जिनके पास अब रहने लायक जमीन नहीं है। मैं आपके माध्यम से यह आग्रह करती हूँ कि हमारे क्षेत्र में तोड़-फोड़ और जमीन अधिग्रहण का कार्य हो रहा है। उस पर अविलंब रोक लगाई जाए। ... (व्यवधान)

HON. CHAIRPERSON: Tharoor ji, I humbly request you to kindly take one minute only.

DR. SHASHI THAROOR (THIRUVANANTHAPURAM): Sir, I wish to draw the attention of the hon. Minister of Labour and Employment to the urgent need for measures that promote work-life balance, as the absence of such balance and humane working conditions led to the untimely death of Anna Sebastian Perayil, a young chartered accountant at a leading accounting firm and other professionals in different parts of India.*(Interruptions)*

HON. CHAIRPERSON: Please be brief.

....*(Interruptions)*

DR. SHASHI THAROOR: Sir, I met Anna's parents and was moved by their anguish and their wish that other parents should not suffer as they have. These tragedies reflect a systemic failure to safeguard the well-being of young professionals who are instrumental in driving our nation's growth and prosperity.*(Interruptions)*

According to the International Labour Organisation, 51 per cent of India's workforce exceeds 49 working hours per week, placing India second in the world for over-long working hours and about 78 per cent of Indian employees experience job burnout resulting in physical and emotional exhaustion.*(Interruptions)*

HON. CHAIRPERSON: Please put your demand.

DR. SHASHI THAROOR: I urge the hon. Minister to prioritize the implementation of laws that restrict working hours and ensure their strict enforcement.*(Interruptions)* These legal measures must be complemented by mandatory sensitisation workshops, counselling services, and well-being activities for

employees and management to emphasise the importance of work-life balance for physical and mental health. Thank you, Sir.

श्री लालजी वर्मा (अंबेडकर नगर): माननीय सभापति जी, आपने मुझे शून्य काल में बोलने का अवसर दिया, उसके लिए मैं आपका बहुत-बहुत धन्यवाद देता हूँ।

मान्यवर, मेरे जिले में राजकीय मेडिकल कॉलेज, अंबेडकर नगर है। वर्ष 2011 से एमबीबीएस की कक्षाएं चल रही हैं और लगभग 13 साल हो जाने के बाद भी आज एमएस और एमडी की कक्षाएं नहीं हैं। पहले एमसीआई बाधा बनती थी, अब एनएमसी के द्वारा उसको मान्यता नहीं दी जा रही है। जबकि उससे कम शर्तें होने के बाद भी अयोध्या मेडिकल कॉलेज में एमडी और एमएस की कक्षाएं हैं।

इसलिए आपके माध्यम से मेरी सरकार से यह मांग है कि एमएस सर्जरी, एमडी मेडिसिन, एमएस ईएनटी, एमएस ऑर्थो, एमएस गाइनी तथा एमएस ऑप्था आदि तमाम विषयों में पोस्ट ग्रेजुएट की मान्यता दी जाए। एनएमसी की जो गाइडलाइन या नियम है, उन नियमों में कुछ सिथिलता दी जाए, ताकि पूर्वांचल क्षेत्र में अच्छी स्वास्थ्य सेवाएं मुहैया हो सकें तथा मेडिकल कॉलेज का अस्तित्व हो सके, इसलिए वह उपलब्ध कराने की कृपा की जाए।

माननीय सभापति : चन्द्र शेखर जी, एक मिनट में अपनी बात पूरी करिए।

एडवोकेट चन्द्र शेखर (नगीना) : महोदय, मैं घड़ी देख रहा हूँ। मैं एक मिनट के बाद बोलना बंद कर दूंगा।

महोदय, मैं आपके माध्यम से सरकार से एक ऐसे विषय पर अपील करना चाहता हूँ, जो दुनिया में रहने वाले करोड़ों रविदासियां समाज के अनुयायियों, उनकी भावना, स्वाभिमान और सम्मान से जुड़ा हुआ है। हमारे प्रधानमंत्री जी की भी भावना से जुड़ा हुआ है। सतगुरु रविदास जी समानता के प्रतीक हैं। उन्होंने अपना पूरा जीवन सामाजिक अन्याय को खत्म करने और हाशिये पर पड़े लोगों को ऊपर उठाने पर समर्पित कर दिया था। उनकी शिक्षा, जाति, पंत और धर्म के परे करोड़ों लोगों को प्रेरित करती है। गुरु रविदास जयंती पर राष्ट्रीय अवकाश न केवल उनके अपार योगदान का सम्मान करेगा, बल्कि समानता और भाईचारे के सिद्धांतों के प्रति अपनी प्रतिबद्धता की भी पुष्टि करेगा।

यह एक ऐसे संत के लिए उचित श्रद्धांजलि होगी, जिनका न्यायपूर्ण और समाज के प्रति...(व्यवधान) मैं सरकार से अपील करता हूं कि तत्काल सतगुरु रविदास जी महाराज की जयंती को राष्ट्रीय अवकाश घोषित किया जाए। बनारस में जो कार्यक्रम होता है, उसमें रेलवे के माध्यम से ट्रेन की सुविधा मुहैया कराई जाए।

SHRI N. K. PREMACHANDRAN (KOLLAM): Thank you, Sir, for allowing me to speak about the LIC agents. About 14 lakh LIC agents are facing a big difficulty because of the decision of the Life Insurance Corporation with regard to reducing the agency commission. The first-year agency commission was 25 per cent which has been reduced to 20 per cent, and thereby out of the total 35 per cent, now the commission has come down to 28 per cent. There has been seven per cent decline in the rate of commission at the behest of IRDAI's directions that the first-year surrender value has to be provided to the customers. Unfortunately, the LIC management has unilaterally reduced the commission rate.(Interruptions)

HON. CHAIRPERSON: Please conclude.

SHRI N. K. PREMACHANDRAN: Sir, there is another issue also with regard to the clawback policy.

Sir, I urge upon the Government and the Minister to review the decision of the LIC management so as to restore the commission which they were getting earlier. Thank you, Sir

श्री राहुल कस्वां (चुरु) : सभापति महोदय, मैं एमएसपी की परचेजिंग के बारे में आपका ध्यान आकर्षित करना चाहूंगा। राजस्थान में मूंग की परचेजिंग हुई है और राजस्थान के अंदर दो दिन पोर्टल खुला था। भारत सरकार के नेफेड के द्वारा राजफैड को एजेंसी बनाया गया। वहां 25 परसेंट बुआई क्षेत्र की मूंग की परचेजिंग करनी थी। चुरु में 3 लाख टन से ऊपर प्रोडक्शन हुआ है और 75 हजार

टन प्रोडक्शन का पोर्टल खुलना चाहिए था, लेकिन दो दिन में 11 हजार टन पर पोर्टल बंद कर दिया गया। पोर्टल के लिए आज भी किसान मूंग स्टोर किए हुए बैठा हुआ है।

मेरा आपके माध्यम से सरकार से निवेदन है कि पोर्टल दोबारा खोला जाए, क्योंकि मूंग की परचेजिंग राजस्थान में नहीं हुई है। उसे परचेज करने के लिए दोबारा से पोर्टल खोला जाए।

श्री राम शिरोमणि वर्मा (श्रावस्ती) : सभापति महोदय, आपने मुझे शून्य काल में बोलने का अवसर दिया, इसके लिए आपका बहुत-बहुत धन्यवाद।

माननीय सभापति : आप कोई धन्यवाद मत दीजिए, बस एक मिनट में अपनी बात रखिए।

श्री राम शिरोमणि वर्मा : सभापति महोदय, मैं आपके माध्यम से सरकार का ध्यान मेरे संसदीय क्षेत्र और विश्व प्रसिद्ध बौद्ध तीर्थ स्थल श्रावस्ती की ओर दिलाना चाहता हूँ, जहां पर दोनों जिले श्रावस्ती और बलरामपुर के मथुरा बाजार भगवान बुद्ध की तपोस्थली को जोड़ने वाली राप्ती नदी पर कटरा मथुरा घाट पर एक बड़े पुल का निर्माण किया जाना अति आवश्यक है।

प्रो. वर्षा एकनाथ गायकवाड़ (मुंबई उत्तर-मध्य) : सभापति महोदय, धन्यवाद।

माननीय सभापति : आपकी जो मांग हो, आप उसको रख दीजिए।

प्रो. वर्षा एकनाथ गायकवाड़ : सभापति महोदय, भारत रत्न डॉक्टर बाबा साहेब अम्बेडकर, जो संविधान के जनक हैं और करोड़ों भारतीयों के प्रेरणास्रोत हैं। हाल ही में सरकार ने संविधान के प्रति समर्पित होकर 75वीं वर्षगांठ भी मनाई है। मैं आपसे विनती करना चाहती हूँ कि भारत रत्न डॉक्टर बाबा साहेब अम्बेडकर जी के करोड़ों अनुयायी देश भर से 6 दिसम्बर को भारत रत्न डॉक्टर बाबा साहेब अम्बेडकर के महापरिनिर्वाण दिन के अवसर पर मुंबई स्थित दादर स्टेशन पर आते हैं, जहां पर उनकी चैत्य भूमि है। वहां पर लोग अभिवादन करने के लिए आते हैं। यहां पर रेल मंत्री जी बैठे हैं। मेरी उनसे विनती है कि जो बाबा साहेब के अनुयाई आते हैं, उनके लिए 5-6 दिसम्बर की रात के लिए अतिरिक्त उप नगर ट्रेन की सुविधाएं देने की बात रखना चाहती हूँ।

श्री लक्ष्मीकान्त पप्पू निषाद (संत कबीर नगर) : सभापति जी, आपने मुझे मौका दिया, इसके लिए आपको धन्यवाद।

माननीय सभापति : आप आधा मिनट में अपनी बात रखिए ।

श्री लक्ष्मीकान्त पप्पू निषाद : आपकी सरकार, बीजेपी की सरकार किसानों की आय दो गुना करने का ढिंढोरा पीटती है ।

माननीय सभापति : माननीय सदस्य, यह आपकी भी सरकार है ।

श्री लक्ष्मीकान्त पप्पू निषाद : यह सरकार पूरे उत्तर प्रदेश और देश भर में डीएपी खाद, यूरिया खाद, बीज नहीं दे पा रही है । यह खाली बोलने वाली सरकार है । किसान सब जगहों पर परेशान हैं । यह सरकार खाद देने में अक्षम हैं । किसान जानवरों से भी परेशान हैं ।

श्री वीरेन्द्र सिंह (चन्दौली) : सभापति जी, धन्यवाद । चन्दौली जनपद, जो उत्तर प्रदेश का सबसे पिछड़ा क्षेत्र है, मैं वहां से चुनकर आया हूं । वर्ष 1997 के बाद उत्तर प्रदेश में 14 नए जनपदों का सृजन हुआ और उनमें चन्दौली जिला है । आज वहां पर कोई आधारभूत सुविधाएं नहीं हैं । वहां पर ट्रांसपोर्ट के लिए बस अड्डा नहीं है ।

माननीय सभापति : आपका विषय क्या है?

श्री वीरेन्द्र सिंह : वहां पर कारागार नहीं है, न न्यायालय है, न स्टेडियम है, गरीबों, किसानों, मजदूरों के जाने के लिए राजस्व कार्यालय नहीं है और अधिकारियों के लिए भी कार्यालय नहीं है । ... (व्यवधान) मैं केवल एक बात कहकर अपनी बात समाप्त करूंगा । चन्दौली जनपद एक ऐसा जनपद है, जहां से रेल लाइन तो गुजरती है, लेकिन एक भी ट्रेन वहां से आती-जाती नहीं है । मेरी मांग है कि वहां पर आधारभूत संरचना डेवलप की जाए ।

श्री मोहिबुल्लाह (रामपुर) : चेयरमैन सर, मैं आपकी तवज्जो अपने जिले रामपुर के रेलवे स्टेशन और रेलवे मैटर की तरफ दिलाना चाहता हूं ।

माननीय सभापति : अभी इसका बिल है । आप उस पर अपना नाम पार्टी की तरफ से दे दीजिए ।

श्री मोहिबुल्लाह ।

... (व्यवधान)

श्री मोहिबुल्लाह : सर, रामपुर रेलवे स्टेशन बहुत खस्ता हालत में है। आजादी के बाद वहां पर कोई खास काम नहीं हुआ है। मैं आपके जरिए से मिनिस्टर साहब से अपील करता हूं कि वह रामपुर की तरफ स्पेशल तवज्जो दें।

LIST OF MEMBERS WHO HAVE ASSOCIATED THEMSELVES WITH THE ISSUES RAISED UNDER MATTERS OF URGENT PUBLIC IMPORTANCE

सदस्य, जिनके द्वारा अविलम्बनीय लोक महत्व के विषय उठाये गये।	सदस्य, जिन्होंने उठाए गए विषयों के साथ स्वयं को सम्बद्ध किया।
Shrimati Anita Nagarsingh	P.P. Chaudhary
Shri B. Manickam Tagore	Shri Arun Nehru Shri K. Navaskani
Shri Kirti Azad	Shri Saptagiri Sankar Ulaka
Shri Rudra Narayan Pany	Shri Saptagiri Sankar Ulaka
Dr. Mohammad Jawed	Shri Saptagiri Sankar Ulaka
Shri Ramashankar Rajbhar	Shri Saptagiri Sankar Ulaka
Shri K. Navaskani	Shri Durai Vaiko
Shri N.K. Premachandran	Shri Durai Vaiko Shri Arvind Ganpat Sawant Shri Arun Nehru Shri K. Navaskani Shri D.M. Kathir Anand Shri T.M. Selvaganapathi
Shri Anil Firojiya	Shri P.P. Chaudhary
Shrimati Hema Malini	Shri P.P. Chaudhary Shrimati Smita Uday Wagh Shri Janardan Singh Sigriwal Shri Chandra Prakash Joshi
Shri Arun Nehru	Shri K. Navaskani Shri Vishaldada Prakashbapu Patil
Shri Tejasvi Surya	Shri P.P. Chaudhary
Shri Gurjeet Singh Aujla	Shri Rahul Kaswan

Shri Dilip Saikia	Shri Chandra Prakash Joshi
Dr. Prashant Yadaora Padole	Shri Vishaldada Prakashbapu Patil

13.04 hrs

MATTERS UNDER RULE 377*

माननीय सभापति : माननीय सदस्यगण, नियम-377 के अधीन मामलों को सभापटल पर रखे जाने वाले मामलों के संबंध में जिन सदस्यों को नियम-377 के अधीन मामलों को आज उठाने की अनुमति दी गई थी, वे अपने मामलों के अनुमोदित पाठ को तुरंत व्यक्तिगत रूप से सभापटल पर रखने की कृपा करें।

(i) Need to construct weirs to ensure continuous flow of water in Koel and Amanat rivers in Palamu Parliamentary Constituency, Jharkhand

श्री विष्णु दयाल राम (पलामू) : पलामू संसदीय क्षेत्र के अंतर्गत मुख्य शहर मेदिनीनगर है जो कोयल नदी एवं अमानत नदी के तट पर बसा हुआ है और ये दोनों नदियाँ वहाँ के लोगों के लिए लाइफ लाइन है, परंतु दुर्भाग्यवश गर्मी के दिनों में दोनों नदियाँ बिल्कुल सूख जाती है तथा मेदिनीनगर शहर का जल स्तर काफी नीचे चला जाता है जिसके चलते शहर में पाइप के माध्यम से वहाँ के निवासियों को पेयजल उपलब्ध कराना दुष्कर हो जाता है। इतना ही नहीं वहाँ इतनी प्रचंड गर्मी पड़ती है कि जलस्तर नीचे चले जाने से सारे चापाकल एवं डीप बोरिंग बेकार हो जाते हैं। यह भी उल्लेख करना आवश्यक है कि पलामू जिला Rain Shadow Area में पड़ता है जहाँ पर हर साल पर्याप्त मात्रा में वर्षा नहीं होती है अतः हमेशा सुखाड़ की स्थिति बनी रहती है साथ ही साथ जलस्तर नीचे चला जाता है जिससे पेयजल का भी संकट उत्पन्न हो जाता है। ऐसी स्थिति में जलस्तर को बनाये रखने के लिए यह आवश्यक है

* Treated as laid on the Table.

कि कोयल एवं अमानत नदी में दो-तीन जगहों पर वियर (Weir) बनाया जाये ताकि दोनों नदियों में हमेशा पानी मौजूद रहे।

जल शक्ति मंत्रालय, भारत सरकार से अनुरोध है कि इस योजना को क्रियान्वित कराने की कृपा करेंगे।

(ii) Need to restart flight operations from Dhanbad Airport, Jharkhand

श्री दुलू महतो (धनबाद) : मैं माननीय नागरिक विमानन मंत्री जी का ध्यान धनबाद हवाई अड्डे की स्थिति की ओर आकर्षित करना चाहता हूँ।

धनबाद हवाई अड्डा 1980 से 1987 तक सक्रिय था और पटना, कोलकाता, तथा रांची के लिए महत्वपूर्ण एयर सेवाएं प्रदान करता था। 1988 में सेवाएं बंद हो गईं, और उसके बाद से कोई प्रगति नहीं हुई, हालांकि 2008 में एक नया यात्री प्रतीक्षालय खोला गया था। मेरे लोकसभा क्षेत्र में कई प्रमुख सार्वजनिक उपक्रम हैं, जैसे भारत कोकिंग कोल, कोल इंडिया और बीईएमएल, जो स्थानीय अर्थव्यवस्था के लिए महत्वपूर्ण हैं।

हवाई सेवाओं की कमी से व्यापार और यात्रा पर नकारात्मक प्रभाव पड़ रहा है। इसलिए, मैं माननीय नागरिक विमानन मंत्री जी से निवेदन करता हूँ कि धनबाद हवाई अड्डे की कनेक्टिविटी को पुनः स्थापित किया जाए, ताकि क्षेत्र का विकास हो सके और स्थानीय अर्थव्यवस्था को मजबूती मिले।

(iii) Need to address the problems arising out of coal mining activities in Tandwa area of Chatra Parliamentary Constituency, Jharkhand

श्री काली चरण सिंह (चतरा) : अपने संसदीय क्षेत्र चतरा के टंडवा क्षेत्र में आम्रपाली, मगध, पिपरवार, खेलारी, कोल माइन्स से जुड़े भयावह हालात पर सरकार का ध्यान आकर्षित करना अनिवार्य है। कोयले की अंधाधुंध ढुलाई से अब तक 1000 से अधिक लोग हाईवा ट्रकों के नीचे आकर अपनी जान

गंवा चुके हैं। पीड़ित परिवारों को मुआवजे का नामोनिशान नहीं, और सीसीएल प्रबंधन अपनी जिम्मेदारी ट्रांसपोर्टर कंपनियों पर डालकर मूकदर्शक बना हुआ है।

कोयला ढुलाई से उड़ते धूल-गर्दे ने पूरे क्षेत्र को दमा, अस्थमा और टीवी जैसे रोगों का केंद्र बना दिया है। खदानों की गहराई ने जलस्तर को इतना गिरा दिया है कि लोग बूंद-बूंद पानी के लिए तरस रहे हैं। स्थानीय लोगों को रोजगार नहीं मिल रहा, वाहन मालिक कर्ज में डूब रहे हैं और कई आत्महत्या तक करने को मजबूर हो गए हैं। यह स्थिति अक्षम्य है। मैं सरकार से इन समस्याओं पर तुरंत हस्तक्षेप की मांग करता हूँ।

(iv) Need to run Vande Bharat/Amrit Bharat train from Chhapra/Siwan Junction to Delhi, Kolkata and Varanasi

श्री जनार्दन सिंह सीग्रीवाल (महाराजगंज) : महोदय, मैरा संसदीय क्षेत्र महाराजगंज लोकसभा, बिहार उत्तरी बिहार के सारण प्रमंडल के सिवान एवं सारण (छपरा) जिला में विस्तारित है। इन जिलों का उत्तर प्रदेश के पूर्वी भाग के कई जनपदों से सीमावर्ती लगाव है। ऐसे में उत्तर प्रदेश और बिहार के आम जनता का रेल से आवागमन हेतु पूर्वोत्तर रेलवे के छपरा जं. एवं सिवान जं. का आमतौर पर उपयोग किया जाता है। आज आत्मनिर्भर भारत बनाने की दिशा में तेज गति से कम समय में देश के अंदर रेल से आवागमन हेतु "बंदे भारत/अमृत भारत" ट्रेन चलायी जा रही है। इसलिए जनहित में मेरा भी मांग है कि छपरा जं. या सिवान जं. से दिल्ली, कोलकता और वाराणसी के लिए एक बंदे भारत ट्रेन चलाया जाये।

अतः : माननीय रेल मंत्री जी से आग्रह है कि छपरा जं. या सिवान जं. से उपर्युक्त स्थानों के लिए वंदे भारत/अमृत भारत ट्रेन का संचालन जल्द से जल्द कराया जाये ताकि हमारे संसदीय क्षेत्र सहित उत्तर बिहार के आम जनता को आधुनिक रेल सुविधा का लाभ मिल सके।

(v) Need to set up a Textile Park in Narayanpet district in Mahababunagar Parliamentary Constituency, Telangana

SHRIMATI D. K. ARUNA (MAHBUBNAGAR): I would like to bring to the notice of the government dire need to set up a Textile Park in Narayanpet District which falls in my Mahabubnagar Parliamentary Constituency in Telangana. In this connection, I would like to state that there are about 15000 to 18000 families in Narayanpet District who directly or indirectly dependent on textile related works are facing various financial difficulties and they are leading a pathetic life. To address this issue and to overcome their problems, textile workers need financial assistance from the Govt. under various schemes of the Ministry. The local people have been demanding for setting up of a new Textile Park which could provide employment to about 50000 people, generate revenue and also stop migration from my Constituency. Due to lack of proper employment, textile workers are working in hotels which is below their dignity though they are very much skilful in their textile crafts. Therefore, I request the Hon'ble Minister of Textiles to kindly consider to set up a Textile Park in Narayanpet District which falls in my Parliamentary Constituency for which we shall ever be grateful to your kind gesture.

(vi) Regarding upgradation of Dullabcherra Railway Station in Karimganj Parliamentary Constituency, Assam

SHRI KRIPANATH MALLAH (KARIMGANJ): I would like to bring to the kind attention of the Government about the urgent need for the upgradation of

Dullabcherra Railway Station, which is the last station in my Constituency i.e. Karimganj currently renamed as Sribhumi District that borders Mizoram. Despite being a crucial point of connectivity for the region, Dullabcherra Railway Station lacks basic amenities, including a ticket counter. This causes significant inconvenience to passengers especially those traveling for professional studies, medical issues, and other essential purposes. Additionally, there is no train service available at night, which further exacerbates the difficulties faced by the local people. The upgradation of Dullabcherra Railway Station will not only benefit the residents of the district but also the passengers from the bordering areas of Mizoram. Furthermore, Dullabcherra, the only railway station in the Ram Krishnagar LAC, which hails under my Parliamentary Constituency, Karimganj will also see improved connectivity and services, thereby enhancing the overall travel experience for the locals. The development of this station will play a pivotal role in the socio-economic growth of this backward region. Improved railway infrastructure facilitate better access to education, healthcare, and employment opportunities, thereby contributing to the overall development of the area.

(vii) Need for financial assistance for construction of a new barrage under Udayanti River Project at Sinpali block of Nuapada district, Odisha

SHRIMATI MALVIKA DEVI (KALAHANDI): I would like to request the Hon'ble Minister of Water Resources for construction of a new barrage under the Udayanti River Project in Sinpali block Nuapada district, Odisha as it has been a long-pending demand of the local people of my area. The survey has already been

done, and this project has already been given the feasibility report. please look into this matter and kindly allocate a budget for this barrage as soon as possible because it is the most drought affected area of my constituency and famines happen here. With your approval once this project is sanctioned and work is started thousands of farmers and citizens of this area will be really benefited and it is also under the tribal block. Therefore, hoping for the project to be started soon.

(viii) Need to recognize the aborigines of Santhal Parganas as Scheduled Tribes

DR. NISHIKANT DUBEY (GODDA): I want to place a piece of great historical record-a book titled: "The Little World of an Indian District Officer", written by R. Carstairs and published by Macmillan and Co., London in 1912. In this book there is a detailed, historical record of the fact that the Santhal Parganas was created and named in 1855, and thus was the youngest of the Bengal districts. The writer provides a wonderful account and description of the Ghatwals (guardians of the passes) and the Khetowrie (Khetauri) and how at the time of the Permanent Settlement in 1790, every part of the territory was occupied. This details that at the time of the Permanent Settlement that there was NOT a single Sonthal in the whole of this area. "Bhunyas, Khesowries, Hindoos, Mahomedans, Highlanders yes, but Sonthals, no".

It is a fact that when these findings were recorded and when the book in question was published, the dispensation of Scheduled Castes and Tribes did not exist in the context of what it means administratively today.

Thus the aborigines of the region are the ones who are deprived of their rightful status and claim to be recognized as Scheduled Tribes.

(ix) Need to augment railway services in Jalore Parliamentary Constituency, Rajasthan

श्री लुम्बा राम (जालौर) : मैं मेरे संसदीय क्षेत्र जालोर (राजस्थान) रेलवे से संबंधित महत्वपूर्ण मुद्दों को रखना चाहता हूँ जो निम्नवत है –

1. आकांक्षी जिला सिरोही जिला केन्द्र को पिण्डवाडा या स्वरूपगंज से बागरा तक नई रेलवे लाइन से जोडा जाए।
2. जालोर के लगभग सात लाख प्रवासी दक्षिण भारत के विभिन्न शहरो में रहते है। अतः जालोर को दक्षिण भारत के निम्न प्रमुख शहरो के रेलवे नेटवर्क से जोडा जाए:-
 - a. बेंगलूरु से जोधपुर वाया समदडी भीलडी।
 - b. दराबाद से जोधपुर वाया समदडी भीलडी।
 - c. कोयम्बटूर से जोधपुर वाया समदडी भीलडी।
 - d. चेन्नइ से जोधपुर वाया समदडी भीलडी।
3. गाँधीधाम से दिल्ली वाया जालोर (समदडी- भीलडी) नई ट्रेन प्रारंभ की जाए।
4. सालासर एक्सप्रेस 22421/22422 को गाँधीधाम वाया समदडी-भीलडी तक विस्तार किया जाए
5. बाडमेर यशवंतपुर एसी एक्सप्रेस 14805/14806 को सप्ताह मे सातो दिन चलाया जाए।
6. भगत की कोठी कामाख्या एक्सप्रेस 15623/15624 का वाया समदडी भीलडी गांधीधाम तक विस्तार किया जाए।
7. नवजीवन एक्सप्रेस 12655/12656 का विस्तार जोधपरु (वाया समदडी भीलडी) तक किया जाए।

8. पिंडवाडा रेलवे स्टेशन पर आश्रम एक्सप्रेस (12915/12916), गरीबरथ एक्सप्रेस (12215/12216), तथा गाडी संख्या 16507/16508 भगत की कोठी से बंगलौर एक्सप्रेस का ठहराव दिया जाए।
9. स्वरूपगंज रेलवे स्टेशन पर हरिद्वार मेल (19031/19032) का ठहराव दिया जाए।

**(x) Need to extend the services of Patalkot Express (Train no 14623/24)
upto Balaghat in Madhya Pradesh**

श्रीमती भारती पारधी (बालाघाट) : मैं माननीय रेल मंत्री जी का ध्यान एक महत्वपूर्ण जनसमस्या की ओर आकर्षित करना चाहती हूँ। पातालकोट एक्सप्रेस (14623-14624), जो वर्तमान में फिरोजपुर कैंट से चलती है, इसका विस्तार छिंदवाड़ा से सिवनी, नैनपुर होते हुए बालाघाट तक किया जाना चाहिए। यह कदम हमारे क्षेत्र के नागरिकों को सुगम यात्रा की सुविधा प्रदान करेगा और क्षेत्र के सामाजिक व आर्थिक विकास को बढ़ावा देगा।

बालाघाट और उसके आसपास के क्षेत्रों में रेल सेवाओं की कमी के कारण नागरिकों को शिक्षा, स्वास्थ्य और रोजगार के लिए अन्य शहरों में जाने में कठिनाइयों का सामना करना पड़ता है। यदि इस ट्रेन का विस्तार बालाघाट तक होता है, तो यह क्षेत्र सीधे दिल्ली जैसे बड़े केंद्रों से जुड़ सकेगा। इसके साथ ही, इस विस्तार से क्षेत्र में पर्यटन को बढ़ावा मिलेगा। नैनपुर से बालाघाट के बीच स्थित कान्हा नेशनल पार्क और कोटेश्वर धाम जैसे पर्यटन स्थल पर्यटकों को आकर्षित करेंगे, जिससे स्थानीय रोजगार के अवसर बढ़ेंगे। साथ ही, किसानों और उद्यमियों को अपने उत्पाद बड़े बाजारों तक पहुंचाने में आसानी होगी, जिससे क्षेत्र की अर्थव्यवस्था सशक्त होगी।

अतः मैं माननीय रेल मंत्री जी से निवेदन करती हूँ कि इस प्रस्ताव पर शीघ्र कार्रवाई करें।

(xi) Regarding problems faced by LIC agents

SHRI RAMESH CHANDAPPA JIGAJINAGI (BIJAPUR): I would like to bring to the notice of the Hon'ble Minister, a matter of utmost importance pertaining to the Life Insurance Corporation (LIC) Agent's Welfare Association, Belgaum Division, Belagavi. The Association has been seeking a review of the recent decisions regarding the restructuring of Agents Commission rates in the First Year Commission. The Association demands a revision of commission rates to ensure fair compensation for agents; seeks a reduction in the age at entry to allow more individuals to pursue a career as LIC agents; and demands an enhancement of the minimum sum assured in the new plans launched with effect from 1st October, 2024. I urge the Central Government to consider these demands favourably and take immediate action to address the concerns of the LIC Agent's Welfare Association. I request that the Government review the decisions on new plans and commission in the interest of individual agents and policy holders and initiate necessary remedial action at the earliest. I hope the Hon'ble Minister will take cognizance of this matter and take necessary steps to address the concerns of the LIC Agent's Welfare Association.

(xii) Need to ensure fair and transparent conduct of Private Health Insurance Companies in disposal of claims

डॉ. बच्चव शोभा दिनेश (धुले) : मैं निजी स्वास्थ्य बीमा कंपनियों द्वारा किये जा रहे उत्पीड़न की ओर सरकार का ध्यान दिलाना चाहती हूँ। आईआरडीएआई के तहत निजी स्वास्थ्य बीमा का खर्च

दावा अनुपात 2022-23 से 2023-24 में 79% से गिरकर 62%, और कम हो गया। कंपनियाँ असत्य वादों से ग्राहकों को आकर्षित करती हैं, और फिर मनमाने आधार पर दावा खारिज कर देती हैं। अनेक न्यायालयों ने, आर्थिक सहायता से वंचित करना उत्पीड़न का रूप घोषित किया है, और कंपनियों पर जुर्माना लगाया है। किंतु, जुर्माना इन कंपनियों को रोकने के लिए छोटा है। ये कंपनियाँ अनावश्यक दस्तावेजों की मांग करके और दावा निपटान में देरी करके स्वास्थ्य सेवा प्रदाताओं को परेशान करती हैं। इससे अस्पतालों पर आर्थिक बोझ बढ़ता है। फिर अस्पताल लागत बचाने के लिए स्वास्थ्य सेवा प्रावधान की गुणवत्ता से समझौता करते हैं जो रोगियों के जीवन के लिए खतरा है। एसोसिएशन ऑफ हेल्थकेयर प्रोवाइडर्स इंडिया ने ऐसी संदिग्ध प्रथाओं के खिलाफ विभिन्न शिकायतें उठाई हैं, लेकिन आईआरडीएआई ने कुछ नहीं किया। इसलिए, मैं सरकार से आग्रह करती हूँ कि वे स्वास्थ्य बीमा कंपनियों के आचरण को विनियमित करने का प्रावधान लाए, कम से कम व्यय दावा अनुपात 85% पर सेट करें, दावों के प्रसंस्करण के लिए अधिकतम समय सीमा निर्धारित करें, और बार-बार उल्लंघन करने वालों को दंडित करें।

(xiii) Need to introduce train services between Nandurbar and Pune

एडवोकेट गोवाल कागडा पाडवी (नन्दुरबार) : आज मैं माननीय रेल मंत्री जी को अपने क्षेत्र की एक बड़ी समस्या से अवगत कराकर निदान हेतु आग्रह करना चाहता हूँ। मेरे संसदीय क्षेत्र नंदुरबार (महाराष्ट्र) से बड़ी संख्या में छात्र-छात्रा शिक्षा-दीक्षा हेतु प्रायः पुणे की यात्रा करते हैं। इतना ही नहीं मेरे संसदीय क्षेत्र में रोजगार की शून्य संभावनाओं के कारण जीविकोपार्जन हेतु आमजन भी भारी मात्रा में पुणे की यात्रा करते हैं, परंतु रेल की सुविधा न होने के कारण इन्हे बसों, निजी परिवहन माध्यमों अथवा अन्य सड़क परिवहन साधनों के माध्यम से यात्रा करना पड़ता है। यह यात्रा लागत भी बढ़ाती है साथ ही आरामदायक भी नहीं होती। मैं अवगत कराना चाहता हूँ कि यदि नंदुरबार से पुणे के बीच रेल सेवा शुरू होती है तो इससे न केवल नंदुरबार बल्कि नंदुरबार, धुले, जलगांव सहित उत्तर महाराष्ट्र के बहुतायत जिलों के निवासियों को सुविधा मिलेगी।

अतः मेरा माननीय मंत्री जी से अनुरोध है कि जनहित के दृष्टिगत नंदुरबार से पुणे के लिए एक ट्रेन की स्वीकृति प्रदान की जाय। जिसके फलस्वरूप आमजनमानस की यात्रा सरल व आरामदायक हो सके।

(xiv) Need to expedite construction of bridge connecting Jorhat and Majuli in Assam

SHRI GAURAV GOGOI (JORHAT): Majuli is facing an existential threat due to the relentless forces of nature, primarily floods and erosion. Year after year, devastating floods displace thousands of its inhabitants, destroy homes, and cripple livelihoods. The erosion of riverbanks further exacerbates the problem, shrinking the island's landmass at an alarming rate. The construction of a bridge connecting Jorhat to Majuli, a long-awaited project, has been stalled. This delay has severely hampered the island's connectivity and economic development. The absence of a reliable bridge hinders the transportation of essential goods, medical supplies, and agricultural produce, leaving the island's population isolated and vulnerable. Furthermore, the Jorhat-Dibrugarh Jagi Road project, launched in 2014, has been plagued by land acquisition and construction delays, despite compensation disbursement made in 2015. The incomplete road and poor connectivity have severely impacted commuters and hindered regional development. Majuli's future hangs in the balance. We must act swiftly and decisively to preserve this unique cultural heritage and ensure the well-being of its people. I implore the Government to take cognizance of this urgent matter and allocate the necessary resources to safeguard Majuli's future.

(xv)Need to resolve the Mahanadi river dispute between Odisha and Chhattisgarh

SHRI SAPTAGIRI SANKAR ULAKA (KORAPUT): Mahanadi River is a crucial lifeline for the states of Odisha and Chhattisgarh, supporting agriculture, industry, and providing drinking water to millions. Since Chhattisgarh became a separate state in 2000, it has constructed several dams and barrages upstream. These developments have significantly reduced the downstream water flow, adversely affecting irrigation, decreasing water levels in the Hirakud Dam, and causing ecological damage to the delta region. These developments has not only strained the relations between the two states but also impacted the livelihoods of farmers and the overall socio- economic development in Odisha. The Mahanadi Water Disputes Tribunal was established in 2018, yet a resolution remains pending. The prolonged delay is exacerbating the issues faced by the people dependent on the river.

I would request the Government to kindly intervene and facilitate an immediate dialogue between Odisha and Chhattisgarh to find an amicable solution. Additionally, there is a need to expedite the proceedings of the Mahanadi Water Disputes Tribunal and ensure its verdict is implemented promptly.

(xvi) Need to provide adequate DAP to farmers in Shrawasti Parliamentary Constituency, Uttar Pradesh

श्री राम शिरोमणि वर्मा (श्रावस्ती) : आज देश का किसान बहुत परेशान हैं। वर्तमान में गेहूँ व अन्य रबी की फसलों की बुवाई चल रही है। ऐसे में पूरे प्रदेश सहित मेरे संसदीय क्षेत्र श्रावस्ती के जनपद श्रावस्ती और जनपद बलरामपुर में, जो उत्तर प्रदेश का अति पिछड़ा आकांक्षी जनपद है जहां पर गेहूँ की बुवाई के लिए किसानों को डी.ए.पी. खाद की भारी कमी का सामना करना पड़ रहा है। किसानों को डी.ए.पी. खाद के लिए सहकारी समितियों पर कई-कई दिनों तक लगातार लाइन में खड़े रहने के बावजूद भी उन्हें खाद नहीं मिल रहा है। घंटो इंतजार के बाद भी उन्हें खाली हाथ मायूस होकर लौटना पड़ रहा है। जिससे बुवाई के लिए खेत तैयार कर चुके किसान बहुत परेशान हैं। अतः आपके माध्यम से सरकार से अनुरोध है कि मांग के अनुरूप पर्याप्त डीएपी खाद की व्यवस्था जल्द से जल्द कराई जाए जिससे किसान गेहूँ व अन्य रबी की फसलों की बुवाई समय पर कर सके।

(xvii) Need to increase the number of procurement centres for paddy farmers in Chandauli district, Uttar Pradesh

श्री वीरेन्द्र सिंह (चन्दौली) : उत्तर प्रदेश में चंदौली जनपद कृषि प्रधान जनपद है। इस वर्ष धान की बेहतर उपज होने के बावजूद क्रय केंद्रों की कमी की गई है जिसके कारण किसान अपनी उपज को सरकारी केंद्र पर बेच नहीं पा रहे हैं। पिछले वर्ष करीब 180 क्रय केंद्र बनाए गए थे। उत्पादन की अधिकता और क्रय केंद्रों की कमी से किसान परेशान है। यह भी आश्चर्य है कि देश में सरकार प्रति हेक्टेयर उत्पादन अधिक हो, इस पर बल दे रही है और उसमें सफलता भी मिल रही है। सरकारी आदेश प्रति हेक्टेयर जहां 76 क्विंटल उत्पादन मानकर किसानों का रजिस्ट्रेशन क्रय केंद्रों पर निर्धारित किया गया था, उसे इस वर्ष कम करके 56 क्विंटल कर दिया गया है। इससे धान की खेती करने वाले किसान परेशान है। मैं केंद्र सरकार से मांग करता हूं कि जनपद चंदौली में क्रय केंद्रों की संख्या 200

तथा उत्पादन मानक 80 से 86 क्विंटल प्रति हेक्टेयर निर्धारित करने हेतु एडवाइजरी जारी करें ताकि किसानों को उनकी उपज बेचने में परेशानी ना हो ।

(xviii) Regarding introduction of various graduate/post graduate courses and Professional Skill Development Programmes in Aligarh Muslim University at Murshidabad centre in West Bengal

SHRI KHALILUR RAHAMAN (JANGIPUR): I would like to bring attention to the Aligarh Muslim University, Murshidabad Centre, in my constituency at Ahiron, Murshidabad District. West Bengal. Established in 2010, this Centre currently offers only three courses: MBA, BALLB, and B.Ed. This issue has been raised in Parliament multiple times, yet the growing educational needs of the region remain unfulfilled. Therefore, I urge the concerned authorities to expand the course offerings at this Centre. I propose the introduction of undergraduate and postgraduate courses such as Bachelor and Masters of Arts, Commerce and Science. Additionally, professional skill development programs, such as ITI courses, should be introduced to support underprivileged students in the area. I also request the implementation of a 10% reservation policy for local students, which would encourage greater participation in higher education and empower the local youth. Furthermore, the infrastructure of the Centre requires urgent attention. This includes filling vacant faculty positions and constructing additional buildings to accommodate the growing student population. The Chancellor and the Vice Chancellor come under the control of the Central Government, so I sincerely request the Government's consideration of these proposals, as they are

crucial for the development and empowerment of the students and communities in the region.

(xix) Need to provide enhanced devolution of taxes to Tamil Nadu

SHRI D. M. KATHIR ANAND (VELLORE): The share of Tamil Nadu in devolution of taxes decreased from 5.305 per cent in the 12th Finance Commission to 4.079 per cent in the 15th Finance Commission. The total central transfer to Tamil Nadu from 2014-15 to 2022-23 has been Rs. 4.75 lakh crore, while the State of Tamil Nadu has contributed Rs. 6.35 lakh crore in direct taxes alone. If indirect taxes are also considered, then for every 1 rupee contribution to Union Government only 29 paise has been received back by Tamil Nadu. The termination of GST compensation regime on 30.06.2022, has resulted in a revenue shortfall of Rs. 20,000 crore per annum for the Government of Tamil Nadu. While the States are reeling under the stress of revenue shortfall in the aftermath of GST, the Union Government is continuing to divert its revenue collections away from the divisible pool of taxes, by imposition of cesses and surcharges. In 2022-23, the Central Government would have collected about Rs. 5.1 lakh crores from cess and surcharge. If this were devolved to the State then Tamil Nadu would have received an additional Rs. 20,800 crores in one year. Tamil Nadu has been continuously losing its rightful share of funds despite being the second highest contributor to Central exchequer. Therefore, I urge the Union Government to provide increased devolution of taxes to Tamil Nadu from this year onwards.

(xx) Need to include Lambadi community in Tamil Nadu in the list of Scheduled Tribes

SHRI T. M. SELVAGANAPATHI (SALEM): It has been a long pending demand of the people of Lambadis in Tamil Nadu to include them as Scheduled Tribes. They are deprived of the benefits provided in the Constitution. In 1950 they were identified as Scheduled Castes and Tribes. In many States, they are coming under Scheduled Tribes. In Tamil Nadu their total population is over 2 lakhs. They are now recognized as Backward Class in Tamil Nadu. There is a sizeable population of Lambadis in my Parliamentary Constituency, Salem. The State Government of Tamil Nadu had recommended for the inclusion of Lambadis in the Scheduled Tribe list and had forwarded the same to the Union Government in the year 2009. In 1994 a high-level committee constituted by the National Scheduled Castes and Tribes Commission had recommended that Lambadis may be declared as Scheduled Tribes through a suitable amendment to the Constitution. Therefore, I urge upon the Government to include Lambadis as recommended by the Government of Tamil Nadu, in the list of Scheduled Tribes by way of a suitable Constitutional amendment.

(xxi) Regarding comprehensive execution of Pradhan Mantri Matsya Sampada Yojna in Konaseema region of Andhra Pradesh

SHRI G. M. HARISH BALAYOGI (AMALAPURAM): Pradhan Mantri Matsya Sampada Yojana (PMMSY) was established as an initiative to transform and modernize the fisheries sector by addressing critical gaps across various sectors

and to boost global competitiveness. However, the implementation of the scheme in Dr. BR Ambedkar Konaseema district, despite having the second highest number of fishermen in Andhra Pradesh, has been highly unsatisfactory. In the past four years, only 201 beneficiaries have been covered under the scheme, which is a critically low number for a district having such a huge fishermen community. More importantly, several approved components under the scheme still remain pending. None of the 6 deep-sea fishing vessels, 3550 ha of stocking of fingerlings, 4 cages in reservoirs, 5 open sea cage culture or 136 units for boat replacement have been completed, with more than 90% of the fish kiosks approved, not constructed. This poor state of implementation not only undermines the objectives of the scheme but also adversely affects the livelihoods of the fishing community, who rely heavily on such initiatives. Therefore, I would like to request an enquiry into the causes of these delays and insist on prompt action to guarantee the successful execution of the scheme within the Konaseema region.

(xxii) Regarding construction of a ring dam on Kosi river in Bihar

श्री दिनेश चंद्र यादव (मधेपुरा) : बिहार राज्य के खगड़िया जिले के ईदमादी बारून से भागलपुर जिले के विजयघाट तक कोसी नदी के उत्तरी किनारे रिंग बाँध नहीं रहने से लाखों एकड़ जमीन में बाढ़ का पानी घुसने से किसानों की लगी फसल प्रत्येक साल बर्बाद हो जाती है एवं चार महीना उस क्षेत्र के किसानों को माल-मवेशी लेकर दूसरे स्थान पर शरण लेनी पड़ती है, जिससे किसानों को भुखमरी की समस्या हो जाती है। खगड़िया जिले के डुमरी घाट पुल से ईदमादी बारून तक 22 कि.मी. रिंग बाँध

बहुत पूर्व से बना हुआ है। रिंग बाँध से आगे बचे शेष भाग में रिंग बाँध का निर्माण कराने से इस क्षेत्र के किसानों को भारी राहत मिलेगी।

अतः माननीय मंत्री जल संसाधन मंत्रालय से आग्रह है कि जनहित में खगड़िया जिलान्तर्गत बेलदौर प्रखंड के ईदमादी बारून से मधेपुरा जिला के कपसिया (आलमनगर प्रखंड) होते विजयघाट (नवगछिया)-35 कि.मी. तक रिंग बाँध निर्माण कराएं।

(xxiii) Need to expedite construction of Indrapuri Reservoir Project on Sone river in Shahabad region, Bihar

SHRI SUDAMA PRASAD (ARRAH): The question of expanding the irrigation facilities for areas covering in the path of Sone River in Shahabad region is a long standing one. The Indrapuri Reservoir Project is pending from a long time and the necessary NOC for its construction are yet to be received by the Union Government. This delay is causing significant loss to farmers in the south Bihar. The livelihood concerns of people who are dependent on the Sone river are essential for the house to discuss and deliberate.

(xxiv) Need to declare human deaths caused by honey bee stings as unnatural death and make provisions for payment of compensation for such deaths

डॉ. राजेश मिश्रा (सीधी) : मधुमक्खियों के काटने से होने वाली मृत्यु को सामान्य मृत्यु की श्रेणी में रखा गया है जिससे मृतक के परिवार सहायता राशि से वंचित रह जाते हैं। मधुमक्खियों के डंक में विष होता है। मेरा आग्रह है कि जिस प्रकार सांप, बिच्छू या अन्य जन्तुओं के काटने से मृत्यु उपरांत सहायता राशि प्रदान की जाती है, उसी प्रकार मधुमक्खियों के काटने के उपरांत मृत्यु को अप्राकृतिक

मृत्यु की श्रेणी में जोड़ा जाये व मृतक के परिवार को सहायता राशि मिल सके इस पर विचार करना चाहिये।

(xxv) Need to set up a Super Specialty Department in Shaikh-UI-Hind Maulana Mahmood Hasan Medical College in Saharanpur, Uttar Pradesh

श्री इमरान मसूद (सहारनपुर) : सहारनपुर जनपद में नेफ्रोलॉजी और ऑकोलॉजी से संबंधित मरीजों की संख्या में निरंतर वृद्धि हो रही है। वर्तमान में इन मरीजों के लिए सबसे निकटतम सुविधा केवल चंडीगढ़ या दिल्ली में उपलब्ध है, जो मरीजों और उनके परिवारों के लिए आर्थिक और शारीरिक दोनों रूप से अत्यंत कठिनाई उत्पन्न करता है।

जनपद सहारनपुर में स्थित शेख-उल-हिन्द मौलाना महमूद हसन मेडिकल कॉलेज में आवश्यक इंफ्रास्ट्रक्चर एवं अन्य सुविधाएं पहले से ही उपलब्ध हैं। किसी भी योजना के अंतर्गत इस मेडिकल कॉलेज में सुपर स्पेशलिटी सुविधाओं की स्थापना के माध्यम से नेफ्रोलॉजी, ऑकोलॉजी, ऑर्थोपेडिक, कार्डियक, सर्जरी आदि सेवाओं की उपलब्धता सुनिश्चित कराई जा सकती है।

इस महत्वपूर्ण आवश्यकता को ध्यान में रखते हुए सहारनपुर के शेख-उल-हिन्द मौलाना महमूद हसन मेडिकल कॉलेज में सुपर स्पेशलिटी विभाग की स्थापना आवश्यक है। इससे सहारनपुर और इसके आसपास के मरीजों को सुलभ, गुणवत्तापूर्ण स्वास्थ्य सेवाएं प्राप्त हो सकेंगी, और उन्हें दूरस्थ स्थानों की यात्रा करने से राहत मिलेगी।

(xxvi) Regarding compensation to families who migrated from Chhamb Sector during Kargil War and resumption of payment of compensation to people displaced due to Canal Dam in Samba Mirpur in Jammu and Kashmir

श्री जुगल किशोर (जम्मू) : माननीय मंत्री जी का ध्यान मेरे संसदीय क्षेत्र स्थित जम्मू अंतर्गत छंब सेक्टर में स्थित तहसील खौड़ गांव सामुआ और चपरेआल की ओर दिलाना चाहता हूँ। कारगिल युद्ध

के दौरान तार लगने की वजह से इनके मकान तार के अंदर आ गए थे। लड़ाई के दौरान पाक फायरिंग की वजह से यह अपने गांव से पलायन कर गए थे। क्षेत्र के लगभग 6000 परिवारों ने अपने घरों में पुनर्वास कर लिया था उनमें से करीब 60 परिवार अपने घरों में नहीं बस पाए जिसकी वजह से ये परिवार काफी कठिनाइयों से अपना जीवन यापन कर रहे हैं। इन परिवारों को सरकार की तरफ मुआवजा नहीं दिया जाता है। मैं माननीय मंत्री जी से निवेदन करना चाहता हूँ कि उन परिवारों को समय से मुआवजा दिया जाय। सम्वा मीर पुर में जो नहर बाँध आर्मी द्वारा बनाया गया है उनका मुआवजा 1972 से मिल रहा था और अभी 2012 सितम्बर से बंद पड़ा हुआ है। रक्षा मंत्रालय से निवेदन करना चाहता हूँ कि इन लोगों को दुबारा मुआवजा दिया जाए।

(xxvii) Need to make legal provisions to ensure vesting of educational and employment rights to orphaned and abandoned children

श्री मनसुखभाई धनजीभाई वसावा (भरूच) : मैं देश में अनाथ बच्चों को नागरिक अधिकार प्रदान किए जाने की आवश्यकता की ओर सरकार का ध्यान आकर्षित करना चाहता हूँ। जैसा कि सरकार को जानकारी है कि अनाथ शब्द की अलग-अलग परिभाषाएँ हैं, सामाजिक रूप से अनाथ वह बच्चे होते हैं जिनकी करावास, अत्यधिक दरिद्रता, शारीरिक शोषण और परित्याग के कारण देखभाल नहीं हो पाती। देश में बहुत से बच्चे ऐसे हैं जिनको परिवार ने त्याग दिया है और वह सड़कों पर घूमते हैं। अनाथ बच्चों की कोई कानूनी और सामाजिक पहचान नहीं है। देश में उनके लिए बहुत कम या कोई सामाजिक सुरक्षा ढांचा या सुरक्षात्मक तंत्र मौजूद नहीं है। अनाथ बच्चों की कोई पहचान नहीं होने के कारण उनका प्राथमिक विद्यालयों में प्रवेश पाने तथा नौकरी के लिए आवेदन करने में बहुत कठिनाई होती है। अनाथ लोगों के लिए कोई विशेष कानून नहीं होने के कारण वे समाज में बहुत जोखिम भरे परिवेश में जीवन यापन करते हैं। मेरा सरकार से आग्रह है कि वह अनाथों के लिए भी ऐसे कानूनी प्रावधान करें जिसमें उन्हें शिक्षा और रोजगार हेतु नागरिकता का अधिकार प्राप्त हो सके।

(xxviii) Regarding pollution in Indira Gandhi Canal caused by industrial waste

श्री हनुमान बेनीवाल (नागौर) : इंदिरा गांधी नहर पंजाब राज्य में सतलुज नदी के साथ ब्यास नदी के संगम से कुछ किलोमीटर दूर हरिके बैराज से शुरू होती है और राजस्थान के उत्तर पश्चिम क्षेत्र में थार रेगिस्तान में समाप्त होती है जिसका उपयोग सिंचाई और पेय जल के उद्देश्य से किया जाता है। हरिके बैराज से राजस्थान की नहरों में आने वाला पानी पंजाब के औद्योगिक अपशिष्ट से अत्यधिक प्रदूषित हो चुका है, इस दूषित पानी का उपयोग सिंचाई के लिए करने से फसलों की गुणवत्ता और उत्पादकता पर बुरा असर पड़ रहा है, कई स्थानों पर खेतों की मिट्टी बंजर होती जा रही है साथ ही, इस पानी के पीने योग्य न होने के कारण एक दर्जन जिलों में लोगो को कैंसर, अस्थि विकार सहित कई बीमारियों से पीड़ित हो गए, पंजाब एसपीबीसी को निर्धारित निर्वहन मानकों को पूरा करने और चार स्थानों पर साझा अपशिष्ट शोधन यंत्रों के लिए मंजूरी की बात सरकार ने कही। मैं मांग करूँगा कि इन शोधन यंत्रों की शीघ्रता से स्थापना जल्द हो परन्तु केंद्र सरकार पंजाब सरकार को निर्देशित करे कि अपशिष्ट को शोधन करके भी नहरों में नहीं डाले, नहरो में किसी प्रकार का कोई भी नाला, अपशिष्ट नहीं आए इसके लिए कठोर नीति बनाई जाए।

13.10 hrs**RAILWAYS (AMENDMENT) BILL, 2024**

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी

वैष्णव) : सभापति महोदय, मैं प्रस्ताव* करता हूँ :

“कि रेल अधिनियम, 1989 का और संशोधन करने वाले विधेयक पर विचार किया जाए।”

माननीय सभापति जी, पहली पैसेंजर सर्विस वर्ष 1853 में शुरू हुई थी। उसके बाद जैसे-जैसे रेलवे का विस्तार हुआ तो वर्ष 1890 में रेलवे एक्ट बना। शुरुआत में रेलवे पीडब्ल्यूडी का डिविजन था, पब्लिक वर्क्स डिपार्टमेंट का हिस्सा था, लेकिन जैसे-जैसे रेलवे बढ़ती गयी, कई प्रिंसली स्टेट्स ने रेलवे का काम आरम्भ किया तो एक जरूरत हुई कि रेलवे का एक यूनिफार्म नेटवर्क बने और सब जगह यूनिफार्म स्टैंडर्ड्स बनें। इसी के लिए वर्ष 1905 में फैसला लिया गया और रेलवे को पीडब्ल्यूडी से निकालकर एक नया रेलवे बोर्ड बनाया गया और रेलवे बोर्ड की स्थापना वर्ष 1905 में पहले पीडब्ल्यूडी के रेजोल्यूशन से हुई और उसके बाद इंडियन रेलवे बोर्ड एक्ट, 1905 बना। वर्ष 1989 में रेलवे का पुराना कानून बदलकर नया कानून लाया गया था, लेकिन वर्ष 1905 के एक्ट को उसमें एकीकृत नहीं किया गया, उसमें इंटीग्रेट नहीं किया गया। यह तभी कर देना चाहिए था। आज आपके समक्ष वर्ष 1905 के रेलवे बोर्ड कानून को वर्ष 1989 के रेलवे कानून में एकीकृत करने के लिए यह बिल प्रस्तुत है। इस बिल के पास होने से रेलवे की एफिशिएंसी और डेवलपमेंट में बहुत प्रगति होगी। प्रधान मंत्री श्री नरेन्द्र मोदी जी ने पिछले दस वर्ष में रेलवे का बहुत डेवलपमेंट किया है, बहुत विकास किया है। दस साल पहले रेलवे का बजट मात्र 29000 करोड़ रुपये के आस-पास होता था आज वह 2 लाख 52 हजार करोड़ रुपये है। 60 वर्षों में मात्र 21 हजार किलोमीटर लाइनों का इलेक्ट्रिफिकेशन हुआ था, वहीं पिछले दस वर्षों में 44 हजार किलोमीटर रेलवे लाइंस का विद्युतीकरण हुआ है।

* Moved with the recommendation of the President.

महोदय, वर्ष 2014 में साल में मात्र डेढ़ हजार किलोमीटर के आस-पास रेलवे के नये ट्रैक बिछाए जाते थे, वहीं हमने पिछले साल 5300 किलोमीटर नये रेलवे के ट्रैक बने हैं। दस वर्षों में सेफ्टी पर भी बहुत बड़ा फोकस रहा है। यूपीए की सरकार के समय 171 एक्सीडेंट्स साल में होते थे, हमने बहुत प्रयास किया है और पिछले साल 40 एक्सीडेंट्स का आंकड़ा था। हमारा इस पर लगातार फोकस है कि इसे और कम किया जाए। इस साल 29 एक्सीडेंट्स का आंकड़ा है।

महोदय, हमने गरीबों के लिए जनरल कोच के लिए स्पेशल मैन्युफेक्चरिंग का प्रोग्राम चलाया है और इस साल दिसम्बर के एंड तक एक हजार जनरल कोच एक्स्ट्रा सभी गाड़ियों में लग जाएंगे। इसके अलावा दस हजार कोचेस का एक स्पेशल प्रोग्राम भी हमने लिया है।

मान्यवर, मैं आपके माध्यम से इस महान सदन से निवेदन करूंगा कि रेलवे बोर्ड को रेलवे एक्ट में इंटीग्रेट करने के लिए यह जो बिल लाया गया है, यह महत्वपूर्ण बिल है, इस पर चर्चा करके इसे यूनैनिमसली पास करें।

माननीय सभापति : प्रस्ताव प्रस्तुत हुआ :

“रेल अधिनियम, 1989 का और संशोधन करने वाले विधेयक पर विचार किया जाए।”

श्री मनोज कुमार जी।

श्री मनोज कुमार (सासाराम) : माननीय सभापति महोदय, मैं आपको बहुत-बहुत धन्यवाद देना चाहता हूँ कि आपने मुझे बोलने का मौका दिया। किसी बिल पर यह मेरा पहला भाषण है। मैं अपनी पार्टी को भी धन्यवाद देना चाहता हूँ और मैं जिस क्षेत्र, सासाराम, से आया हूँ, वहाँ की जनता को भी मैं बहुत-बहुत धन्यवाद देना चाहता हूँ कि मेरे जैसे गरीब माँ के बेटे को उन्होंने यहां चुनकर के भेजा।

मान्यवर, जब मैं इस बिल को देख रहा था तो मुझे लगा कि इस बिल में कुछ निजीकरण के तौर पर दर्शाया गया है। यह बिल गरीब, श्रमिक और बहुत सारे मजदूर, चूंकि हम सब जानते हैं कि रेलवे भारत देश में यातायात का सबसे बड़ा साधन है। लगभग 2 करोड़ 40 लाख से ज्यादा लोग रेल से यात्रा करते हैं। जिस प्रकार से रेल (संशोधन) विधेयक, 2024 को इस सदन में प्रस्तुत किया गया

है, जो रेलवे की स्वायत्तता और प्रभावी निजीकरण की संभावना एवं रेलवे कर्मचारियों के हितों पर प्रभाव कम कर सकता है।

इस बिल के माध्यम से रेलवे बोर्ड एक्ट, 1905 को निरस्त किया जाएगा और इसके प्रावधानों को रेलवे एक्ट 1989 में शामिल किया जाएगा। ऐसा भारतीय रेलवे संशोधन बिल, 2024 में कहा गया है। इस बिल के पारित होने से रेलवे की स्वायत्तता पर नकारात्मक प्रभाव पड़ सकता है। रेलवे बोर्ड एक्ट, 1905 के निरस्त होने से रेलवे के निर्णय लेने की प्रक्रिया में बदलाव आ सकता है, जिससे रेलवे की स्वायत्तता कम हो सकती है। इस बिल के पारित होने से रेलवे के निजीकरण की संभावना बढ़ सकती है। रेलवे एक्ट, 1989 में शामिल होने वाले प्रावधानों से रेलवे के निजीकरण के लिए रास्ता साफ हो सकता है, जिससे रेलवे की सार्वजनिक सम्पत्ति को निजी हाथों में सौंपा जा सकता है।

यहां पर आदरणीय मंत्री जी भी बैठे हुए हैं। हम जिस कॉन्टेक्स्ट में जीते हैं, चूँकि जहां निजीकरण की बात आती है तो वहां पर कंट्रोल आ जाता है। इसमें टिकट यात्रा का भी जिक्र किया गया है। जब रेलवे में निजी लोग आएंगे और उनके हाथों में रेलवे जाएगा तो वे लोग अपनी मनमानी करेंगे और अपने नियम-कानूनों को फिक्स करेंगे। इससे भारत में बड़ी तादाद में रहने वाले मजदूरों, श्रमिकों को बहुत बड़ी कठिनाई सहनी पड़ेगी।

यदि रेलवे का निजीकरण किया जाता है तो वास्तव में इसका सीधा असर गरीब और मजदूर वर्ग पर पड़ सकता है, क्योंकि रेलवे के निजी हाथों में जाने से किराए में अप्रत्याशित वृद्धि हो सकती है। इसके परिणामस्वरूप आम आदमी के लिए यात्रा करना कठिन हो सकता है। खासकर उन लोगों के लिए, जिनकी आय सीमित है। जैसा कि हम लोग देखते हैं कि भारत में बहुत सारे प्राइवेट स्कूल्स हैं और प्राइवेट स्कूल्स की इतनी फीस है कि मजबूर और गरीब लोग अपने बच्चों को प्राइवेट स्कूल्स में नहीं भेज सकते हैं। उसी प्रकार से रेलवे में भी हो सकता है।

जब यह बिल पास होगा तो ऐसा लग रहा है कि गरीब और श्रमिक लोग, जो बड़ी तादाद में रेल से यात्रा करते हैं, उनका शोषण होगा। खास तौर पर उन लोगों का होगा, जिनकी आय सीमित है। यही स्थिति सरकारी और निजी स्कूलों के बीच भी देखी जा सकती है, जहां सरकारी स्कूलों में सुविधाओं

की कमी होती है और निजी स्कूलों की फीस इतनी अधिक होती है कि सभी के लिए वे सुलभ नहीं होते हैं।

इस बिल के पारित होने से रेलवे कर्मचारियों के हितों पर नकारात्मक प्रभाव पड़ सकता है। रेलवे बोर्ड एक्ट, 1905 के निरस्त होने से रेलवे कर्मचारियों के अधिकारों और सुविधाओं में कटौती हो सकती है, जिससे उनके हितों का नुकसान हो सकता है। सरकार की मानसिकता यह प्रतीत होती है कि रेलवे जैसी सार्वजनिक सेवा को निजी हाथों में सौंपने से उसकी कार्यकुशलता बढ़ेगी। भारतीय रेलवे संशोधन विधेयक, 2024 में रेलवे को लेकर जो प्रस्ताव सदन में रखा गया, उसमें यह कहा गया है कि उससे रेलवे बोर्ड को अधिक अधिकार मिलेगा। इससे उसकी क्षमता में अधिक वृद्धि होगी और यात्रियों को बेहतर सुविधा प्रदान की जा सकेगी।

यह सच है कि वंदे भारत जैसी ट्रेन भारत देश के अलग-अलग हिस्सों में चलाई गई है। मैं उदाहरण के तौर पर बताना चाहता हूँ कि मैं जहां से आता हूँ, मेरी पार्लियामेंट कॉन्स्टिट्यूएन्सी सासाराम है। वहां से बाबू जगजीवन राम आजीवन सांसद रहे हैं। कुदरा से पहले यात्री यात्रा करते थे तो 50 से 60 रुपये में बनारस चले आते थे। चूँकि हजारों लोगों को प्रत्येक दिन बनारस आना होता है। बीमार लोग भी आते हैं, क्योंकि बनारस में बड़े-बड़े हॉस्पिटल्स हैं और हमारा क्षेत्र बनारस से बहुत नजदीक है, लेकिन अभी यह जो ट्रेन चलाई गई है, उसमें दोगुना किराया है।

माननीय मंत्री जी अभी सब्सिडी की बात कह रहे थे। आज ही मैं इस सदन में सुन रहा था कि लोगों को सब्सिडी के लिए कैसे पता चले, लोगों को कैसे समझ में आए। जब वे वंदे भारत से यात्रा करते हैं और बनारस आते हैं तो उनको दोगुना किराया देना पड़ता है। चूँकि मैं वंदे भारत ट्रेन के विरोध में नहीं हूँ कि वह न चले, लेकिन हमारे देश में बड़ी तादाद में गरीब, मजदूर और श्रमिक लोग भी हैं। चूँकि पहले सीनियर सिटीजन्स को यात्रा में बहुत लाभ मिलता था।

विकलांग लोगों का ख्याल रखा जाए। यह मेरा सुझाव है।

सरकार की मानसिकता यह प्रतीत होती है कि रेलवे जैसी सार्वजनिक सेवा को निजी हाथों में सौंपने से उसकी कार्यकुशलता बढ़ेगी। भारतीय रेलवे (संशोधन) विधेयक, 2024 में रेलवे को लेकर

जो प्रस्ताव सदन में रखा गया है, उसमें यह कहा गया है कि इससे रेलवे बोर्ड को अधिक अधिकार मिलेंगे, जिससे उसकी क्षमता में वृद्धि होगी और यात्रियों को बेहतर सुविधाएं प्रदान की जा सकेंगी। यह सच है कि वंदे भारत जैसी उच्च श्रेणी की ट्रेनों का परिचालन हो रहा है, जिससे यात्रियों को सुविधा मिल रही है, लेकिन सवाल यह उठता है कि इन सुविधाओं का लाभ वास्तव में किसे मिल रहा है?

वंदे भारत ट्रेनों में यात्रा करने वाले यात्रियों की संख्या, लोकल और सुपरफास्ट ट्रेनों में यात्रा करने वाले यात्रियों के मुकाबले बहुत कम है। ये ट्रेन्स मुख्य रूप से उच्च वर्ग और अधिक आय वाले लोगों के लिए हैं, जबकि अधिकांश लोग, जिनका हम प्रतिनिधित्व करते हैं, गरीब और श्रमिक हैं। मैं जिस एरिया से चुन कर आया हूं, वह सुरक्षित एरिया है। उस एरिया से हजारों लोग दिल्ली, मुंबई, सूरत एवं अन्य जगहों पर जा कर काम करते हैं। वे मजदूर तबके के लोग हैं। वे गरीब और श्रमिक वर्ग से आते हैं, जो आमतौर पर लोकल और सुपरफास्ट ट्रेनों में यात्रा करते हैं।

हमारा यह कहना नहीं है कि वंदे भारत ट्रेन की आवश्यकता नहीं है, लेकिन हम आपके माध्यम से सरकार से यह अनुरोध करते हैं कि इस बिल में संशोधन करते हुए गरीब और आम जनता को ध्यान में रखते हुए लोकल और सुपरफास्ट ट्रेनों की संख्या बढ़ाई जाए। साथ ही इन ट्रेनों को सुदृढ़ और अधिक सुविधाजनक बनाया जाए। बिहार जैसी जगहों पर, जहां लोग भारी संख्या में ट्रेन से यात्रा करते हैं, वहां हमें अक्सर टीवी चैनलों पर इन ट्रेनों में अत्यधिक भीड़ की खबरें मिलती हैं।... (व्यवधान)

माननीय सभापति : कृपया अब अपनी बात समाप्त करें।

श्री मनोज कुमार : महोदय, मैं पहली बार बोल रहा हूं। कृपया मुझे थोड़ा और समय दे दीजिए।

माननीय सभापति : ठीक है।

श्री मनोज कुमार : वहीं दूसरी तरफ ट्रेनों की दुर्घटना में लगातार वृद्धि हुई है। इसे रोकने के लिए सरकार को इस पर सख्त विधेयक बनाना चाहिए।

सासाराम ऐतिहासिक और सांस्कृतिक दृष्टि से महत्वपूर्ण होने के बावजूद, स्टेशन का विकास अभी जो होना चाहिए था, वह नहीं हुआ है।

महोदय, वर्षों पहले मुंडेश्वरी से मोहनिया, आरा तक की परियोजना सफल नहीं हुई, चालू नहीं हुई। डालमियानगर एशिया में एक बहुत बड़ा औद्योगिक जगह था। जहां पर रेलवे ने 219 एकड़ जमीन वर्ष 2007 में ली। वहां उद्योग परिसर को क्रय कर लिया गया। वर्ष 2009 में तत्कालीन रेलमंत्री ने यहां हाई एक्सेल वैगन मरम्मत व कपलर निर्माण कारखाना की आधारशिला भी रखी थी, लेकिन सरकार ने इसको ठंडे बस्ते में डाल दिया। 23 जून, 2017 को रेल मंत्रालय ने रोहतास उद्योग के कबाड़ को बेचने और यहां रेल वैगन मरम्मत कारखाना लगाने के लिए डीपीआर बनाने की जिम्मेदारी रेलवे की एक इकाई को दी थी। सरकार को कारखाने के कबाड़ को बेच कर लगभग 90 करोड़ का राजस्व प्राप्त हुआ। 2015 में विधान सभा चुनाव के पूर्व डेहरी के सुअरा हवाई अड्डा की चुनावी सभा के दौरान आदरणीय प्रधानमंत्री नरेंद्र मोदी जी की घोषणा के बाद यहां रेल कारखाना लगाने की प्रक्रिया प्रारंभ हुई। जब रेल मंत्री आदरणीय पीयूष गोयल जी थे, तब उन्होंने संसद में कहा की कारखाना वर्ष 2022 में चालू हो जायेगा। 2022 में डीआरएम, डीडीयू और महाप्रबंधक, हाजीपुर के द्वारा प्रस्तावित रेल कारखाना का निरीक्षण भी किया जा चुका है। लेकिन अभी तक इन कारखानों का जीर्णोद्धार नहीं हो पाया है।

अतः मैं आपके माध्यम से यह भी कहना चाहूंगा कि उनको भी इसमें रखा जाना चाहिए था। मैं आपके माध्यम से कहना चाहूंगा कि अमृत भारत के तहत बहुत सारे रेलवे स्टेशनों का जीर्णोद्धार हुआ है।...(व्यवधान) आदरणीय मंत्री जी कह रहे थे कि छोटे-छोटे स्टेशंस का भी जीर्णोद्धार हुआ है।

माननीय सभापति : यह बोर्ड के रिस्ट्रक्चरिंग के लिए है।

श्री मनोज कुमार : महोदय, मैं बिहार के संदर्भ में कहना चाहता हूं कि बड़ी तादाद में लोग दिल्ली और मुंबई से बिहार की यात्रा करते हैं। खासकर वे वहां से अक्टूबर और नवम्बर में दीपावली और छठ पूजा के अवसर पर बिहार आते हैं। इस साल मुंबई में हादसा हुआ, बहुत लोगों ने जान गंवा दिए। जब लोग जान गंवाते हैं तब जाकर निर्णय लिया जाता है और स्पेशल ट्रेन चलाई जाती है। इनका भी ख्याल रखा जाना चाहिए था, लेकिन मैंने कहीं नहीं देखा। उसके बाद मैं आपके माध्यम से यह भी पूछना चाहूंगा

कि बहुत सारे रेलवे ओवर ब्रिज बने। कुदरा में रेलवे ओवर ब्रिज बना, लेकिन वह अभी भी बंद पड़ा है। वह एक-डेढ़ साल चला। वह ओवर ब्रिज बहुत पैसे से बना था, लेकिन वह टूट गया। ... (व्यवधान)

माननीय सभापति : आपकी बातें आ गई हैं।

श्री मनोज कुमार : इसकी भी जांच होनी चाहिए। भिट्टी में अंडरपास बनना चाहिए, जो कि मोहनिया के बगल में है। वह जगह हमारी ही बगल में पड़ती है। किशनगंज से जलालगढ़ के लिए जो रेल परियोजना है, वह भी शुरू होनी चाहिए, लेकिन हमने यह सब कहीं भी नहीं देखा। मैं आपके माध्यम से आदरणीय मंत्री जी से निवेदन करना चाहूंगा कि जो रेल अधिनियम है, आप जो बिल लेकर आए हैं, उसमें मैं एक सलाह और देना चाहूंगा। इसमें खास तौर से गरीब, मजदूर तबके का ख्याल रखा जाए। टिकट की जो वृद्धि हो रही है, सीनियर सिटिजन का भी ख्याल रखा जाए, विकलांगों का ख्याल रखा जाए। आपने बिल में जिस प्रकार से निजीकरण... (व्यवधान)

माननीय सभापति : मनोज जी, आप कृपया अपनी बात समाप्त करें। आपने पूरे रेल बजट की बात कह दी है।

श्री मनोज कुमार : जब रेलवे निजी लोगों के हाथों में जाएगा तो रेलवे में बहुत बड़ी तादाद में गरीबों का दोहन होगा। आपने मुझे बोलने का मौका दिया, उसके लिए मैं आपको बहुत-बहुत धन्यवाद देता हूँ।

श्री रवीन्द्र शुक्ला उर्फ रवि किशन (गोरखपुर) : सभापति महोदय, सर्वप्रथम रेलवे संशोधन विधेयक, 2024 पर बोलने का अवसर देने के लिए मैं आपका हृदय से आभार व्यक्त करता हूँ।

जैसा कि इस विधेयक के उद्देश्यों और कारण के विवरण अर्थात् स्टेटमेंट ऑफ ऑब्जेक्ट्स एंड रीजन्स में बताया गया है कि इस बिल को लाने का उद्देश्य क्या है? रेलवे के कानूनी ढांचे को सरल बनाया जाए तथा दोनों कानूनों की जरूरतों को खत्म किया जाए।

हमारे यशस्वी प्रधान मंत्री जी ने अनेक अवसरों पर कहा है, यह आपने भी सुना है, देश ने भी सुना है कि उन्होंने एक बात को रेखांकित किया था कि अप्रासंगिक तथा पुरातनपंथी कानूनों को समाप्त किया जाना चाहिए, ताकि प्रासंगिक संचालन सुगम हो सके तथा आम जनता के हित में तेजी से कार्य इस नए भारत में हो सके। इस संबंध में प्रधान मंत्री जी के सपने को साकार करने के लिए अनेक कदम

उठाए गए। आज हम जिस बिल की चर्चा कर रहे हैं, उसका प्रमुख उद्देश्य यही है कि भारतीय रेलवे बोर्ड अधिनियम, 1905 के प्रावधानों को रेलवे अधिनियम, 1989 में शामिल कर लिया जाए, ताकि भारतीय रेलवे बोर्ड अधिनियम, 1905 को समाप्त कर दिया जाए।

महोदय, भारतीय रेलवे भारत सरकार का वाणिज्यिक उपक्रम तो है ही, साथ ही साथ भारतीय रेल की सामाजिक जिम्मेदारी भी है, हर गरीब की जिम्मेदारी है। आम जनता को यातयात के किफायती तथा सुगम अल्ट्रा-मॉडर्न, वर्ल्ड क्लास फैसीलिटीज, सेवाएं उपलब्ध कराई जाएं। भारत में 13 हजार से ज्यादा ट्रेनें चलती हैं। लगभग 2 करोड़ 40 लाख लोग सफर करते हैं। इतनी बड़ी तादाद में रोज सफर करना भारतीय रेलवे के लिए या वर्ल्ड के किसी भी रेलवे के लिए किसी चुनौती से कम नहीं है। It is next to impossible to handle such a huge population. लोगों का रोज सफर करना और इतनी बड़ी तादाद को भारतीय रेलवे कैसे हैंडल करती है? मैं मंत्री महोदय को दिल से प्रणाम करते हुए धन्यवाद देता हूँ। यशस्वी प्रधान मंत्री मोदी जी को धन्यवाद देता हूँ कि वे कितनी दूरदृष्टा सोच रखते हैं। माननीय प्रधान मंत्री जी के विजन को साकार करते हुए भारतीय रेलवे ने अनेकों माइलस्टोन हासिल किए हैं, कीर्तिमान हासिल किए हैं। भारतीय रेलवे की तरफ से जारी जो आंकड़े हैं, अभी हमारे मंत्री महोदय भी बता रहे थे कि वर्ष 2023-24 के दौरान यात्रियों की संख्या 648 करोड़ रही है और 54 करोड़ नए यात्रियों का इजाफा हुआ है। The number of passengers have increased because of the facilities, comfort, safety and precautions undertaken by the Railways.

भारतीय रेलवे ने वर्ष 2022-23 के दौरान माल ढुलाई, विद्युतीकरण, नई रेलवे लाइनें बिछाने, दोहरीकरण, लोको उत्पादन के साथ सुरक्षा सुनिश्चित करने में शानदार उपलब्धियाँ हासिल की हैं। यह जग-जाहिर है। वर्ष 2022-23 के दौरान, भारतीय रेलवे ने 1,512 एमटीके माल की ढुलाई की है तथा 2.44 लाख करोड़ रुपए का राजस्व हासिल किया है, जो अपने आप में एक ऐतिहासिक रिकॉर्ड है। इसके पहले मैं सभी माननीय सांसदों को बताना चाहता हूँ कि नरेन्द्र मोदी जी की सरकार के पहले, एनडीए की सरकार के पहले यही रेल, यही व्यवस्थाएं थीं, चूंकि हम लोग देहात से थे, तो हमने वह

भारत भी देखा है और पिछले 10 साल में इस भारत को भी देखा है। यह भ्रष्टाचार का सबसे बड़ा केन्द्र हुआ करता था। Railways means, definitely, corruption will be there. पिछले 10 साल में ज़ीरो करप्शन है। यह अनबिलिवेबल है। यह काबिले तारीफ है। हम अपनी इस सरकार को और भारत सरकार को दिल से धन्यवाद देना चाहते हैं।

भारतीय रेलवे ने वर्ष 2022-23 के दौरान माल ढुलाई, विद्युतीकरण, नई रेलवे लाइनों बिछाने, दोहरीकरण, लोको उत्पादन के साथ सुरक्षा सुनिश्चित की है। इसके बारे में मैंने आपसे बताया कि माल ढुलाई में भारतीय रेलवे में, वित्तीय वर्ष 2022-23 में 2.44 लाख करोड़ रुपए का इजाफा हुआ, जो ऐतिहासिक रिकॉर्ड है। रेलवे 100 परसेंट विद्युतीकरण को पूरा करने के लिए बहुत तेजी से आगे बढ़ रहा है। वित्तीय वर्ष 2022-23 में 6,542 आरकेएम रिकॉर्ड विद्युतिकरण हुआ है। This is unbelievable. This is fantastic. यह भारत की लाइफलाइन कही जाती है। भारत में 80 प्रतिशत देहात है, गांव है। यह गांवों में बसता है। हम सब भी उसी पृष्ठभूमि से आते हैं। गरीबों की जिन्दगी को आगे बढ़ाना, उनको रोजगार के डेस्टिनेशन तक पहुंचाने के लिए अधिकांश लोग रेल पर ही डिपेंड करते हैं। प्रधानमंत्री जी और रेल मंत्री जी की सोच रही है कि गरीबों को कैसे फायदा हो, गरीबों को कैसे सुविधाएं मिलें, गरीबों की कैसे सुरक्षा हो, गरीब लोग कैसे इसे अफोर्ड कर पाएं, इसके लिए मंत्री जी ने सब्सिडी के बारे में बताया। 56 हजार करोड़ रुपए की सब्सिडी मिलती है, जिससे senior citizen to everybody, whoever buys ticket, gets it at a subsidised rate. It becomes very cheap for them. बहुत ही सस्ते दाम पर टिकट होती है। यह एक अद्भुत सोच है कि अगर आप ट्रैवल नहीं करते हैं, तो आपके पैसे तुरंत रिटर्न आ जाते हैं। अगर आप टिकट कैंसल करते हैं, तो आपके पैसे तुरंत आते हैं। पहले टिकट के पैसे डूब जाते थे। यह भी सोचने की बात है कि नरेन्द्र मोदी जी की सरकार का अद्भुत प्रयास है।

यदि मैं अपने संसदीय क्षेत्र गोरखपुर की बात कहूँ, मेरा आँखों देखा है कि वहाँ तीसरा ट्रेक बिछाने का काम भी शुरू हो गया है। चूंकि गोरखपुर एक ऐतिहासिक जगह है। गुरु गोरक्षनाथ धाम की वह धरती है। रोज़ाना एक लाख लोग गोरखपुर से ट्रेवल करते हैं। लोगों का आना-जाना लगा रहता

है। इसलिए वैसा सोचकर माननीय रेल मंत्री जी और रेल मंत्रालय ने वहाँ पर थर्ड ट्रैक बिछाने का काम शुरू कर दिया है। चूँकि हम वहाँ पर स्वयं मौजूद थे, हमारे यशस्वी प्रधानमंत्री श्री मोदी जी भी वहाँ पर थे।

मैंने प्रधानमंत्री जी को एक चिट्ठी लिखी थी। वह चिट्ठी लेकर मैं प्रधानमंत्री मोदी जी से मिला था और निवेदन किया था कि एक वंदे भारत ट्रेन हमारे क्षेत्र के लिए भी दीजिएगा। मैं रेल मंत्रालय भी गया। मैं आपको बताऊँ कि हमारे क्षेत्र के लिए उन्होंने न केवल वंदे भारत ट्रेन दी, बल्कि वे स्वयं वहाँ आये, उन्होंने उसे हरी झंडी दिखाई। अब गोरखपुर से वंदे भारत चलती है। इस तरह से, एक सांसद की चिट्ठी को वे कितना दिल पर लेते हैं, जहाँ पर जरूरत होती है, वहाँ रेल मंत्रालय और प्रधानमंत्री जी एक्टिव रहते हैं। इसलिए इस सरकार को एक रिजल्ट ओरिएंटेड सरकार के रूप में जाना जाता है।

महोदय, थर्ड ट्रैक के साथ गोरखपुर तो आगे बढ़ ही गया। वित्तीय वर्ष 2022-23 के दौरान, 5,243 किलोमीटर नई रेलवे लाइन बिछाई गई। रोज़ाना काम हो रहे हैं। मैं बुलेट ट्रेन के बारे में भी बता दूँ, इसके बारे में पूरा देश जानना चाहता है। अपॉजिशन के लोग हमेशा कहते हैं कि क्या बुलेट ट्रेन पॉसिबल है। मैं उनकी जानकारी के लिए बताना चाहता हूँ कि बुलेट ट्रेन के लिए 300 किलोमीटर ट्रैक बिछ चुका है। इस तरह से, हम लोग बुलेट ट्रेन के लिए भी आगे बढ़ चुके हैं। बहुत-से देशों के साथ हमारी कम्पनीज काम कर रही हैं।

अल्ट्रा-मॉडर्न बुलेट ट्रेन के माध्यम से मेरा देश एक विश्व स्तरीय स्थान तक पहुंचेगा, जैसा कि हमारे यशस्वी प्रधान मंत्री जी वर्ष 2047 तक विकसित भारत के लक्ष्य को लेकर चल रहे हैं। उसमें बुलेट ट्रेन भी हमारे लिए गर्व का विषय होगा। मैं स्वचलित सिग्नलिंग के बारे में कहूँगा। मोस्टली, हम देखते हैं कि दस साल पहले एक्सीडेंट्स बहुत कॉमन थे, दुर्घटनाएं कॉमन थीं, लोगों की, आम गरीब की मृत्यु होना बहुत कॉमन था और कोई भी उनको सेंसिटिव तरीके से नहीं लेता था। भारतीय रेलवे ने मौजूदा उच्च यातायात वाले मार्गों पर अधिक ट्रेन्स चलाने के लिए लाइन क्षमता बढ़ाने के साथ स्वचलित सिग्नलिंग ब्लॉक्स की व्यवस्था कर दी, जहां सिग्नल्स होंगे। वर्ष 2022-23 में इसका 530

किलोमीटर्स का आधुनिकीकरण हो चुका है, जहां सिग्नल्स में सेफ्टी है। ये ऑटोमैटिक सिग्नल्स हैं, ट्रैक्स को चैक किया जाता है, ट्रैक्स को ऑनलाइन चैक किया जाता है। ट्रैक्स की सीसीटीवी के द्वारा वॉच होती है।

जैसा कि आप देख रहे हैं कि बहुत सारे देश विरोधी तत्व रेलवे ट्रैक्स पर अलग-अलग वस्तुएं रख रहे हैं, जिससे ट्रैक्स पर एक्सीडेंट्स होने के चांसेज़ ज्यादा दिखाई देते थे। ये देश विरोधी ताकतें हैं कि कैसे सरकार को क्षति पहुंचाएं? आपने पिछले दो-तीन महीनों में देखा होगा रेलवे ट्रैक्स पर कोई लोहा रख रहा है, कोई साइकिल का पहिया रख रहा है, कोई छोटी विस्फोटक चीजों को रख रहा है। ये सारी चीजें भी हमारे देखने में आई हैं, लेकिन मैं उन सभी लोगों को बता दूँ कि ऑनलाइन चैकिंग भी सीसीटीवी के द्वारा हो रही है। सभी रेलवे ट्रैक्स पर नज़र रखी जा रही है। यह हमारी सरकार ने, हमारे रेल मंत्रालय ने एकदम हाईटैक फैसिलिटी बनाई है, जिसके लिए मैं उन्हें धन्यवाद देता हूँ।

इसके अलावा डिजिटल इंटरलॉक स्टेशंस, फ्लाइओवर निर्माण, गतिशक्ति फ्रंट टर्मिनल इत्यादि के क्षेत्र में भारतीय रेलवे ने नए-नए कीर्तिमान स्थापित किए हैं। इससे हमारी अर्थव्यवस्था में महत्वपूर्ण योगदान हुआ है। ... (व्यवधान)

माननीय सभापति : अब आप कृपया अपनी बात समाप्त करें।

... (व्यवधान)

श्री रवीन्द्र शुक्ला उर्फ रवि किशन (गोरखपुर) : सभापति महोदय, मुझे दो मिनट का समय और दे दीजिए। इतनी उपलब्धियां हैं कि उनके बारे में बताने में मुझे थोड़ा टाइम लगेगा, बहुत ग्रोथ हुई है, हमने बहुत काम किया है। इतना अचीवमेंट मैं इतने कम समय में कैसे गिनवाऊंगा? मुझको दो-तीन घंटे का समय दीजिए। ... (व्यवधान) सरकार ने इतना काम किया है, इसलिए हमें उसके लिए बोलना पड़ेगा।

माननीय सभापति : आप 'गागर में सागर' भर लीजिए

... (व्यवधान)

श्री रवीन्द्र शुक्ला उर्फ रवि किशन : सभापति महोदय, इसके अलावा डिजिटल इंटरलॉक भी हमारे रेल मंत्रालय का महत्वपूर्ण योगदान है। मेरा मानना है कि भारत को फाइव-ट्रिलियन-डॉलर की अर्थव्यवस्था बनाने में भारतीय रेलवे का बहुत महत्वपूर्ण योगदान है।

सभापति महोदय, गोरखपुर महंत अवैद्यनाथ माननीय योगी जी की कर्मभूमि है। मैं आपके माध्यम से सरकार को और माननीय रेल मंत्री जी को धन्यवाद देना चाहता हूँ कि मेरे संसदीय क्षेत्र के गोरखपुर जंक्शन के लिए 500 करोड़ रुपए पारित हो चुके हैं। मैं इसके लिए यशस्वी प्रधान मंत्री जी और माननीय रेल मंत्री जी को दिल से कोटि-कोटि धन्यवाद देता हूँ। प्रधान मंत्री जी ने उसका शिलान्यास किया, गोरखपुर स्टेशन को एनएसजी-1 श्रेणी में शामिल किया गया। इस श्रेणी में आने का मतलब कि गोरखपुर स्टेशन के विकास पर अधिक पैसा खर्च किया जा सकता है। आने वाले समय में यह स्टेशन अपने नए स्वरूप में दिखेगा।

माननीय मंत्री जी से मेरा अनुरोध है कि रेलवे की खाली पड़ी जमीनों पर पैन्ल्स लगाए जाएं। इससे जो लोग इनक्रोचमेंट, कब्जा करते हैं, ऐसा करने से सरकार को राजस्व ... (व्यवधान)

माननीय सभापति : बस, आपकी बात पूरी हो गई है।

श्री नीरज मौर्य जी।

... (व्यवधान)

श्री रवीन्द्र शुक्ला उर्फ रवि किशन : सर, बस मेरी बात पूरी हो गई है। 1,300 स्टेशंस को अमृत भारत बनाने के लिए प्रधान मंत्री मोदी जी को और रेल मंत्रालय को धन्यवाद। ... (व्यवधान)

माननीय सभापति : आप इसे 1,337 स्टेशंस कर लीजिए।

... (व्यवधान)

श्री रवीन्द्र शुक्ला उर्फ रवि किशन : 88 सालों के बाद कोसी रेल महासेतु के लिए प्रधान मंत्री जी को धन्यवाद। ऐसी और भी अनगिनत बातें हैं, लेकिन चूंकि आप मुझे अपनी बात खत्म करने के लिए बोल रहे हैं, तो मैं शांत हो रहा हूँ।

आपका बहुत-बहुत धन्यवाद।

माननीय सभापति : श्री नीरज मौर्य जी ।

श्री नीरज मौर्य (आंवला) : अधिष्ठाता महोदय, मैं आपका आभारी हूँ कि आपने मुझे रेल (संशोधन) विधेयक, 2024 पर अपनी बात रखने का अवसर दिया है। मैं आंवला की महान जनता का आभारी हूँ, जिसने मुझे यहां चुनकर भेजा।

सभापति जी, रेल हमारे देश की जीवन रेखा के साथ-साथ आम जन और गरीबों के लिए ऐसी सवारी है जो लोगों को हर जगह पहुंचाती है। हम लोगों ने भाप के इंजन से इलेक्ट्रिक इंजन तक का सफर तय किया है, इसलिए मैं आपके माध्यम से माननीय मंत्री जी से अपील करूंगा कि कृपया रेलवे को निजीकरण की तरफ कतई न ले जाएं। जब वर्ष 1905 में रेल बोर्ड की स्थापना हुई, तो इसकी स्थापना करने से पहले सर थॉमस रॉबर्टसन ने एक समिति बुलाकर उसके विचार लिए थे और उसके बाद यह बोर्ड बनाया गया। आज माननीय मंत्री जी इस बोर्ड को खत्म करने के लिए यह बिल लाए हैं। मैं माननीय मंत्री जी से अपील करूंगा कि आप भी यदि एक सर्वदलीय कमेटी बनाकर उसके विचार लें और फिर संशोधन लाते तो ज्यादा बेहतर होता।

सभापति जी, रेल बोर्ड रेलवे के क्रियाकलाप चाहे यातायात हो, समय सारिणी हो, पार्सल, आरक्षण आदि तमाम जिम्मेदारियों का निर्वहन करता है। ऐसे में मेरा सुझाव है कि रेलवे बोर्ड को स्वतंत्रता के साथ निर्णय लेने वाला बोर्ड बनाने की आवश्यकता है और इसमें सरकार का जो नियंत्रण है, उससे इसे मुक्त करना चाहिए तब रेलवे में सुधार होने की गुंजाइश बनती है। अभी ठंड का मौसम आ गया है। हमारे यहां बहुत कोहरा होता है और इस वजह से बहुत सारी ट्रेनों को बंद भी किया जा रहा है। मैं चाहूंगा कि कोहरे से ट्रेनें विलम्ब से न चलें, इसके लिए बहुत काम करने की आवश्यकता है। इसके साथ मैं यह भी कहना चाहता हूँ कि कोरोना के समय बहुत सारी ट्रेनें बंद कर दी गई थीं। मुझे लगता है कि उसके बाद उन ट्रेनों को दोबारा चलाने पर कोई विचार ही नहीं किया गया है। मैं जिस क्षेत्र से आता हूँ, वहां बिशारतगंज रेलवे स्टेशन है। यह बरेली का एक बड़ा व्यवसाय केंद्र भी है। वहां से पहले बांदीपुर ट्रेन चलती थी। मैंने माननीय मंत्री जी को पत्र भी लिखा और मिल कर भी आग्रह किया था। उस ट्रेन को चलाने के लिए जब वहां के अधिकारियों से रिपोर्ट मांगी गई तो रिपोर्ट पॉजिटिव

आई लेकिन कोरोना के बाद वह ट्रेन दोबारा नहीं चलाई गई। वहां से सुबह एक ट्रेन चलती थी, जिससे बहुत सारे लोग व्यापार करने के लिए जाते थे। उस ट्रेन को भी एक मार्च तक के लिए कोहरे की वजह से रोका गया है। मैं माननीय मंत्री जी से कहना चाहूंगा कि कोहरे से बचाव के लिए आपने उस ट्रेन को रोका है, लेकिन जो ट्रेन बंद हो गई है, उसे चलाने के लिए विचार करें, ताकि लोगों का व्यवसाय चलता रहे।

महोदय, माननीय मंत्री जी ने कवच की चर्चा की है। खास कर उत्तर प्रदेश की बात कहना चाहता हूं कि जब तक यूपी में कवच नहीं पहुंचेगा तब तक हम लोगों को देरी से जो ट्रेनें चल रही हैं, उनसे छुटकारा मिलने वाला नहीं है। कवच के विषय में और ज्यादा तेजी से काम करने की आवश्यकता है। हमारे यहां जब ट्रेन चलती है तो उससे पर्यावरण को भी नुकसान होता है। ट्रेन से जो कार्बन बनता है, इस पर भी ध्यान देने की आवश्यकता है जिससे पर्यावरण भी संतुलित बना रहे। आज कल जिस तरह से हम हर क्षेत्र में डिजिटाइजेशन की तरफ बढ़ रहे हैं, उसी तरह हमें रेल के संचालन और हाई स्पीड के बारे में तथा रेल के विकास के बारे में अलग से कोई कानून बनाने की आवश्यकता है। जब तक अलग से कानून नहीं बनेगा, मुझे लगता है इस दिशा में हम आगे बढ़ने में सक्षम नहीं हो पाएंगे।

सभापति जी, आप भी उत्तर प्रदेश से आते हैं। उत्तर प्रदेश में बहुत सारे ऐसे जिला मुख्यालय हैं जो राजधानी दिल्ली से नहीं जुड़े हैं। बहुत से जिलों के लोग राजधानी में आने के लिए सौ किलोमीटर, डेढ़-दो सौ किलोमीटर की यात्रा करके दिल्ली आते हैं इसलिए मैं आपसे आग्रह करूंगा कि हमारा क्षेत्र जो कि बरेली और बदायूं से मिलकर बना है, बदायूं से दिल्ली आने की कोई सीधी व्यवस्था नहीं है। हमारे साथ में लखीमपुर है, वहां से भी दिल्ली आने की कोई व्यवस्था नहीं है। इस तरह ऐटा, कासगंज, सीतापुर आदि बहुत सारी जगहें हैं। मैं माननीय मंत्री जी से आग्रह करूंगा कि उत्तर प्रदेश के जितने भी जिला मुख्यालय हैं, यदि उन्हें राजधानी दिल्ली से जोड़ने की उचित व्यवस्था हो जाएगी तो बहुत अच्छा होगा। जब हम नई ट्रेनें चला रहे हैं, तो हमें इस दिशा में भी काम करने की आवश्यकता है।

इसी तरह, एटा, कासगंज, सीतापुर इत्यादि बहुत सारे क्षेत्र हैं, जहां से सीधे दिल्ली आने की कोई व्यवस्था नहीं है। मैं माननीय मंत्री जी से आग्रह करूंगा कि जब आप नई ट्रेनें चला रहे हैं तो इसके

लिए भी एक व्यवस्था कर दें कि उत्तर प्रदेश के जितने भी जिला मुख्यालय हैं, उन्हें राजधानी एक्सप्रेस से जोड़ने की उचित व्यवस्था कर दें।

माननीय सभापति : अब आप अपना भाषण समाप्त करें।

श्री नीरज मौर्य : माननीय सभापति जी, अभी तो मुझे बोले हुए बहुत कम समय ही हुआ है।

माननीय सभापति : आपकी पार्टी के लिए 16 मिनट का समय है।

श्री नीरज मौर्य : माननीय सभापति जी, मेरा आपसे निवेदन है कि मैं दो-चार बातें कह कर अपनी बात समाप्त कर दूंगा।

मान्यवर, मैं ज्यादातर ट्रेनों से ही चलता हूँ। अभी जब मैं बरेली आ रहा था, तो हमारे यहां के कुली लोग हमसे मिलने आए थे। कुलियों ने अपनी समस्याएं मेरे सामने रखीं। उन्हें मैं लिखित में भी माननीय मंत्री जी को दूंगा, लेकिन मेरा आपसे आग्रह है कि कुलियों का जो कार्य है, वह बड़ा जोखिम वाला है। अब ठंड का मौसम आ गया है। मैं चाहूंगा कि उनके लिए स्टेशंस पर उचित रूप से बैठने की, ठहरने की व्यवस्था हो। इस ठंड के मौसम में अगर माननीय मंत्री जी उनके लिए अलाव की व्यवस्था कर देंगे तो उससे कुलियों के लिए और साथ ही यात्रियों के लिए भी सुविधा हो जाएगी, क्योंकि जब कड़कड़ाती हुई ठंड होती है, उस समय जब यात्रियों को ट्रेन पकड़नी होती है तो कुलियों के बगैर उनका काम नहीं चलता है। कुलियों को बीमा कवर भी मिलना चाहिए, यह मैं आपसे निवेदन करता हूँ।

माननीय सभापति जी, आए दिन हम लोग यह देख रहे हैं कि ट्रेनों में खाने की गुणवत्ता गिरती चली जा रही है। आप भी ट्रेन्स से चलते होंगे, हम लोग भी ट्रेन्स से चलते हैं। हम लोगों को भी ट्रेनों में खाना पड़ता है। खाने की गुणवत्ता को और कैसे ठीक किया जाए, अगर इसकी ओर भी माननीय मंत्री जी ध्यान देंगे तो अच्छा होगा।

महोदय, प्लेटफॉर्म टिकट को भी बहुत महंगा कर दिया गया है। मैं चाहूंगा कि प्लेटफॉर्म टिकट के मूल्य दो-तीन रुपये होने चाहिए।

महोदय, ट्रेनों में सफाई के साथ-साथ स्टेशंस की जो सफाई है, उसकी तरफ भी ध्यान दिया जाना चाहिए। स्टेशंस पर शौचालयों की जो कमी है, उसे भी ठीक किया जाना चाहिए।

श्री नीरज मौर्य : माननीय सभापति जी, अन्त में, मैं माननीय मंत्री जी को दो-चार सुझाव देते हुए अपनी बात समाप्त करूंगा।

माननीय सभापति : आप तो कई सुझाव दे चुके, अब आप अपना भाषण समाप्त कीजिए।

श्री नीरज मौर्य : माननीय सभापति जी, रेलवे बोर्ड के काम-काज की कैसे निगरानी की जाए, उसका कैसे मूल्यांकन किया जाए, इसके लिए भी एक नियामक बनाने की आवश्यकता है। इसलिए मैं माननीय मंत्री जी से आग्रह करूंगा कि जब रेलवे के लिए बजट आए तो उस बजट में रेल सिस्टम को सुधारते हुए हम कैसे आगे बढ़ें, इसकी तरफ जरूर ध्यान देंगे।

बहुत-बहुत धन्यवाद।

***SHRI BAPI HALDAR (MATHURAPUR):** Thank you Honourable Speaker Sir for letting me speak on the Bill. I also thank the people of Mathurapur Constituency for their love and support, today I got the opportunity to speak in the Parliament. Honourable Speaker Sir, through you I would like to draw the attention of the Railway Ministry. We get to hear about many new projects like the Amrit Bharat Station, Vande Bharat Express, Bullet Train etc. Practically, infrastructure and service are the two main components of Railways. There are many places where infrastructure exists, but there is degradation of service. Honourable Speaker sir, in reality, we see the only lifeline that common people have is the Railways. But the Railway Ministry acts indifferent towards the security of the common people. Seems like they are not serious enough about passenger safety. Honourable

* English translation of the speech originally delivered in Bengali.

Sir, the trust and confidence of the common people towards the Indian Railways is at rock bottom. During the tenure of previous governments, the senior citizens used to get a concession on their long travel ticket fares. Now this concession has been withdrawn. I believe this should be reintroduced as soon as possible to help the common people. Honourable Sir, the way current railway services are deteriorating, the way the number of employees in the Railway services are being lessened, is similar to how they are curtailing the number of railway compartments. We have seen, that train gets canceled anytime and this has become a practice. Common people are finding themselves in huge trouble because of this. Still, we don't see the railway department taking any major steps to change this. With each passing day, the Railway fare is increasing, but the services are degrading. Lakhs of people are commuting daily via train by risking their lives.

We have heard a lot about new technologies. We have heard about Kavach. But in reality, we haven't seen those being implemented and the common man is deprived of those facilities. Frequently we wake up to the news of some train accident, someone dying a mother losing their children to an accident, a brother losing their sibling or a child losing their father. This is unfortunate for us. I believe the railway department should prioritize more on passenger safety. The small halts and stations lack in providing proper service to the passengers. Honourable sir, in this regard I would mention the Kakdeep and Kashinagar stations in my constituency. There is infrastructure, yet no train stops there, thus the people can't avail the services to this date. The common man has pleaded

many times but the Railway ministry paid no heed to them. The previous member of Parliament also demanded this several times. The common people have demanded to increase in the number of platforms in Madhabpur station, but to no avail. The common man has to commute daily through the unmanned level crossing risking their life. I would request the railway ministry to please look into these matters with urgency and help the common people.

We have been told this time and again that in West Bengal, we haven't provided land for the work of Railways. West Bengal has been labeled like this. However, I believe that this is a lie. I can state with utmost responsibility that from Lakshmikantapur to Namkhana, land has been identified for the doubling of Railway lines. The Railway Department has not yet started the work. We have told them repeatedly, yet no work has been done. From Jaynagar to Raidighi, land has been identified for creating a new line. That has been proposed in the budget during the tenure of the then Railway minister Mamata Bandopadhyay. That work is yet to begin. We know, that many trains in West Bengal that were stopped during the COVID-19 pandemic haven't been started again. Through you Honourable Speaker Sir, I will request the railway ministry to resume the services of these trains which were stalled during the COVID Pandemic.

Honourable Sir, in conclusion, I would like to request the honorable Railway minister to not discriminate against West Bengal and the projects within the Mathurapur Constituency which were included in the railway budget presented by the then Railway Minister and current Chief Minister of West Bengal Mamata Bandopadhyay should be started without delay as in the new rail line expansions

between Jaynagar to Raidighi and Lakshmikantapur to Dhanganga, Namkhana to Bakkhali, Kakdwip to Gangasagar. I have said this numerous times and I have also informed the honourable minister through a letter. I would conclude my speech by thanking you once again.

***SHRI TAMILSELVAN THANGA (THENI):** Hon. Chairman Sir, I thank you for allowing me to speak about Railway Amendment Bill. You earlier brought Bills to amend the Aircraft Act and also the Criminal Procedure Act. The names of Bill were in Sanskrit. Aircraft Bill was something like Bharatiya Vayu vahan Samhita. I could not even name this Bill correctly. It is in Sanskrit. The criminal procedure Act was named as Bharatiya Nyaaya Samhita. These are Sanskrit names for the Govt. Bills. But this Railway Amendment Bill is not made into a Sanskrit name whereas you have named it as simple as Railway Amendment Bill. I appreciate the Hon Railway Minister and thank him for this move.

The intention of bringing this Bill has been explained by Hon Minister for Railways. Old and obsolete laws cannot help us and they have to be changed as per the existing requirement. If we merge these two Bills, if we bring a new Bill, it will be easy for managing the Affairs of the Railway Ministry. This was what has been said by Hon Minister of Railways. You are appointing Heads for the Zonal Railways. You should give preference to the Officers who know the local language so that it can benefit the passengers of that area. If you appoint an Officer at the rank of GM or Dy. GM in Southern Railways of Tamil Nadu and if they do not know

* English translation of the speech originally delivered in Tamil.

the local language, Tamil, it will not help the passengers who wish to go and meet them. As they do not understand the local language and there is a gap in communication. If you appoint Officers who know the local language particularly Tamil it will be beneficial to the rail passengers. This my humble request.

In order to prevent accidents, you brought Kavach System in Indian railways. You have allocated 800 Crore Rupees for this. Hon Minister is very much aware of the fact so many accidents take place in railways even after Kavach was brought. This Kavach system could not be implemented by you completely. If you bring Kavach System for all the Trains, we can create a Railway system free of accidents. This is our intention as well as yours. This Kavach system should be allocated more funds and should be extended to all the Trains so that we can bring down the number of rail accidents. I think the Hon Minister understands Tamil. When we travel in trains, we do not get good quality of food. I am not just saying this as a complaint. The catering facilities should be monitored and of good quality. Not only for me the rail passengers especially the general public are of the opinion that the food quality is not up to the mark in Trains. Similarly, you have to look about toilets. Several thousands of rail passengers travel from Kanniyakumari to Kashmir through trains every day. Several Crores travel through trains. Toilets are unhygienic. You have appointed persons for cleaning the toilets but there is no supervisor to look into the working of the person who does cleaning of toilets. Every train should be given importance as regard clean toilets and quality food. In the CAG Report, Railway track about 20 percent of them are in worse condition. They should be upgraded. You should answer what is the

proposal you have with you to upgrade these 20 percent of Railway tracks which are in worse condition. About Loco pilots: women drivers, loco pilots are operating these trains. They are forced to operate these trains for 36 hours continuously. I want that only these women loco pilots should be allowed to operate trains for just 8 hours a day. You are giving only 6-month maternity leave to women employees of Railways. Similar to the scheme in Tamil Nadu, Hon Chief Minister of Tamil Nadu has extended 1-year maternity leave to Women government employees of the State Government. Such a thing should be emulated by the Indian railways. I request Hon Minister for Railways to implement this One-year maternity leave scheme for women Railway employees.

You are naming the Trains. Vande Bharat is a good name. Many people use these trains. It is a welcome step. But the names you keep for trains are Vande Bharat, Tejas, Namo Bharat etc. But the Trains in Tamil Nadu are named as Pandiyan Express, Cheran Express, Cholan Express, Vaigai Express Malaikottai Express, Podhigai Express in Tamil Nadu. If you name the Trains running in Tamil Nadu in Tamil it will be good for the State as well as Union Government. People will also understand the names easily. I humbly request that the rendering of names of trains should be in accordance with usage of the concerned regional language.

In order to generate income, Hon Minister has explained the details. You also said that only when there is cooperation between the State and Union Governments you can lay a new railway line. When Muthamizh *Arignar* Dr Kalaignar was the Chief Minister of Tamil Nadu, he said that “when we ask for a

new railway line, the Union Government says that the State Government should give 50 percent of the share money for that rail project. We are ready to provide that 50 percent share. But will the Union Government provide half of the income that is generated from that new rail way line?" This was asked by Dr Kalaingar. There was no reply from the then Union Government. Therefore, we have so much of financial burden in the State of Tamil Nadu.

Hon Minister talked about income generation of Railways in his speech. We say, we want a separate allocation for rail projects of Tamil Nadu. Sir there should be a new railway line between Erode-Palani and Dindigul-Sabarimalai. I can explain the reason. Approximately 1 Crore people every year within two months visit Sabarimala. Every Month 5 lakh Ayyappa Pilgrims visit these places. We want that a separate railway line should be laid between Dindigul and Sabarimalai. Even if you don't give, you can provide a railway line between Kodaikkanal Road to Theni for a stretch of 48 kms. Ayyappa pilgrims throughout India can come to Theni and from there they can reach Sabarimala from Theni which 50 kms by road. I request Hon Minister of Railways to look into this. New railway route between Dindivanam-Tiruvannamalai and Perambalur are also pending for long. Hon Minister knows Tamil. He understands the sentiments of Tamil Nadu. He should allocate more funds for these Railway projects. I request that Hon Minister should give importance to Dindigul-Sabarimala rail line project. Thank you.

14.00 hrs

SHRI G. M. HARISH BALAYOGI (AMALAPURAM): Sir, thank you for giving me an opportunity to speak on this important topic. The Indian railways has been part of each and every one of us across religions, language, cultures and even generations. Much like an old tree in forests, the Indian railways has seen our young nation grow from an exploited prisoner of the British wherein trains were used to carry out our resources and people for the development of the colonizers to a new born nation where the people began using trains to discover new parts of the country, set up families and work towards the growth of our nations. Now, as a purpose-driven youthful nation, this is at the crux of achieving greatness, not just in Asia, but across the world.

The Indian railways is the thread that binds together the fabric of our nation. The growth we see in our country today would not be possible, had not the Indian railways been present and grown over the last 200 years. The astounding numbers have rightfully earned the railways the title 'Lifeline for the Nation'. Under the visionary guidance of our hon. Prime Minister, Modi Ji and the directions of our Railway Minister, Shri Ashwini Vaishnaw ji the Indian railways has grown exponentially towards realizing our goals of Vikasit Bharat 2047.

Over the last 10 years, our railways has established, upgraded and operated more than 1,20,000 kilometres of rail lines, 8000 railway stations and served more than 600 crore passengers annually. Gone from laying four-kilometre per day in 2014-15 to 14-kilometer of tracks per day, it has achieved almost four times increment. We have also achieved double electrification of railway lines

across India within a decade. This shows our Government's commitment towards the growth and development of India and its railways.

Respected Chairman, Sir, my own State, Andhra Pradesh has very fond relations with the Indian railways starting all the way back in the late 19th century. This may sound strange given that our State for all practical purposes, is merely 10 years old, thanks to an absolute unscientific bifurcation, wounds were deep to an anarchy of last five years. My State is finally now healing again, thanks to the efforts of Shri Narendra Modi Ji, our hon. leader and Chief Minister, Shri Nara Chandrababu Naidu ji, and our Deputy Chief Minister, Shri Pawan Kalyan ji.

Sir, the previous State Government sold nothing but false dreams in the name of progress. This is aptly represented by their failure to fulfil their major poll promise of setting up the South Coast Railway Zone, a truly cherished dream of every Andhra-ite.

Every year from 2019 to 2024, loud and empty announcements were made, yet nothing was done. It was due to our party's actions and continuous efforts that the failure to allocate land on the part of the previous State Government was uncovered at the national level, showing their hypocrisy to the world at large.

In absolute contrast, as soon as the NDA Government - Modi 3.0 and CBN 4.0 - came into power both at the Centre and in the State of Andhra Pradesh, we announced railway projects worth Rs. 9,150 crore in Andhra Pradesh. We also sanctioned construction of a special line from Vijayawada to the rightful capital of our State - Amravati. Also, a lot of beautification projects under the Amrit Bharat

Station Scheme at almost 53 railway stations across AP costing about Rs. 1,397 crore were announced.

We have delivered in just five months of the Government more than what they have done in five years of absolute power. This is because unlike the previous State Government that crushed Andhra Pradesh with lies, murders and corruption, our Government has uplifted our Andhra brothers and sisters with development, growth and opportunity.

Respected Chairman Sir, now I come to the Bill. I would like to state that the Railways (Amendment) Bill, 2024 marks a significant step towards realising the vision by shredding the outdated colonial shackles and ushering in necessary changes.

This Bill introduces essential amenities to streamline administrative and legal procedures related to the Indian Railways by granting authority to the Railway Board and enabling it to effectively discharge its duties. This is a clear indication of the commitment of our Government to cut down archaic laws, replacing them with indigenous and futuristic legislation.

Respected Chairman Sir, as I come towards the end of my speech, I would also like to mention a few points that I believe are important for the Railway Minister to take a note of, to take our railway services to the accelerated path of being the best in the world.

There are three 'A's which I would like to mention. The first one is the accessibility. As I stated earlier, the Indian Railways has been growing at a record year-on-year basis for the last decade. I applaud the Government's unwavering

commitment to connect many cities, towns, villages and hamlets across the country.

HON. CHAIRPERSON: Kindly give your suggestions to the Minister.

SHRI G. M. HARISH BALAYOGI: Sir, I will take a few more minutes and conclude.

HON. CHAIRPERSON: You have already taken six or seven minutes.

SHRI G. M. HARISH BALAYOGI : Sir, I would like to mention to the Ministry that we have to take into consideration three 'A's over here, specifically regarding t accessibility, affordability and accountability because we are progressing by transforming the railways from where it was a decade ago to where we have reached till now. We are also introducing new trains, like bullet trains. We are expecting ... (*Interruptions*)

HON. CHAIRPERSON: Shri Kaushalendra Kumar ji.

SHRI G. M. HARISH BALAYOGI : Sir, please give me one minute and I will conclude.

HON. CHAIRPERSON: Shri Kaushalendra Kumar ji.

SHRI G. M. HARISH BALAYOGI: Sir, I requested you for at least two minutes of more time.

HON. CHAIRPERSON: No. There are a number of speakers. Due to time constraint, I could not accommodate.

SHRI G. M. HARISH BALAYOGI: Sir, I come to the conclusion. The Indian Railways is an integral part of our society as it caters to the needs of all.

HON. CHAIRPERSON: Your three 'A's have already been well taken by the hon. Minister.

SHRI G. M. HARISH BALAYOGI: Our hon. Prime Minister, while recently flagging off new Vande Bharat trains stated that we would not stop until the Indian Railways guarantees comfortable travel for the poor, the middle class and everyone.

HON. CHAIRPERSON: Thank you.

Shri Kaushalendra Kumar ji.

श्री कौशलेन्द्र कुमार (नालंदा) : सभापति महोदय, आपने रेलवे (संशोधन) विधेयक, 2024 पर चर्चा में भाग लेने का अवसर दिया, इसके लिए आपको बहुत-बहुत धन्यवाद। मैं सबसे पहले माननीय रेल मंत्री जी द्वारा प्रस्तुत विधेयक द्वारा रेलवे अधिनियम, 1989 में संशोधन और भारतीय रेलवे बोर्ड अधिनियम, 1905 के प्रावधानों को शामिल करने का प्रस्ताव है।

माननीय सभापति : आप विषय पर आ जाइए।

... (व्यवधान)

श्री कौशलेन्द्र कुमार : माननीय सभापति जी, अब भारतीय रेलवे अधिनियम, 1905 समाप्त हो जायेगा और एक ही रेलवे अधिनियम कानून लागू होगा जिससे रेलवे बोर्ड की शक्तियों में वृद्धि होगी और साथ ही बोर्ड की संचालन की समग्र दक्षता को बढ़ावा मिलेगा। दो अलग-अलग कानून, जो वर्तमान में हैं, इनकी आवश्यकता भी नहीं रहेगी। भारतीय रेलवे बोर्ड के प्रशासनिक ढांचे को मजबूत बनाने में स्वतंत्रता मिलेगी। मूलरूप से अब रेलवे बोर्ड पूर्ण रूप से अधिक सशक्त बन जायेगा जिससे भारतीय रेलवे को आधुनिक बनाने में काफी मदद मिलेगी। मैं रेलमंत्री जी को इसके लिए धन्यवाद देता हूँ।

माननीय रेलमंत्री श्री अश्विनी वैष्णव जी के नेतृत्व में रेलवे विभाग काफी प्रगति के पथ पर आगे बढ़ रहा है। रेलवे द्वारा आधुनिक एवं स्वदेशी तकनीक से बनी वंदे भारत ट्रेनों की शुरुआत काफी सराहनीय है। मेरे राज्य बिहार में 12 वंदे भारत ट्रेनों की शुरुआत हुई है जबकि देश भर में 68 वंदे

भारत ट्रेनें चल रही हैं। यह सराहनीय कदम है। मैं पूरी दुनिया में इस तरह से कार्य करने वाले माननीय रेल मंत्री जी को बधाई देता हूँ, धन्यवाद देता हूँ और साथ ही मैं माननीय प्रधान मंत्री जी को बहुत बधाई देता हूँ। वंदे भारत, खासकर बिहार में 12 ट्रेनें दी गई हैं और इनका 22 स्टेशनों पर ठहराव भी हो रहा है। इसकी काफी लोग सुविधा ले रहे हैं।

महोदय, रेलवे नमो भारत रेपिड रेल द्वारा छोटे शहरों में रेल सेवा प्रदान करने की दिशा में उत्कृष्ट कार्य कर रहा है। यह अच्छी बात है कि रेलवे विभाग जल्द ही बुलेट ट्रेन भी चलाने जा रहा है। मेरा सरकार से आग्रह है कि दिल्ली कानपुर, वाराणसी होते हुए पटना के लिए भी बुलेट ट्रेन चलाने की परियोजना को जल्द से जल्द मंजूरी देने का काम करें।

रेलवे में यात्री सुरक्षा एक अहम मुद्दा है। रेलवे द्वारा बड़ी लाइनों की सभी मानव रहित क्रॉसिंग्स को समाप्त किया जाना एक उपलब्धि है। कवच से सुरक्षा के पुख्ता प्रबंधन रेलवे द्वारा किए गए हैं। इंजन में कवच सिस्टम तो रहेगा ही, साथ ही रेलवे लाइन के साइड में भी कवच प्रणाली सिस्टम लगाया जा रहा है, जो एक सराहनीय कदम है। बिहार राज्य के करीब 98 रेलवे स्टेशनों को अमृत भारत परियोजना का चयन कर विकसित स्टेशनों का निर्माण हो रहा है। मैं इसके लिए माननीय मंत्री जी का स्वागत करता हूँ और अभिनंदन भी करता हूँ।

मैं माननीय रेलमंत्री जी से आग्रह करना चाहता है कि कोरोनाकाल में जो रेलगाडियां बन्द कर दी गई थीं, जिनके किराए बढ़ाकर लिए गए थे, इन्हें दोबारा चलाने की जरूरत है। वरिष्ठ नागरिकों की किराये में छूट बंद कर दी गई है, इसकी भी शुरूआत करने की जरूरत है। खासकर कोरोना काल में जो भी ट्रेनें चल रही थीं, कोरोना से पहले जहां रुक रही थीं, उन स्टेशनों पर ठहराव शुरू कराया जाए।

महोदय, मैं अपने संसदीय क्षेत्र के बारे में कुछ अनुरोध करूंगा। राजगीर रेलवे स्टेशन को अमृत भारत रेलवे परियोजना के तहत विकास करके विश्वस्तरीय स्मार्ट रेलवे स्टेशन बनाने की दिशा में मंजूरी देने का काम करें। स्टेशनों के भवनों का डिजाइन स्थानीय संस्कृति, ऐतिहासिक विरासत और वास्तुकला के आधार पर ही तय किया जाए। राजगीर ब्रह्मा जी की पवित्र यज्ञ भूमि है। यह

संस्कृति और वैभव का केन्द्र होने के साथ-साथ जैन, बौद्ध और हिन्दू धर्मावलंबियों की संगम-स्थली एवं तीर्थ स्थली भी है। राजगीर का ऐतिहासिक और पुरातात्विक महत्व है। राजगीर में धार्मिक मान्यताओं के अनुसार प्रत्येक तीन वर्षों में एक माह मलमास में सभी देवी-देवताओं का वास होता है। यहाँ मलमास में विश्व प्रसिद्ध विराट मलमास मेला लगता है। राजगीर में साल भर देश-विदेश से पर्यटकों एवं तीर्थयात्रियों का आना-जाना लगा रहता है।

इतना ही नहीं, राजगीर में अंतर्राष्ट्रीय विश्वविद्यालय है। वहीं पर खेल विश्वविद्यालय भी है। अब वहां एयरपोर्ट भी हो गया है। इसकी एक अलग पहचान है। मेरा मंत्री जी से विशेष निवेदन है कि राजगीर को विकसित करने की आवश्यकता है।

माननीय सभापति : धन्यवाद।

श्री कौशलेन्द्र कुमार : महोदय, केवल एक मिनट दे दीजिए। रामपुर पर हॉल्ट है, जहां ट्रेन रुकती है, लेकिन टिकट नहीं कटता है। मैंने इस संबंध में माननीय मंत्री जी से कई बार निवेदन भी किया है।

धन्यवाद।

श्री अरविंद गणपत सावंत (मुम्बई दक्षिण) : आदरणीय चेयरमैन सर, रेल संशोधन विधेयक पर मैं अपने विचार प्रकट करने के लिए खड़ा हुआ हूँ। आपने मुझे अनुमति दी, इस हेतु मैं आपको धन्यवाद देता हूँ। मैं इस बिल का स्वागत करता हूँ, क्योंकि प्रशासकीय इम्प्रूवमेंट हम चाहते थे। It is a very good sign. You want to amalgamate the two Acts. खासकर 1979 व 1905, लेकिन इसमें जो आपने कहा है कि रेलवे ऑर्गेनाइजेशन लोक निर्माण विभाग से वर्ष 1905 में अलग कर दिया गया था। अब आप उसके कामकाज व स्वतंत्रता को बढ़ाना चाहते हैं। स्वतंत्रता जो विषय है, will that autonomy be granted to the Board or not? will the interference of the Government continue in the functioning of the Railways? You should definitely direct them, but right now मुझे कभी-कभी अजीब लगता है। आपने इसमें एक विषय रखा है कि जो ओपन लैंड है, उस हेतु आप क्या करने वाले हैं? उसमें एक प्रावधान था कि रेल की खुली जमीनों को विकसित करने के लिए रेल विकास कॉरपोरेशन व भूमि विकास कॉरपोरेशन हैं। आपने अभी तक क्यों नहीं सोचा?

रेल की जो खुली भूमि है, उसमें एनक्रोचमेंट हुआ है। एक तरफ आदरणीय प्रधानमंत्री जी ने पक्का घर व प्रधान मंत्री आवास योजना लाई है। जो झुग्गी-झोपड़ियां रेल की जमीन पर स्थित हैं, उनके संबंध में रेल मंत्रालय कहता है कि हमारे पास कोई ऐसी नीति नहीं है, नियम नहीं है कि हम इनके लिए घर बनाएं। महाराष्ट्र में वर्ष 2000 से पूर्व की जो झुग्गी-झोपड़ियां थीं, उनको सरकार ने अधिकृत कर दिया है। उनको रिहैब करना है, तो न रेल प्रशासन उनसे बात करता है, न रेल मंत्री जी बात करते हैं कि हमारी जमीन पर जो एनक्रोचमेंट है, उसमें क्या राज्य सरकार हमारा सहयोग करेगी? अगर राज्य सरकार सहयोग करेगी, तो अच्छा होगा कि आप उसको आगे जाकर उपयोग कर सकते हैं। रेल वाले झुग्गी-झोपड़ियों को कभी भी नोटिस देकर हटा देते हैं। आपका पक्का घर तब कहां गया, प्रधान मंत्री आवास योजना कहां गई? आप क्यों न सम्मिलित होकर राज्य सरकार से बात करके कहें कि प्रधान मंत्री जी उनको पक्का घर देना चाहते हैं। हमारी जमीन पर ये रह रहे हैं। हमारे पास कोई नियम-नीति नहीं है।

सर, आपने स्टेशन का नाम पंडित दीन दयाल उपाध्याय रख दिया, जो मुझे बहुत अच्छा लगा। मैं इसका स्वागत करता हूँ। मैं कितने सालों से अनुरोध कर रहा हूँ, उस पर भी ध्यान दीजिए कि आपकी पार्टी ने महाराष्ट्र में बोर्ड लगाए कि रेलवे स्टेशन के नाम बदल दिए गए हैं और उसका क्रेडिट भी लिया। हालांकि मैं अकेला था, जिसने संसद में यह विषय उठाया था कि करीरोड को लालबाग करो, सैंडहर्स्ट को डोंगरी करो। आप प्रश्नकाल में प्रश्न संख्या 122 में आपने सारे पुराने नाम लिखे हुए हैं। वे नाम बदले कि नहीं? बोर्ड तो आपकी पार्टी लगाती है कि हमारी सरकार ने नाम बदल दिया, लेकिन आज भी वही नाम चल रहे हैं। चेंबूर को गिरगांव करना था, लेकिन आज तक नाम नहीं बदला। आज के 122 नंबर प्रश्न पर वही नाम दोबारा आए हैं।

महोदय, मेरी आपसे प्रार्थना है कि रेल बोर्ड को जब आप स्वतंत्रता देना चाहते हैं, तो इन सारी चीजों को भी देखना चाहिए। जैसे पंडित दीन दयाल उपाध्याय स्टेशन आपने नाम दिया, वैसे ही मैं आपके संज्ञान में लाना चाहता हूँ कि पूरे देश, पूरे एशिया में रेल जब शुरू हुई तो रेल शुरू करने वाले भारतीय नाना शंकर सेठ थे। मुंबई सेंट्रल स्टेशन को उनका नाम देने के लिए राज्य सरकार ने प्रस्ताव

पास किया, महानगर पालिका ने प्रस्ताव पास किया, आपके पास गया, लेकिन आपको ऐसा करने में क्या अड़चन है, मुझे समझ नहीं आता। इतना अच्छा काम, जिससे आपको पूरे महाराष्ट्र, पूरे देश से आशीर्वाद मिलेगा कि जिस शख्स ने अपने खुद के बंगले में Great Indian Peninsula Railway का हेड ऑफिस खोला था।

मैंने आपसे प्रार्थना की थी। आप इस विषय को तो पूरा कीजिए। छत्रपति शिवाजी महाराज टर्मिनल पर छत्रपति शिवाजी महाराज का स्टैच्यू लगाने के लिए मैं बार-बार मांग कर रहा हूँ। आपने केवड़िया स्टेशन का नाम बदल दिया। वहां आदरणीय वल्लभ भाई पटेल जी का स्टैच्यू लगा हुआ है। बिल्डिंग पर म्यूरल लगा हुआ है। क्या सेंट्रल रेलवे का जो हेडक्वॉटर्स है, वहां छत्रपति शिवाजी महाराज का स्टैच्यू नहीं लग सकता है? वह एक छोटा सा काम आपको करना चाहिए।

मैं आपको एक और बात बताना चाहता हूँ। जब आप अक्टूबर में आए थे तो नाना स्टेशन की मांग के बारे में राजस्थान के लोग आपसे से मिले थे। बांद्रा से जयपुर के लिए जो ट्रेन चलती है, उसको नाना स्टेशन पर रोकने की बात की थी। वह नहीं हो रहा है। आप नाना शंकर सेठ जी का नाम नहीं दे रहे हैं। यह स्वतंत्रता किस बात की होगी? उनको फाइनेंशियल पावर भी देना चाहिए। अगर आप किसी जीएम से पूछेंगे कि आपकी फाइनेंशियल पावर क्या है तो आपको पता चलेगा कि GM has got a very meagre amount to spend.

HON. CHAIRPERSON : It is up to Rs. 500 crore.

श्री अरविंद गणपत सावंत : सर, इस समय उसको फाइनेंशियल पावर्स देने की भी जरूरत है। Administrative powers without responsibility and responsibility without power can not match. both the things cannot match. So, we have to have the financial powers to be granted to the GM.

आखिर में, मैं नांदेड़ स्टेशन के बारे में कहना चाहता हूँ। मराठवाड़ा में जो नांदेड़ स्टेशन है, which comes under the South Central Railway. अब पूरा नांदेड़ महाराष्ट्र में है। वहां से रेल

शुरू होकर साउथ सेंट्रल रेलवे तक आती है। साउथ सेंट्रल रेलवे वाले उसको कुछ भी सुविधा नहीं देते हैं और न उसकी कोई मांग को पूरा करते हैं। इसके लिए मैं आपसे प्रार्थना करता हूँ।

मैं बिल का स्वागत करता हूँ। आपकी एडमिनिस्ट्रेटिव रिफॉर्म करने की कोशिश है। लेकिन, अगर उसमें ऑटोनोमी नहीं आई और उसको अधिकार नहीं दिया गया तो यह सिर्फ कागजों में ही रह जाएगा। फिर भी, मैं आपको शुभकामनाएं देता हूँ। आपने मुझे बोलने की अनुमति दी, उसके लिए आपको धन्यवाद देता हूँ।

माननीय सभापति : श्री निलेश ज्ञानदेव लंके – उपस्थित नहीं।

श्री श्रीरंग आप्पा चंदू बारणे (मावल) : सभापति महोदय, मैं रेलवे (संशोधन) बिल, 2024 पर अपनी बात रख रहा हूँ। पहले तो मैं माननीय रेल मंत्री जी का आभार प्रकट करना चाहता हूँ कि उनके कार्यकाल में रेल मंत्रालय को गति मिली और कई रेल मार्ग उनके कार्यकाल में बने। यातायात करने वाले यात्रियों को सुविधा देने की बात हो, स्टॉपेज की बात हो या अन्य कोई बात हो, उन्होंने रेलवे के महत्व को बढ़ाया है। इसके लिए मैं आपका शुक्रगुजार हूँ और आपको धन्यवाद देना चाहता हूँ।

महोदय, इस विधेयक में सबसे महत्वपूर्ण परिवर्तन भारतीय रेलवे बोर्ड अधिनियम, 1905 को रेलवे अधिनियम, 1991 में अधिकृत करना है। यह कदम भारतीय रेलवे कानून के ढांचे को सरल बनाने और आधुनिक जरूरतों को पूरा करने में सक्षम होगा। जब रेलवे बोर्ड में कई सारे विषय जाते हैं तो उनको मान्यता मिलती है। रेलवे बोर्ड द्वारा मान्यता मिलने पर कई सारे विषयों का कार्यान्वयन होता है। आज आम आदमी के लिए सबसे महत्वपूर्ण बात यह है कि यातायात के लिए सबसे बड़ा साधन रेलवे विभाग में है। जैसे देश के अन्य शहरों में ट्रैफिक की समस्या सबसे ज्यादा है। रोड से यातायात करने पर कई एक्सीडेंट्स होते हैं। रोड के एक्सीडेंट और रेलवे के एक्सीडेंट में फर्क होता है। रेल में यातायात करने वाले यात्री को ज्यादा से ज्यादा सुविधा मिलती है। माननीय मोदी जी के नेतृत्व में वर्ष 2014 से वर्ष 2024 तक 31,000 किलोमीटर तक नये रेलवे ट्रैक बिछाए गए हैं। यह आंकड़ा साउथ अफ्रीका और इटली से भी ज्यादा है। मोदी जी के नेतृत्व में रेलवे इलेक्ट्रिफिकेशन

का काम पिछले दस सालों में करीब 5,188 किलोमीटर तक हुआ है। दस साल में यह काम करीब 40,000 किलोमीटर तक पहुंचा है। इस सरकार का काम जर्मनी से भी ज्यादा है।

वैसे तो वर्ष 2013-14 में रेलवे का बजट 28,174 करोड़ रुपये था, लेकिन वर्ष 2024-25 में यह बजट 2.62 लाख करोड़ रुपये हो गया है। यह रेलवे यातायात को बढ़ाता है। जो यात्री यात्रा करते हैं, उनको रेलवे के माध्यम से सुविधा मिलती है।

मैं माननीय मंत्री जी से दो-तीन प्वाइंट्स कहना चाहता हूं। जैसे 'अमृत भारत स्टेशन योजना' के तहत माननीय रेल मंत्री जी ने देश भर में 1,337 स्टेशनों का सुधार करने का प्रावधान किया गया है। यह एक महत्वपूर्ण योजना है। महाराष्ट्र में 132 स्टेशनों का सुधार करने का प्रावधान किया गया है तथा कई सारे स्टेशनों में सुधार कार्य चल रहा है। मेरा चुनाव क्षेत्र पुणे से न्यू मुंबई तक है। मेरे चुनाव क्षेत्र में 'अमृत भारत स्टेशन योजना' के तहत 6 स्टेशंस लिए गए हैं। उन सभी स्टेशनों का काम चल रहा है, सिर्फ पनवेल को छोड़कर। पनवेल स्टेशन का काम अभी शुरू हुआ है। मैंने देखा है कि जिन ठेकेदारों को उन स्टेशनों का काम दिया गया है, वे ठीक ढंग से काम नहीं कर रहे हैं। समय पर काम होना चाहिए, गुणवत्तापूर्ण काम होना चाहिए। मैं आपसे यह भी कहना चाहता हूं।

मैं दो-तीन मुद्दों के बारे में बताना चाहता हूं। माननीय मंत्री जी, कोरोना काल में लंबी दूरी की ट्रेन्स के स्टॉपेज बंद किए गए थे। कई यात्री तथा प्रवासी संगठन इसकी मांग करते हैं। मैं यह कहना चाहता हूं कि जो बड़े शहर हैं, उनको ज्यादा सुविधा देने की आवश्यकता है। मेरे चुनाव क्षेत्र में पनवेल शहर है। मैंने कई बार आपसे इसकी मांग की है। आपको यह काम करना चाहिए। कोरोना काल से पहले वरिष्ठ नागरिकों को विभिन्न रेलगाड़ियों के किराये पर छूट दी जाती थी। अगर वह छूट दोबारा दी जाएगी, तो वरिष्ठ नागरिकों को भी राहत मिलेगी।

मैं एक आखिरी बात कहना चाहता हूं। पुणे-लोनावला में तीसरे और चौथे ट्रैक को मंजूरी दी गई है। वह काम लंबित है। मैं फिर से कहना चाहता हूं कि अगर यह काम पूरा हो जाएगा, तो पुणे से लोनावला तक, जिस ग्रोथ से ये शहर बढ़ रहे हैं, उससे वहां के लोगों को सुविधा प्राप्त होगी।

मैं पुनः इस बिल के माध्यम से रेल मंत्री जी को धन्यवाद देना चाहता हूँ। रेलवे सेक्टर में सबसे ज्यादा काम किए गए हैं। मंत्री जी ने आपने रिकॉर्ड ब्रेक काम किया है।

***SHRI NILESH DNYANDEV LANKE (AHMEDNAGAR):** Hon'ble Chairman Sir, the work related to Ahmednagar-Pune interchange line has been pending for the last many years due to lack of maintenance point and I would like to request you to complete it as early as possible. I would also like to draw your attention towards a very important railway line projects, between Chhatrapati Sambhajinagar to Ahmednagar, Ahmednagar to Pune and Ahmednagar to Kalyan.

Sir, these rail line projects are very important as it will connect many important places and big cities like Shrikshetra Devgad Devsthan, Shrikshetra Shani Shingnapur, Shri Kshetra Shirdi and Shri Kshetra Ganpati Ranjangaon. These are important religious pilgrimage places and lakhs of people visit it every year. Many important industrial places like Walunj, Supa, Ranjangaon and Pune are interconnected on this line. The workers and laborers, businessmen and devotees commute on this railway line. Therefore, after completion of these railway projects, people would get immensely benefitted. This line is likely to connect. Pune, Shirdi and Sambhajinagar airports as well and that is why it is very important.

The rail line project between Ahmednagar and Kalyan is also very important. The people residing in Nagar and Beed districts, usually connected

* English translation of the speech originally delivered in Marathi.

with the people living in Pune, Mumbai and Kalyan mostly. So, this line should also be made operational as early as possible.

There is a small village called Nimdak in my Constituency. This place is far way from city area. There is a railway crossing and it needs a flyover-bridge immediately as it connects around 25-30 villages in that area. People have to wait for 30 long minutes at this railway crossing. So, it should also be completed as early as possible

A rail fare concession was given to senior citizens but during Covid pandemic, it was discontinued. Hence, I would like to demand that this facility should be provided once again.

SHRIMATI APARAJITA SARANGI (BHUBANESWAR): Hon. Chairperson, Sir, I rise today to speak in favour of the Railways (Amendment) Bill, 2024. This is indeed a privilege and an opportunity for me.

The proposed amendment is not just a legislative exercise by the Ministry of Railways. It is a very significant step towards modernising, simplifying and strengthening one of the most vital institutions of our nation, the Indian Railways. We are aware of the fact that the Indian Railways was established over 170 years ago. It is not just a mode of transportation. It is a unifying force. It is an equaliser that binds this vast and diverse nation. I think, all of us are aware of this. From connecting the remotest corners of the nation to driving the economic progress, the Indian Railways has been the lifeline of millions of Indians for ages and for generations. I can only say that it has symbolised mobility, opportunity and national pride.

Today, we have gathered here to speak about the proposed amendment. The Railways (Amendment) Bill, 2024 presented by the Ministry of Railways intends to repeal the Indian Railway Board Act, 1905 by suitably incorporating all its provisions into the current Railways Act, 1989. We need to appreciate the remarkable endeavour of the Ministry of Railways for having not only conceptualised the entire idea of bringing in the provisions of the Railway Board Act, 1905 into the current Railways Act, 1989 but also translating this entire idea, this forward-looking step into reality.

I must tell you that this particular amendment must have been brought by the Government which existed a couple of decades back. I must take you to the Report of the Joint Parliamentary Committee which was constituted for examining the Bill of 1986 which was presented to the Lok Sabha and thereafter laid in the Rajya Sabha on 21st February, 1989. While examining the Railway Bill, 1986 which later became the Railways Act, 1989, the then JPC which had been constituted for the purpose had recommended the repeal of the Railway Board Act, 1905 and the incorporation of all the provisions of the Railway Board Act, 1905 into the 1986 Bill. I was going through that report and I quote from that particular report. You have to give me some time. Para 40 of that particular report of the JPC, which was written in 1986, says:

“The Committee note that while submitting a comprehensive Bill to consolidate the law relating to the Railways, the Government have not included the provisions of the Railway Board Act, 1905 in the Railways Bill. The Railway Board Act, 1905 is to be read with the

provisions of the Indian Railways Act, 1890 and as such, it should appropriately find a place in the new Act.”

But unfortunately, the JPC’s report was not accepted.

Today, Prime Minister Modi’s Government has come forward and, for simple and effective governance, has proposed just one law, the Railways Act, 1989, with all the provisions of the Railway Board Act, 1905. This Bill will do away with the need to refer to two laws and this will definitely simplify the whole system.

HON. CHAIRPERSON : The Report was accepted. But the Government had not taken any action.

SHRIMATI APARAJITA SARANGI : Yes, Sir, exactly. I will say that it was not incorporated in the Bill. Sir, to understand the necessity of this particular amendment, we must look at the history of the Indian Railways. Please give me some time.

HON. CHAIRPERSON: There is a time constraint. You have limited time.

SHRIMATI APARAJITA SARANGI : The establishment of the railway network in India was actually associated with the Public Works Department at that point of time during the British era. And thereafter, with the growth of the Princely States and the expansion of the railway network in the country, there was a separation of the Indian Railways from the Public Works Department, and the Railway Board Act, 1905 was enacted.

Sir, we go fast forward to 1989 when the Railways Act, 1989 was enacted. This particular Railways Act, 1989 replaced the earlier Act of 1890 and provided a very modern and comprehensive framework for railway governance. But Sir,

unfortunately, again, this particular Act which came, the new law which came, did not incorporate the provisions of the Railway Board Act of 1905. At the cost of being repetitive, I am saying this. So, we continued with two sets of laws all through. The Railways Act, 1989 and the Railway Board Act, 1905 creating complexity and hence, this particular Bill is required.

The functions and independence of the Railway Board will be enhanced with this Bill. At the same time, it is highly pertinent to mention here that there has been no financial implication when we implement this particular amendment, the Railways Act, 1989 with the incorporation of the provisions of the Railway Board Act, 1905. The expenditure on the Railway Board proposed to be constituted as a statutory body under the Railways Act, 1989, would continue to be met from the budgetary provisions under the revenue segment of the Railway Budget. And I must inform the House that this time, the expenditure for 2024-25 on the Railway Board would be to the tune of Rs. 404 crore.

14.38 hrs

(Shri A. Raja *in the Chair*)

Sir, as I conclude, I am reminded of the speech of the hon. Prime Minister Shri Narendra Modi ji from the ramparts of the Indian Red Fort on August 15, 2022. He talked of 'Panch Pran' for the coming twenty-five years. And he had also said, and I quote:

“In this Azadi Ka Amrit kaal, new laws should be made by abolishing the laws which have been going on from the time of slavery.”

Sir, all the Ministries of the Government of India had been asked to identify the obsolete laws and draft new legislations that are in consonance and in line with the idea of a resurgent India. I am delighted to say in the House that the Central Government identified around 1500 archaic laws and they have actually been removed from the system.

Sir, the Railways (Amendment) Bill, 2024 is a significant step towards making Indian Railways more agile, more efficient, more modern, and more capable towards serving the needs of the people of this nation. I commend the efforts of the Ministry of Railways and all its officials. Of course, under the leadership of Prime Minister Modi ji this particular, much-needed, amendment is going to take place. I seek the support of all in this august House for the Bill.

Thank you so much.

SHRI M. K. RAGHAVAN (KOZHICODE): Hon. Chairperson, Sir, first of all, I appreciate hon. Minister Shri Ashwini Vaishnaw Ji for the intention of this Bill which enhances the functions of the Railway Board.

Sir, I, however, have a few suggestions in this regard to and submit before the hon. Minister for kind consideration and implementation.

Sir, I would like to explain it in detail. Kozhikode is my constituency. Despite my multiple requests, no new trains have been sanctioned for Bengaluru, Trivandrum, Mangalore and to Mumbai. The proposal for the west hill pit line and new Railway zone for Kerala are pending before the Railway Board.

Not only that, Sir, all the pending cases are there. Sabari line, Guruvayur line and Nilambur-Nanjangud Railway line are pending before the Ministry of Railways.

Sir, Railway Board is already a powerful institution. I believe that the Board is already over-burdened today. All major proposals today require approval of Railway Board. This creates difficulties for people, constituency and for the Board.

Instead of this, my humble submission before you is to decentralize the power of Railway Board. We need a new body called Railway Divisional Committee which shall be convened by Divisional Railway Manager. The DRC should convene every month to discuss upon the connectivity, infrastructure, and all passenger amenities of the respective divisions. Members of Parliament of respective divisions should be made part of the body to have a greater say in the developmental works of their constituencies. The seniormost MP should be made the Chairman of the Committee.

The Committee should be financially and administratively empowered to take decisions concerning railway divisions.

Hence, I strongly believe that the decentralization of powers of the Railway Board will enhance the efficiency of Railway Board as mandated by this amendment.

Sir, our Railway network is expanding rapidly. It is very important that this decentralisation is done.

Sir, the sanctioning of new trains has to be based on demand and based on requirement of the State. This will help reduce crowd in trains. A few days ago

in train number 12484 between Kerala and Delhi, this issue had happened causing great inconvenience to commuters. A large number of passengers travel in reserved coaches even today causing great inconvenience to others. This must be stopped. A major reason for this is due to lesser number of trains running along the route. Once more trains start running, this problem will perish. There is also an urgent requirement of more railway personnel both for security and for railway operations urgently. The Railway Board must prioritise this.

Sir, another important thing is to ensure the cleanliness of the tracks and coaches. This has to be strictly enforced. My suggestion is if needed, a new regulatory authority should be established for ensuring this.

Since the topic is on Railways, I can speak for hours on this because I have so many bitter experiences in this field. But since I want to stick to the context of the Bill, I am not extending it any further. So, by the way, I would like to mention one thing before the hon. Minister.

Sir, Yashwantpur – Kannur was idled for six hours at Kannur Railway Station from morning to evening. Railways sanctioned for its extension to Calicut. The time schedule has been already announced but unfortunately, till now, it is not introduced. So, my humble submission before the hon. Minister is that you have to intervene and do this fast. This is my humble submission before you.

Sir, we are proud of Indian Railways. It is a public service unit and not a commercial entity. I hope the Government keeps this in mind while introducing any reforms. Again, I request the hon. Minister to do something for Kerala State.

For the last so many years, we have been requesting the Ministry for the development of railways in our State.

I always appreciate the hon. Minister because you have performed very well. You did so many things for Kerala, especially for my constituency, Calicut. So, kindly do the needful for the State. Thank you.

श्री राजेश वर्मा (खगड़िया) : सभापति महोदय, रेल (संशोधन) विधेयक, 2024 पर अपने विचार को रखने का अवसर देने के लिए मैं लोक जन शक्ति पार्टी, रामविलास और खगड़िया की जनता की तरफ से आपका आभार और धन्यवाद व्यक्त करता हूँ।

सभापति महोदय, जब हम एक भारत की बात करते हैं, तो उसका सबसे श्रेष्ठ उदाहरण भारतीय रेल है, जो पूरे देश को जोड़ने का काम करती है। मैं आपके माध्यम से प्रधान मंत्री जी और रेल मंत्री आदरणीय वैष्णव जी का विशेष आभार व्यक्त करता हूँ, जिन्होंने बुलेट ट्रेन की स्पीड से कई महत्वपूर्ण निर्णय लिए और उसका जीता-जागता उदाहरण आधुनिक और स्वदेशी वंदे भारत ट्रेन है।

सभापति महोदय, वर्तमान में 68 वंदे भारत ट्रेन्स कुल 136 सेवाओं के साथ देश भर में चल रही हैं। वे देश के लगभग 24 राज्यों में 300 से ज्यादा स्टॉपेज और 170 जिलों को पूरी तरह से कवर करने का काम कर रही हैं। अगर हम पिछले 10 वर्षों की बात करें, तो यात्री सुरक्षा के लिए 1.27 लाख करोड़ रुपए का आवंटन किया गया है और हर साल लगभग सात हजार किलोमीटर पुरानी ट्रैक को बदलने का काम रेल मंत्रालय के द्वारा किया जा रहा है, जो काफी सराहनीय है।

रेल के विद्युतीकरण में भी ऐतिहासिक प्रगति हुई है। जहां विगत 60 वर्षों में 21 हजार किलोमीटर विद्युतीकरण हुआ था, वहीं पिछले 10 वर्षों में यह बढ़ कर लगभग 41 हजार किलोमीटर हो गया है। इस विद्युतीकरण से 600 मिलियन टन अतिरिक्त माल ढुलाई हुई है। इसके साथ-साथ 640 करोड़ लीटर डीजल की बचत और 400 करोड़ किलो CO2 उत्सर्जन में कमी आई है, जो पर्यावरण को संरक्षण देने में अहम भूमिका निभाता है। यह लगभग 16 करोड़ पेड़ लगाने के बराबर है।

सभापति महोदय, बिहार राज्य में रेलवे का 100 प्रतिशत विद्युतीकरण हो चुका है, इसके लिए मैं रेल मंत्रालय को धन्यवाद देता हूँ। अब तक अमृत स्टेशन के अंतर्गत कुल 98 स्टेशंस विकसित किए गए हैं, वहीं वर्ष 2014 से अब तक कुल 490 फ्लाई ओवर्स और अंडर ब्रिजेज का काम संपन्न कराया गया है। मैं माननीय मंत्री जी से आग्रह करता हूँ कि जिस तरह से पश्चिमी और उत्तरी रेलवे में मैकेनाइज्ड लाँड्री की शुरुआत की गई है, उससे ट्रेनों में मिलने वाली चादर और लिनन की सफाई की गुणवत्ता में काफी सुधार आया है। मैं माननीय मंत्री जी से यही आग्रह करूंगा कि रेलवे के हर डिविजन में मैकेनाइज्ड लाँड्री स्थापित की जाए, ताकि सभी ट्रेनों में सफाई, उच्च मानकों का पालन करते हुए सुनिश्चित हो सके। रेल मंत्रालय ने पूरे देश में रेल को मजबूत करने का काम किया है। मैं माननीय मंत्री जी को धन्यवाद देता हूँ कि माननीय मंत्री जी ने मेरे खगड़िया, लोक सभा क्षेत्र के लिए कई महत्वपूर्ण निर्णय लिए हैं।

मैंने रेल मंत्री जी से अनुरोध किया था कि मेरे लोक सभा क्षेत्र खगड़िया से दिल्ली तक आने के लिए एक भी राजधानी ट्रेन नहीं है। उन्होंने त्वरित मानसी से दिल्ली के लिए राजधानी ट्रेन देने का काम किया।

महोदय, मैं माननीय मंत्री जी के समक्ष अपने लोक सभा क्षेत्र के लिए भी कुछ मांगों को रखना चाहता हूँ। मेरे खगड़िया लोक सभा क्षेत्र में हसनपुर-बिथान रेलखंड का परिचालन शुरू कराया जाए। वर्तमान में 28 मार्च, 2023 को ट्रायल का निरीक्षण किया गया है, लेकिन 20 महीने बाद भी इस पर ट्रेन का परिचालन नहीं हो पाया है। उसी तरह से बिथान से कुशेश्वर स्थान रेल लाइन का कार्य भी अधूरा है। मैं माननीय मंत्री जी से अनुरोध करता हूँ कि इस कार्य को पूर्ण कराने का निर्णय लिया जाए। लोक सभा क्षेत्र के खगड़िया-कुशेश्वर स्थान रेलखंड पर अतिरिक्त बजट देकर इस रेलखंड में पटरी बिछाने का कार्य कराया जाए।

महोदय, लोक सभा क्षेत्र के अलौली से खगड़िया रेलखंड पर, जहां पर पटरी बिछ चुकी है, केवल पैसेंजर ट्रेनों का परिचालन शुरू होना है। मैं चाहूंगा कि माननीय मंत्री जी की निगाह उस ओर भी जाए। मैं बिहार की तरफ से माननीय रेल मंत्री जी, माननीय प्रधान मंत्री जी से एक महत्वपूर्ण

गुजारिश और निवेदन करना चाहता हूँ। जितने भी बिहारी हैं, उन्होंने हमेशा से केन्द्र में एनडीए की सरकार का शत-प्रतिशत समर्थन किया है। पिछले लोक सभा चुनाव में एकतरफा एनडीए के पक्ष में 40 में से 39 सीट्स जिता कर भेजा और इस बार 40 में से 30 सीट्स एनडीए के पक्ष में बिहार की जनता ने देकर भेजा है। मैं रेल मंत्रालय से चाहूँगा कि जब भी हमारे यहां पर्व होता है, चाहे वह छठ हो, दुर्गा पूजा हो या दीवाली हो, पूरे देश भर में बिहार के जो कर्मचारी हैं, वे पूरे देश भर में कार्य करते हैं। बड़े-बड़े उद्योग-कारखाने उनके सहयोग से चल रहे हैं, जिससे देश आर्थिक रूप से भी मजबूत हो रहा है। मैं कहना चाहूँगा कि जब वे साल में एक बार पर्व के वक्त अपने घर की ओर रुख करते हैं, तो वे किस तरीके से शौचालयों में, डिब्बों में भर-भर कर अपने घर आते हैं? मेरा माननीय मंत्री जी से निवेदन है कि उनके लिए विशेष ट्रेन कम से कम साल में एक बार चलाई जाए, ताकि वे सम्मान के साथ अपने घर जा सकें। मैं उनके लिए निवेदन करना चाहूँगा कि बिहार के उन साथियों की तरफ अपनी निगाह करें।

अंत में, मैं रेल के हरेक उस कर्मचारी को नमन करते हुए, जिसने भारतीय रेल को शिखर पर पहुंचाया है, चाहे वह डीआरएम हो, चाहे वह लोको पायलट हो, चाहे वह स्टेशन मास्टर हो, चाहे वह एक-एक स्टेशन और रेल मंत्रालय से जुड़ा कर्मचारी हो, उसके लिए बस यही कहना चाहूँगा कि –

“अब तक की कामयाबियां तुम्हारे नाम करता हूँ,
हरेक की लगन को झुक कर सलाम करता हूँ।”

चूंकि रेलवे देश के विकास के लिए उत्कृष्ट कार्य कर रहा है, इसलिए मैं इस विधेयक का समर्थन करता हूँ। मैं आपका फिर से लोक जनशक्ति पार्टी (रामविलास) और खगड़िया की जनता की तरफ से साधुवाद एवं आभार व्यक्त करता हूँ। धन्यवाद।

DR. GUMMA THANUJA RANI (ARAKU): Thank you, Chairman, Sir, for giving me this opportunity to express my views on this Bill.

The Indian Railways is not just a lifeline for the nation; it is the thread that weaves the aspirations of millions into the fabric of progress. The Indian Railways, one of the largest railway networks in the world, is the backbone of our economy, and a source of connectivity. It serves not just as a means of transportation but also as a driver of employment, economic development, and regional integration. The Railways Act, 1989, which governs this vast network, has undergone amendments over the years to address emerging challenges and regional needs.

There are some of the positives of this Bill. First and foremost, by repealing the Indian Railway Board Act, 1905, and merging its provisions into the Railways Act, 1989, this Bill removes the need to refer to multiple laws. This unification is a much-needed move. It reduces the administrative burden and ensures that the system is easier to understand and implement, both for officials and stakeholders.

The Bill also brings all railway governance under one comprehensive law. This step ensures better coordination between different parts of the railway system. When policies and operations align under a single framework, it becomes easier to implement projects smoothly across the country, promoting uniformity and fairness.

Now, I come to some of the challenges of the Bill. The absence of specific provisions ensuring equitable regional representation on the Railway Board risks widening the gap between well-connected regions and underserved areas. For States like Andhra Pradesh, this could mean delays in addressing vital connectivity and infrastructure demands.

I would like to give some of the suggestions regarding the Bill. I would strongly urge the inclusion of regional representation in the Railway Board. States like Andhra Pradesh contribute significantly to passenger and freight services. Having representatives from such States on the Board would ensure that regional needs, such as improved connectivity and freight corridors, are addressed effectively.

The Bill must prioritize infrastructure development in States that have high economic and logistical importance. For Andhra Pradesh, key projects like the operationalisation of the South Coast Railway Zone and better connectivity to ports such as Visakhapatnam and Krishnapatnam should be fast-tracked. These initiatives will not only boost regional development but also contribute significantly to the national economy.

Coming to my Constituency, Araku, I would like to raise a few important issues. To attract more tourists, an exclusive Araku to Visakhapatnam Toy Train may be introduced on the lines of the well-established Kalka-Shimla Toy Train operating at Himachal Pradesh State. Many tourists coming to Araku are interested to witness the beautiful natural landscapes through the Vista Dome coaches of the Railways. But in the existing trains, there are only two to three coaches which are not meeting the demand of the tourists, and people are forced to travel in other coaches. I recommend for a significant increase in the number of Vista Dome Coaches.

Moreover, the Borra Caves is a very important attraction for Araku Tourists. The train movement over the single railway track above Borra Caves has many times led to earth and rocks falling in the caves, at times narrowly missing tourists.

I would like to mention that the situation at the ancient caves is already grave, and the East Coast Railways is planning to double the Kothavalasa to Kirandul line by laying a second track above the Borra Caves. Once a double track is laid, there will be frequent movement of trains, which might cause a major landslide, closing the historic Borra Caves altogether.

I would also like to point out that the caves are visited by thousands of people every day during the peak season. A landslide could harm a large number of people. The said Borra Caves is a major source of income for local people. Hence, I would like to request you to construct the second line in such a manner that it does not cause any threat to the caves.

In recent seasons, Araku has witnessed a rapid increase in the number of tourists coming from The Telangana State. In order to facilitate and enhance tourism, a special train directly from Hyderabad to Araku travelling via Warangal, Khammam, Guntur, Vijayawada, Rajahmundry and Visakhapatnam may be introduced. This will play a very crucial role to ensure hassle-free travel for tourists from Telangana State till the final destination, that is, Araku.

Coming to the introduction of facilities, a proposal should be made for introducing VIP Waiting Lounge, Retiring Room, Lactation Room and an Emergency Railway Clinic at Araku Railway Station. This will be a great relief for the tourists at Araku Station.

As Tirupati is a very important destination for devotees, I would request the hon. Minister to kindly look into the following specific issues:

1. Developing a third railway line between Renigunta and Gudur.
2. Early grounding and completion of the New Railway line between Pudi and Yerpedu.
3. Restoration of the stoppages at Vendodu, Naidupeta, and Sullurupeta for trains that stopped there before the COVID-19 pandemic.
4. Addressing the traffic congestion by widening the narrow underpass near Ambedkar Nagar in Gudur.
5. Introducing a new Vande Bharat sleeper trainset between Tirupati and Visakhapatnam.
6. Introducing new trains connecting Tirupati with key pilgrimage destinations, specifically Varanasi and Ayodhya.
7. Initiating MEMU services between Tirupati-Nellore and Kadapa.

I urge the Government to incorporate the suggestions raised today and also take steps to address the issues raised concerning the State of Andhra Pradesh as well as my constituency, Araku. These steps will enable Indian Railways to drive progress efficiently and benefit citizens across the nation. With these suggestions I support the bill.

Thank you.

15.00 hrs

DR. M. P. ABDUSSAMAD SAMADANI (PONNANI): Thank you, Chairman, Sir, for giving me this opportunity to speak on the Railways (Amendment) Bill, 2024.

Sir, we do understand and value that we have the largest railway system in the world. Railway is seen as the symbol of national integration from the days of Independence. Railway is making a good profit which should be contributed towards the passenger amenities. The passengers do have a right and they deserve sufficient facilities, security with due consideration of their dignity. I emphasize this point while discussing this Bill.

Sir, at this juncture, I want to draw the attention of the Government and the hon. Railway Minister towards certain very important requirements of my constituency in the State of Kerala. We have six railway stations in the Malabar region of Kerala internal. These stations fall in my constituency. They have been totally neglected. We regard many moves taken by the hon. Minister who is very efficient, positive and proactive with regard to the railways throughout the country and the help rendered by him to the State of Kerala. But these railway stations, as I said, have been justifiably neglected.

Sir, we have a station called Tirur. This is the first major station of the district and is one of the prominent stations of the State of Kerala. This is one of the best leading railway stations of South India. Tirur falls in the list of 50 best performing railway stations.

Sir, I am very happy and grateful that the hon. Minister has come in the House, and I would draw his esteemed attention towards the grievances of the people of my constituency.

Sir, as I was talking about the Tirur station, which is a major station in my State, 11 trains do not have a stoppage there and as a result, the people of my

constituency, the people of the entire area face a lot of difficulties as they depend on this station. I request the hon. Minister to consider this very important requirement of the people of my constituency.

Sir, the hon. Minister is very efficient, positive and proactive. We have great expectations from him. So, my first and foremost request is that these 11 trains should stop at Tirur, which is one of the best performing stations of South India.

We do not understand why this is happening. So, this should be corrected.

Sir, we have another very important station, which is the coastal station called Tanur. It should be included in the Amrit Bharat Station Scheme. It will help in the development of that area and the welfare of the passengers.

Sir, we have some grievances with regard to other stations also. Some important trains do not stop at these stations like Pallipuram, Kuttipuram, Thirunavaya, Tanur and Pappanangadi. This has been a long pending demand of the people of Kerala. Apart from this, there are no sufficient trains to cater to the need of the large population of the Malabar region of Kerala. The Shoranur-Kannur route also does not have adequate train services particularly at peak times. So, additional MEMU trains should run on this route.

Sir, during vacation days, special trains are required from Delhi to Kerala since many trains on this route are fully booked during those days and the flight tickets are also unaffordable for most of the passengers.

I also request the hon. Minister to add extra coaches to the existing trains to clear the wait-list.

Sir, Kerala needs more passenger trains. That is another requirement of the State. While other States are being allotted new railway lines, for the State of Kerala, there are only doubling of track projects and certain survey announcements.

After China, we are the country having the largest elderly population, that is, senior citizens. They used to get some concession while travelling by train, which has been withdrawn. I would request the hon. Minister to reinstate that small privilege which was being given to them.

Hon. Minister, I had read during my school days a novel written by Charles Dickens - *Great Expectations*. Similarly, we do have great expectations from you of more than what you have done for the State of Kerala and my constituency, Ponnani.

Thank you so much, Sir.

श्री धर्मबीर सिंह (भिवानी-महेन्द्रगढ़) : सभापति जी, माननीय रेल मंत्री जी आज रेल (संशोधन) विधेयक 2024 लेकर आए हैं। अंग्रेजों का यह सिस्टम लगभग 200 साल पुराना था। पिछले दस सालों से सभी क्षेत्रों में बदलाव हुए हैं और इसी कड़ी में रेल में भी बदलाव हुए हैं। एक समय ऐसा था जब आम सवारी जब रेल से यात्रा करती थी, तो उसे डर लगता था कि समय से पहुंचेंगे या नहीं, कहीं दुर्घटना न हो जाए लेकिन पिछले दस सालों से जब भी कोई व्यक्ति रेलवे स्टेशन जाता है तो उसे ऐसा लगता है कि कोई फाइव स्टार जगह है। मैं बड़े स्टेशन की बात नहीं कह रहा हूं, मैं हरियाणा प्रदेश के छोटे-छोटे सब-डिविजन के स्टेशन्स की बात कर रहा हूं। आप हिसार का स्टेशन देख सकते हैं। जिस प्रकार से स्टेशनों का स्वरूप बदला है, वहां बैठने को मन करता है। मैं पूरे देश की बात कर रहा हूं कि पहले जब कोई देश के एक कोने से दूसरे कोने जाता था तो चार-चार बार ट्रेन बदलनी पड़ती थी। आज एक जगह से बैठो तो देश के किसी भी कोने में चले जाओ, एक ही ट्रेन द्वारा पहुंच सकते

हैं। आप सभी देख सकते हैं कि जो आदमी हवाई सफर करता था जैसे दिल्ली से जयपुर, दिल्ली से चंडीगढ़, अब वह व्यक्ति ट्रेन द्वारा ढाई घंटे में पहुंच जाता है। स्टेशनों और बोगियों में देख सकते हैं कि कितना बदलाव हुआ है। ... (व्यवधान) छह महीने बाद आप भी जब हिसार से आएंगे तो उसी ट्रेन में आओगे। आज पता ही नहीं चलता कि किस-किस नाम की कितनी नई ट्रेनें चलाई जा रही हैं। आप विश्वास कीजिए कि जिन लोगों का रेलवे से विश्वास उठ गया था, वह आज वह कह रहा है कि मुझे ट्रेन की टिकट करवा दीजिए, क्योंकि वह समय से पहुंचता है। हरियाणा प्रदेश की एक भी लाइन ऐसी नहीं है जिसका इलेक्ट्रिकेशन नहीं हुआ हो। जो आदमी दस साल पहले देश से बाहर गया था, वह आज की स्थिति देख कर आश्चर्य चकित हो जाता है कि क्या यही वह भारत है जहां ट्रेनों की हालत बहुत खराब थी।

महोदय, भारतीय रेल का जिस प्रकार मंत्री जी ने सुधारीकरण किया है, वह अत्यंत प्रशंसनीय है। इसके साथ-साथ मैं कुछ सुझाव भी देना चाहता हूं। माननीय मंत्री जी पर और माननीय प्रधान मंत्री श्री नरेन्द्र मोदी जी पर देश का पूरा विश्वास है। यह जो लाइन है, इसके इधर केएमपी है और उत्तर प्रदेश की तरफ ईस्टर्न पेरिफरल है। जो ट्रेनें दूर से आती हैं, इसके चारों तरफ चार बड़े स्टेशन बनाओ। दिल्ली के अंदर रेलवे का बड़ा लैंड बैंक है जिसको लोग एनक्रोच भी करते हैं और वहां जाम भी लगता है। यहां मेट्रो का समाधान करें। मेट्रो द्वारा आदमी जाम से भी बच जाएगा और पर्यावरण दूषित होने से भी बच जाएगा। जहां लाइन है, उसके ऊपर मेट्रो बन सकती है और उसके साथ सड़क बन सकती है। ग्रीन बैल्ट छोड़ी जा सकती है।

महोदय, दिल्ली में रेलों के ठहराव के लिए जगह कम है। जो रेल कोलकाता से चलती है, बंगलुरु से चलती है, अगर उनका ठहराव दिल्ली से 100-125 किलोमीटर दूरी पर चाहे हिसार हो, भिवानी हो या महेन्द्रगढ़ हो, वहां हो जाए, तो हमारे लिए इसका फायदा होगा और चूंकि यहां पर जगह कम है, तो उनके लिए भी यह फायदेमंद हो जाएगा।

आप जो अंडरपास बनाते हैं, उसके लिए अगर आप राज्य सरकार से 100 प्रतिशत की जगह 50 प्रतिशत पैसे लें, तो हमें और ज्यादा फायदा मिल जाएगा।

महोदय, मैं तीन-चार रेलवे लाइन्स की मांग करना चाहूंगा। लोहारू से भिवानी के लिए रेल लाइन, नीमराना से अटेली दादरी रेल लाइन, फर्रुख नगर से झज्जर-दादरी-लोहारू रेल लाइन की मांग करता हूँ। मेवात भी किसी प्रकार से दिल्ली के साथ जुड़ जाए।

महोदय, दो-तीन अंडरपासेज की मांग करता हूँ। जवाहर नगर पर हाल्ट बनवाया जाए। पोल नं. 161/2 और 161/3 पर एक अंडरपास बनाएं। जेरपुर पाली रेलवे स्टेशन पर फुट ओवर ब्रिज बनवाएं।

महोदय, इसके साथ-साथ एक ट्रेन चुरू के लिए भी चलाएं, ताकि चुरू के लोगों का भी हमारे साथ-साथ काम चल जाए।... (व्यवधान)

बहुत-बहुत धन्यवाद।

श्रीमती संजना जाटव (भरतपुर) : सभापति महोदय, आज मैं हमारे देश की जीवन रेखा भारतीय रेल की बिगड़ती स्थिति पर अपनी गहरी चिंता व्यक्त करने के लिए खड़ी हुई हूँ। विभिन्न सरकारों ने इस महत्वपूर्ण संस्था को मजबूत करने का प्रयास किया है, पर यह देखना अत्यंत दुखद है कि वर्तमान सरकार के तहत इसकी हालत दिन-ब-दिन खराब हो रही है।

महोदय, आज मैं जो तथ्य प्रस्तुत करना चाहूंगी, वह मात्र आलोचना नहीं है, बल्कि यह आधिकारिक आंकड़ों, रिपोर्टों और जमीनी अनुभव पर आधारित है।

बजट आवंटन 2024-25 की रिकॉर्ड संख्या के पीछे प्रबंधन की कमी है। वर्तमान सरकार ने केन्द्रीय बजट 2024-25 में भारतीय रेल के लिए 2.62 लाख करोड़ रुपये का रिकॉर्ड आवंटन घोषित किया है, जिसमें 1.08 लाख करोड़ सुरक्षा संबंधी गतिविधियों के लिए सम्मिलित है।

बुना था सपना तरक्की का, पर देखो यह हाल है,

सुरक्षा पर पड़ा सवाल है,

हादसे देते हैं गवाही हर साल है।

महोदय, बढ़ते हादसे एक गंभीर सच्चाई है। यात्रियों की सुरक्षा, जो भारतीय रेल की नींव है, वर्तमान सरकार के तहत इससे बार-बार समझौता किया गया है। वंदे भारत जैसी हाई स्पीड ट्रेन को

बड़े जोश के साथ लॉन्च किया जा रहा है, पर लगातार हो रही दुर्घटनाएं प्रणालीगत विफलताओं को उजागर करती हैं। पिछले पाँच वर्षों में मंत्रालय के आंकड़ों के अनुसार हर महीने औसतन तीन दुर्घटनाएं हुई हैं। बालासोर त्रासदी और उसके बाद कंचनजंगा एक्सप्रेस के पटरी से उतरने की घटनाएं मजबूत सुरक्षा तंत्र की अनुपस्थिति को दिखाती हैं। बालासोर ट्रेन दुर्घटना दुखद है, जिसमें लगभग 300 लोगों की जान चली गई।

इसके अलावा वर्ष 2017 से रेल बजट का केन्द्रीय बजट में विलय कर दिया गया है, जिससे संसद में गहन चर्चा का अवसर समाप्त हो गया है। इससे जवाबदेही कम हुई है और सरकार की प्राथमिकताओं पर सवाल उठाने का मंच भी छीन लिया गया है। सबसे परेशान करने वाली बात यह है कि बजट का ध्यान बहुसंख्यक यात्रियों की जरूरतों पर नहीं है। हमारी 90 प्रतिशत आबादी सामान्य और बिना आरक्षित डिब्बों पर निर्भर करती है, फिर भी बजट का झुकाव उच्च वर्ग की 10 प्रतिशत आबादी के लिए लग्जरी सेवाओं की ओर है। यह रेलवे के सभी नागरिकों की समान सेवा के मिशन से एक खतरनाक विचलन है।

सरकार का झुकाव निजीकरण की ओर है, जिसे आधुनिकीकरण के रूप में पेश किया जा रहा है। यह भारतीय रेल के सार्वजनिक सेवा के मूल सिद्धांत को भी कमजोर करता है। तेजस एक्सप्रेस जैसे निजी ट्रेनों के टिकट की कीमतें 1.5 गुना तक बढ़ा दी गयी हैं, जिससे बड़ी आबादी के लिए यात्रा महंगी हो जाती है। महिलाओं, वरिष्ठ नागरिकों, दिव्यांगजनों और रक्षा कर्मियों के लिए रियायतें समाप्त हो जाने से लाखों कमजोर नागरिक प्रभावित होंगे। शौचालय गंदे बने हैं और यात्रियों ने स्वच्छता को लेकर भी शिकायत की है।

बुनियादी ढांचा, अधूरे वादे, अपेक्षित जरूरतें भव्य घोषणाओं के बावजूद रेलवे के आधुनिकरण का सपना अभी भी दूर है। 40 प्रतिशत से अधिक रेलवे ट्रैक नवीनीकरण के लिए लंबित है। 55 प्रतिशत से भी अधिक स्टेशनों पर पीने का पानी और बैठने जैसी बुनियादी सुविधाओं की कमी है।

माननीय सभापति महोदय, भारतीय रेल केवल एक संस्था नहीं है यह हमारे देश की धड़कन है। इसके बावजूद वर्तमान सरकार के तहत इसकी आत्मा को खराब शासन और उपेक्षा द्वारा कमजोर

किया जा रहा है। सरकार को दिखावे की राजनीति छोड़कर सार्थक सुधारों पर ध्यान देना चाहिए। हमें सुनिश्चित करना चाहिए कि भारतीय रेल केवल लाभ कमाने का साधन न बने बल्कि जनता की सेवा का एक माध्यम बना रहे।

माननीय सभापति महोदय, बजट में मेरे राजस्थान की भी अनदेखी की गई है और मैंने अपने भरतपुर क्षेत्र की रेलवे की समस्याओं को लेकर माननीय रेल मंत्री जी को कई बार पत्र लिखे हैं लेकिन बड़े अफसोस और दुख के साथ मुझे कहना पड़ रहा है कि महीनों बीत जाने के बाद भी आज तक उन पत्रों का कोई मुझे जवाब नहीं मिला है जिससे रेल मंत्रालय की कार्य कुशलता पर सवाल उठता है।

धन्यवाद।

श्री रमाशंकर राजभर (सलेमपुर) : सभापति महोदय, मैं रेल मंत्री जी को बधाई देता हूँ कि रेल के सुधार के लिए जितना कुछ कर पाना चाहिए, आप करें। इस विधेयक के प्रस्तर 2(क) के 4 में आपने बोर्ड के सदस्यों की संख्या बढ़ाने की बात कही है। उसमें अगर एससी, एसटी और ओबीसी को भी आप सदस्य बनाएंगे तो मैं समझता हूँ कि बहुत अच्छा होगा।

महोदय, मैं समय को आगे न बढ़ाते हुए इतना जरूर कहूंगा कि बोर्ड को ताकत दी जाए, बोर्ड ताकतवर हो, स्वतंत्र हो कर काम करे। रेलवे में काम करने की जरूरत है। अगर मैं कहूँ कि कब तक जरूरत है, चार महीने वेटिंग वाली टिकट आज मिल रही है, कनफर्म टिकट के लिए आपको चार महीने पहले टिकट लेनी पड़ेगी, लेकिन तीन दिन में हम कनफर्म टिकट दे पाएं, तब तक हमको रेलवे में काम करना चाहिए। नई तकनीकों का उपयोग करना चाहिए।

माननीय सभापति जी, उत्तर प्रदेश और बिहार में आबादी घनत्व ज्यादा है। रेलवे बोर्ड इस बात की समीक्षा करेगा कि जहां आबादी घनत्व ज्यादा है, वहां हमारी ट्रेनों की संख्या कितनी है? क्योंकि गर्मी के महीनों में और त्यौहारों की सीजन में आज भी यूपी, बिहार का आदमी ट्रेन की बोगी के लेट्रीन वाले खाने में चढ़ कर जाता है, आप लोगों ने फोटो देखी होगी। जब तक हम उसे सीट न दे पाएं, तब तक काम करने की जरूरत है।

महोदय, मैं अधिक समय नहीं लूंगा, लेकिन दो-तीन बातें अपने क्षेत्र की भी कहना चाहता हूँ। महोदय, 50 दिनों से रेवती रेलवे स्टेशन पर हमारी जनता आंदोलन कर रही है कि वहां पर हॉल्ट स्टेशन को खत्म करो और रेलवे स्टेशन को रहने दो। वह रेलवे स्टेशन था। वह बिहार और यूपी को जोड़ने वाला, गंगा और दोआब का मध्य स्टेशन था। लेकिन माननीय मंत्री जी ने अधिकारियों को इतनी पॉवर दे दी है कि जब मन करेगा, जिसको मन करेगा, उसको हॉल्ट स्टेशन घोषित कर देंगे। एक तरफ हम बुलेट ट्रेन चलाने की बात कर रहे हैं और दूसरी तरफ रेलवे स्टेशन को हॉल्ट स्टेशन घोषित कर के वहां से पटरी उखाड़ दी। इस कारण से वहां अब तक एक आदमी मरा है और तीन लोगों के हाथ-पैर कट गए हैं।

मौर्या एक्सप्रेस, जिसका अंतिम स्टेशन गोरखपुर है, गोरखपुर रेलवे स्टेशन पर ट्रेन रुकती है, 50 किलोमीटर पर बनकटा रेलवे स्टेशन है। ग्वालियर-छपरा ट्रेन का अंतिम स्टॉप छपरा है। वहां की आम जनता आंदोलन कर रही है। वहां की आम जनता कह रही है कि इस ट्रेन से हम लोग जिला मुख्यालय में जाते हैं, इसलिए इस ट्रेन को शुरू कर दिया जाए। अभी भी यह ट्रेन शुरू नहीं की गई है। गोरखपुर के हमारे साथी कह रहे थे कि हम रेलवे में बहुत विकास कर रहे हैं। उन्होंने यह भी कहा कि गोरखपुर में बहुत विकास हुआ है।

सभापति जी, गोरखपुर का रेलवे कारखाना कहां गया? गोरखपुर के रेलवे विद्यालय की क्या दशा है, उसको भी देखना चाहिए। गोरखपुर-छपरा रेल खंड पर भाटपार में बेलपार पंडित ढाला है। उस ढाले पर एक-एक किलोमीटर तक जाम लगता है। मैं चाहूंगा कि वहां पर एक ओवरब्रिज बनाने की कृपा कर दी जाए। भटनी-बनारस रेल खंड पर राम जानकी मार्ग बहुत बड़ा रेल मार्ग है। उस पर एक रेलवे ढाला लार रोड है। वहां पर एक-एक किलोमीटर तक जाम लगता है। मैं चाहूंगा कि वहां भी एक ओवरब्रिज बनाने की कृपा कर दें।

महोदय, हमारा मधुबन ढाला जो इंटर-कनेक्टिंग रोड है। यहां भी एक-एक किलोमीटर तक जाम लगती है। वहां भी जनता ओवरब्रिज की मांग कर रही है, लेकिन हम कुछ नहीं कर पा रहे हैं।

बेलथरा रोड की 18 नंबर केबिन को बंद कर दिया गया। उसके दोनों तरफ स्कूल है। बच्चियाँ साइकिल से रेलवे ट्रैक पार कर रही हैं। यह रोज अखबारों में छप रहा है। वहां अण्डरपास बना दिया जाए।

हमारे पूरे सदन ने कहा कि कोरोना काल के विभीषका से जो ट्रेन्स बंद हुई, ऐसा लग रहा है कि सरकार कोरोना काल का इंतजार कर रही है कि कहीं ट्रेनों को बंद न करना पड़े, इसलिए ट्रेनों को सरकार चालू नहीं कर रही है। आप किस मोह में पड़े हैं? कोरोना काल में जो ट्रेन्स चल रही थीं, उनके यात्री अब कहां जाएंगे? उन यात्रियों के लिए आप कोरोना काल में बंद हुई ट्रेनों को चला दीजिए।

महोदय, अब वेंडर के बारे में कुछ कहना चाहता हूं। आपने अपने अधिकारियों को ऐसी ताकत दी और उन्होंने ऐसी पॉलिसी बनायी कि एक वेंडर एक स्टेशन पर खोमचा लगा कर सामान बेचता था। उसको एक लाइसेंस मिलेगा। एक आदमी को पूरे देश के भोजन का लाइसेंस मिल गया। पाँच सौ ट्रेनों में खराब खाना मिल रहा है। इसका सुधार कब होगा?

सभापति जी, आपके रेल को गैंगमैन सुरक्षित ढंग से चलाते हैं। रेल पटरी को गैंगमैन सुरक्षित रखते हैं। उस गैंगमैन की चिंता करके और उसको सम्मान देने के लिए क्या आप गैंगमैन पद को बदलेंगे? क्या उस पद को आप रेल रक्षक या रेल पटरी रक्षक करेंगे? आपने अमृत भारत योजना में हर बड़े स्टेशनों पर कुलियों के लिए एक वाहन चला दिया। उस वाहन से अक्सर प्राप्त यात्री उतर रहे हैं। उस पर बैठ कर यात्री सामान के साथ स्टेशन के बाहर आ रहे हैं। हमारे पूरे कुली बेकार हो गए हैं। मैं आपसे कहना चाहता हूं कि सहजनवा से बड़हलगंज, बेलथरा रोड, बकुलहा तक एक रेलवे लाइन पास हुई थी, लेकिन अब उसका कहीं कोई पता नहीं है।

महोदय, अंत में, मैं कहना चाहता हूं कि आप जो नौकरियाँ कम रहे हैं, इस पर भी आपको ध्यान देना चाहिए। आपने मुझे इस विधेयक पर बोलने का समय दिया, इसके लिए बहुत-बहुत धन्यवाद।

श्री सुधाकर सिंह (बक्सर) : माननीय सभापति महोदय, रेलवेज (संशोधन), विधेयक 2024, रेलवेज अधिनियम, 1989 में महत्वपूर्ण बदलाव प्रस्तुत करने के लिए मैं खड़ा हुआ हूँ। विशेष रूप से रेलवे बोर्ड को एक वैधानिक ईकाई के रूप में स्थापित करने के माध्यम से यह विधेयक भले ही भारतीय

रेलवे के संचालन और नीति-निर्माण को सरल बनाने का दावा करता हो, लेकिन यह दावा सिर्फ सतही है। इसमें कई गंभीर खामियाँ हैं, जो रेलवे के लोकतांत्रिक, प्रशासनिक और आर्थिक ढाँचे पर नकारात्मक प्रभाव डाल सकती हैं। विधेयक में केन्द्रीयकरण, प्रशासनिक अक्षमता और जवाबदेही की कमी जैसी चिंताएं स्पष्ट रूप से दिखायी देती हैं।

महोदय, इस विधेयक में सबसे बड़ी कमी यह है कि रेलवे की असली प्राथमिकताओं पर ध्यान देने में केंद्र सरकार पूरी तरह से विफल है। रेलवे को आज जिन मुद्दों पर जूझना पड़ रहा है, जैसे सुरक्षा का अभाव, बुनियादी ढाँचे का आधुनिकीकरण, यात्रियों की सुविधाओं में सुधार और स्थानीय स्तर पर रोजगार सृजन पर कोई ठोस दिशा-निर्देश या प्रस्ताव नहीं है। भारतीय रेलवे जो देश की रीढ़ मानी जाती है, उनके संचालन में सुधार की बजाय यह विधेयक केवल सत्ता केंद्रित ढाँचे को बढ़ावा देता है। इससे जमीनी स्तर पर प्रभावी सुधार की उम्मीद कम ही की जा सकती है। विधेयक की जो धारा 2ए(2) है, वह केंद्रीय सरकार के रेलवे बोर्ड को अपनी कोई भी शक्ति पूरी तरह या शर्तों के साथ प्रदान करने का अधिकार देती है।

यह धारा संघीय ढाँचे को कमजोर करती है और निर्णय लेने की प्रक्रिया को केंद्र में केंद्रीकृत करती है। इस शक्ति का उपयोग क्षेत्रीय आवश्यकताओं को दरकिनार करने और बिहार जैसे राज्यों के रेलवे विकास की उपेक्षा करने में किया जा सकता है, जो ऐतिहासिक रूप से पिछड़े हुए हैं।

धारा 2 ए (3) : रेलवे बोर्ड के सदस्यों की नियुक्ति के लिए योग्यता और शर्तें केंद्रीय सरकार द्वारा बनाए गए नियमों के माध्यम से निर्धारित की जाएंगी। महत्वपूर्ण मामलों को भविष्य के नियमों पर छोड़ देना मनमानी नियुक्तियों और राजनीतिकरण का रास्ता खोलता है। यह रेलवे जैसे महत्वपूर्ण क्षेत्र में पारदर्शिता और व्यावसायिकता को कमजोर करता है।

धारा 2 बी : बोर्ड से जारी होने वाले आदेश और निदेश सचिव या बोर्ड द्वारा अधिकृत किसी अन्य व्यक्ति द्वारा जारी किए जा सकते हैं। यह प्रावधान जवाबदेही को कमजोर करता है। गैर-निर्वाचित अधिकारियों के माध्यम से निर्णय लेना लोकतंत्र में आवश्यक संतुलन और निगरानी को बाईपास करता है।

धारा 200 : भारतीय रेलवे बोर्ड अधिनियम, 1905 को निरस्त कर इसे रेलवे अधिनियम, 1989 में शामिल करना विधिक ढांचे को सरल बनाने का दावा करता है। यह सार्वजनिक हित की रक्षा के लिए बनाए गए ऐतिहासिक प्रावधानों को खोने का जोखिम पैदा करता है। स्थानांतरण के लिए सुरक्षा उपायों की कमी, विशेष रूप से लंबित विवादों और पुराने समझौतों के संदर्भ में कानूनी अस्पष्टता उत्पन्न हो सकती है। इसमें सुधार की आवश्यकता है। भारतीय रेलवे की दशा और दिशा सुधारने के लिए प्राथमिक सुरक्षा, बुनियादी ढांचे के लिए आधुनिकीकरण, यात्रियों की सुविधा, रोजगार सृजन और पारदर्शिता पर होनी चाहिए थी, लेकिन रेलवे (संशोधन) विधेयक, 2024 इन मुद्दों की पूरी तरह अनेदखी करता है। हाल के वर्षों में कई बड़े रेल हादसों में सैकड़ों लोगों की जानें चली गईं। इससे रेलवे की सुरक्षा प्रणाली की कमजोरियां उजागर हुईं। इसके बावजूद, विधेयक में सुरक्षा को लेकर कोई चर्चा नहीं है। रेलवे को आधुनिक सुरक्षा उपकरणों, ट्रैक सिस्टम और आपातकालीन प्रतिक्रिया तंत्र में बड़े पैमाने पर निवेश करने की आवश्यकता है, लेकिन यह विधेयक इन बुनियादी सुधारों से बिल्कुल अलग दिशा में जा रहा है।

माननीय लालू प्रसाद जी पूर्व में हमारे रेल मंत्री हुआ करते थे। उनका कार्यकाल स्वर्णिम कार्यकाल रहा। लालू प्रसाद यादव जी ने अपने कार्यकाल में रेलवे को लाभ में लाने का कार्य किया। उन्होंने गरीब रथ एक्सप्रेस की शुरुआत की, जो एक ऐतिहासिक कदम था। गरीब रथ ने पहली बार एयरकंडीशंड यात्रा को आम जनता के लिए किफायती बनाया। यह ट्रेन उन लोगों के लिए भी थी, जो सामान्यतः वातानुकूलित कोच का किराया नहीं दे सकते थे। उन्होंने दिखाया कि रेलवे केवल एक परिवहन माध्यम नहीं, बल्कि सामाजिक समानता और कल्याण का प्रतीक भी हो सकता है। इसके विपरीत आज की सरकार विशेष ट्रेनों का उपयोग बढ़ा-चढ़ाकर किराया वसूलने के लिए कर रही है। विशेष ट्रेनों के किराए सामान्य ट्रेनों से कहीं अधिक होते हैं। इससे आम भारतीयों के लिए रेल यात्रा का सपना भी दूर हो गया है। रेलवे अब गरीबों के लिए सुलभ नहीं रहा।

बक्सर जिले की रेल यात्री सुविधा को लेकर इसलिए चर्चा है कि बक्सर जिले में राजधानी जैसी ट्रेनों का ठहराव नहीं होने से जो जनप्रतिनिधि हैं या जो दिल्ली आना चाहते हैं, उनको काफी

परेशानी होती हैं। बक्सर के पाण्डेय पट्टी, चौसा, डुमरांव, रघुनाथपुर और टुंडीगंज में ओवरब्रिज के निर्माण को प्राथमिकता के साथ पूरा न करना हैरान करने वाली बात है। चौसा रेलवे ओवर ब्रिज का निर्माण वर्ष 2015 में शुरू हुआ। इसका वर्ष 2024 तक पूरा नहीं होना अपने आप में चिंताजनक विषय है। इसके अलावा आरा से मुंडेश्वरी धाम तक रेलवे लाइन के विस्तार पर ध्यान दिया जाए। यह परियोजना न केवल यात्री सुविधा बढ़ाएगी, बल्कि इस क्षेत्र के विकास में महत्वपूर्ण योगदान देगी।

रेलवे (संशोधन) विधेयक, 2024 सिर्फ एक कानूनी दस्तावेज नहीं है, बल्कि भारतीय रेलवे के भविष्य का खाका है। दुर्भाग्यवश, यह खाका जनकल्याण के बजाय केंद्रीकरण और मुनाफे को प्राथमिकता देता है। सुरक्षा, बुनियादी ढांचे, किफायत और रोजगार जैसे दबाव वाले मुद्दों की उपेक्षा करके, सरकार लाखों भारतीयों के विश्वास को धोखा दे रही है, जो रेलवे पर निर्भर हैं। यह समय है कि हम एक ऐसे रेलवे सिस्टम की मांग करें, जो मुनाफे से अधिक लोगों को महत्व देता हो, एक ऐसा सिस्टम जो कुशल, सुरक्षित और सभी के लिए सुलभ हो।

***SHRIMATI BAG MITALI (ARAMBAG):** Namaskar. Thank you for providing me the opportunity to speak on the Railway Amendment Bill. I pay my respect to Shri Shri Ramkrishna Thakur and Maa Sarada. I am grateful to the people of Arambag Lok Sabha constituency. They have elected me and sent me to the Parliament. Whenever a discussion like this takes place, we get to hear about the Double Engine Government- which is wheezing past all the places— hundred percent work has been done everywhere. We also get to hear the slogan in this Parliament— "Sabka Sath, Sabka Vikas". The birthplace of "Bharat Pathik" Shri Raja Ram Mohan Roy is Khanakul which is situated in the Arambag Constituency. Raja Rammohan Roy was the first train passenger, yet there is no rail service

* English translation of the speech originally delivered in Bengali

available in his birthplace. School students are drawing images of Rail to manifest their inner wishes. They have a hope inside their hearts and they are waiting for the day when rail services will start. They are painting murals on the wall and they are drawing this on their notebooks as well. They are dreaming of the day when they will be able to commute to their schools and colleges by rail. Will the minister kindly state how long the students and the common people have to wait? Rail services should immediately start from Pashkura to Chandrakona. There is a famous Rajbanshi village called Narajole. To provide services to the common man and to keep the illustrated historic places alive, rail service should be started. The Honourable Railway Minister is present here. I will request him not to repeatedly attack our Honourable Chief Minister Mamata Bandopadhyay and not to accuse her on the matters related to land encroachment, rather he should take the initiative to quickly complete the work between Tarakeswar to Bishnupur. I would like to state another issue. It would really help the cancer patients If you could start a train from Arambag to Mumbai so that they can reach the Tata Memorial Hospital with ease. Or if you can start a train from Arambagh to Bangalore. Even if it is a bi-weekly train, it will benefit the patients and kindly try to provide stoppages to Arambag, Sheorafuli, and Tarakeswar stations.

A member just said that there have been no railway accidents. How wonderful! I don't know if he reads any newspapers, and I wonder if someone can say such a...^{**} just to snatch some applause. When we used to play as a child,

^{**} Not recorded.

we would make the train sounds- "Ku Jhik Jhik". Those who are shouting about Double Engine Government like a member did a few minutes back, should know that the common man knows the real state of the Double Engine- whether it is good or bad. I am requesting the Railway Minister to pay more attention to the Railways since the Railway is an extremely important mode of transport in our country. I would say a few concluding words. If the ministry can find a way to quickly confirm the tickets for the patients, then that will benefit the family of the ailing person. I would thank you for providing me the opportunity to speak again.

***SHRI G. SELVAM (KANCHEEPURAM)** Respected Chairman Sir, Vanakkam. I strongly condemn the Railway Amendment Bill, 2024. Although this Bill seems to be regulating the rules and legal framework relating to the Ministry of Railways but it lacks in providing safety to the common people of this country. It does not seem to be reviewing the rail accidents. I think that the Union Government is destroying the Railway department which is the lifeline of our transport system used by poor, marginalised and middle class people of our country. When we review the reasons for this failure, from the year 2017 to 2023, there were 292 rail accidents. And 220 accidents out of this were due to derailment. This means almost 75 per cent of all these accidents were due to derailment. Similarly, as per CAG Report of 2022, 20 percent of these accidents take place due to prolonged use of these railway tracks beyond their lifetime. Moreover 40 percent of these Railway coaches, Railway stations have been used for more than 20 years and

* English translation of the speech originally delivered in Tamil.

as a result of this the maintenance cost is on the rise. There is a deficiency of staff. Almost 50 per cent is the deficiency in staff. There are approximately in 7335 railway stations in our country. We have so many trains, be it the goods trains or the passenger trains. But the 50 percent vacancy in staff has created additional burden of work on other employees of Indian Railways. Loco pilots or the train drivers have to work for 102 hours on an average per week. Instead they work for more than 124 hours a week. As a result train accidents take place. Hon Railway Minister should look into this matter. The Report also states that new routes are not created due to shortage of funds. Railways is generating lots of revenue to the country. I urge that Railway network in Tamil Nadu and other States of the country should be upgraded with adequate allocation of sufficient funds. There is a lack of space for the differently-abled in almost 50 percent of the railway stations. Ramp facilities and escalators are also not available. Visually impaired people face difficulties as there are no ways with fixed tiles. Hon Minister of Railways should look into this issue and do the needful for the benefit of the differently-abled passengers. All the railway stations do not have upgraded clean toilet system. Only few of these railway stations are modernised. Rest of the railway stations do not have hygienic toilets. They don't even maintain bio-toilet system in every station. Waiting halls are also not maintained properly in all these stations. I humbly request that such facilities should be created in all the railway stations so as to benefit rail passengers. Kanchipuram district of Chengalpattu is a district with multiple features having more number of weavers, industries, hospitals and educational institutions. It is also a district which is densely

populated. Therefore people in large number travel through trains. And as a result of this, there is a need of modernising all the railway stations in Kanchipuram district. Particularly the religious and sacred places. I urge that daily trains should be operated between Melmaruvathur and Tirupati, i.e. from Melamaruvathur via Chengalpattu, Kanchipuram, Tiruttani and upto Tirupati, This will generate income to Railways besides providing transport facilities to the common people at large. At present there are more than 3 lakh vacant posts in Indian Railways. Out of which,1,52,000 vacant posts relate to Loco pilots and security related departments of Railways. These vacant posts are to be filled immediately and Railways should be upgraded. Dr. Kalaignar Centenary Bus Terminus is set up in Kilambakkam near Chennai of Tamil Nadu. This is a big bus terminal providing bus facilities to every nook and corner of the State of Tamil Nadu. I urge that a Railway Station should be set up in Kilambakkam and that Station should be named after Dr. Kalaignar Karunanidhi. Hon Railway Minister should develop Railways in the country as it generates more income for the nation. I urge that, for achieving this, you should allocate more funds for the rail projects relating to Tamil Nadu. If Tamil Nadu gets developed the entire country can develop. With this I conclude. Thank you.

SHRI MUKESHKUMAR CHANDRAKAANT DALAL (SURAT): Hon. Chairperson, Sir, thank you very much for giving me an opportunity to express my views on the Railways (Amendment) Bill, 2024.

Sir, I fully endorse the Bill which was introduced in the Lok Sabha on 9th August, 2024 by the hon. Railway Minister Shri Ashwini Vaishnaw. He is a learned

man who always puts in hard efforts and takes initiatives under the dedicated and dynamic leadership of hon. Prime Minister Narendra Modi to do something new for the Railways.

It is a different thing, Sir, that Opposition may not prefer him but it has been custom and tradition of the Opposition that they prefer the Railway Minister who used to run Railway Ministry from Kolkata and they prefer Railway Ministers who used to run Railways like jungle raj.

The Bill seeks to update provisions in the Railway Act of 1989, Repeal the Railway Board Act 1905 and bring the Board under the purview of Railways Act of 1989. The aim of the Bill is to bring into its fold and announce the Railway Board a statutory body within the spectrum of the Railway Act, 1989 and now the country shall have only one Railway Act instead of two for legal reference. It will make the Board more efficient, independent and autonomous ensuring a cut down on executive decision making and focus more on policy enhancement. Sir, it is a significant step towards simplifying and modernizing the legal framework governing Railways.

Sir, I have no hesitation to compliment the hard efforts and hard actions hon. Railway Minister has taken during the past decade to modernize the Railways under the leadership of Modi Ji. The country has seen how Railways could be more efficient, more safer, more sustainable and more connected to remote people and remote areas. Vande Bharat and Vande sleepers, bullet trains, Chenab river bridge, Amrit Bharat, Namo Bharat, all exhibits state of the art new technologies of new Bharat जो अंदर घुसकर मारते हैं ।

Chairperson, Sir, I wish to recall here that historically when Railways were introduced in India under the colonial rule, it was governed by Public Works Department. But when Railway network expanded, Indian Railway Act was enacted in 1890, but soon it become clear in 1905 that that since Railway is an unique organization and vast network, the need for a separate Board was felt and the Railway Board Act 1905 came into existence. In 1989, once again, the new Railway Act came into existence but at that time...

HON. CHAIRPERSON : Please conclude within a minute.

SHRI MUKESHKUMAR CHANDRAKAANT DALAL: Sir, those families and those parties who used to claim that they have developed a country did not feel that this Act should have been incorporated into the 1989 Act, लेकिन यह काम भी मोदी जी को ही करना पड़ा ।

As the provisions of 1905 Board Act will be incorporated in Railway Act 1989, functions, independence and autonomy of the Board will be enhanced. The expenditure of Railway Board of Rs. 440 crore proposed in 2024-25 financial year under the revenue head will continue to be met from yearly budgetary provisions under revenue budget of Indian Railways as is being done presently. This amendment will also do away with two laws with respect to the Railways. It will bring the Railway Board under the direct purview and control of the Central Government beyond executive strongholds. As I told, 68 Vande Bharat trains have already started. Apart from that, 200 Amrit trains have already started and 150 trains are under production.

To conclude Chairperson, Sir, I endorse and welcome the Railway Amendment Bill and congratulate hon. Railway Minister for the same. कोई चाहे जितनी भी कोशिश कर ले, मोदी जी के नेतृत्व में रेल बड़ी तेज गति से चल रही है।

HON. CHAIRPERSON : Please conclude now.

श्री मुकेशकुमार चंद्रकांत दलाल : कोशिश करने वालों की कभी हार नहीं होती। देशवासी बड़े फख्र से इंतजार कर रहे हैं कि इनकी हार, यानी डिफिट की गिनती 99 है, तो सेंचुरी कब पूरी होगी। संभल-संभल कर चलो। अभी दो चुनाव बाकी हैं। जनता जाग चुकी है, संभलने का मौका नहीं देगी। धन्यवाद।

श्री काली चरण मुंडा (खूंटी) : सभापति महोदय, आज आपने मुझे रेल (संशोधन) विधेयक, 2024 पर बोलने का अवसर दिया है, इसके लिए मैं आपको और अपने दल के नेता एवं खूंटी लोक सभा क्षेत्र की महान जनता को दिल से धन्यवाद करता हूँ।

महोदय, यह विधेयक पिछले सत्र में 9 अगस्त को लाया गया था, जिसके प्रावधानों को मैंने अनेको बार देखा। दरअसल मैं यह ढूंढने की कोशिश कर रहा था कि इस विधेयक से देश के हित में तथा हमारे राज्य झारखंड के हित में रेल की व्यवस्था में क्या सुधार हो पाएगा। दुःख के साथ कहना पड़ रहा है कि मुझे इस संशोधन विधेयक में वैसा कुछ भी दिखाई नहीं देता, जो हमारे राज्य के दक्षिण छोटानागपुर रेलवे के चक्रधरपुर मंडल में स्थित सीनी रेलवे वर्कशॉप की बदहाल स्थिति को सुधार पाए। ज्ञात हो कि आजादी के पूर्व 1923 में सीनी वर्कशॉप की स्थापना हुई थी, जिसमें एक वक्त में लगभग पांच हजार रेलकर्मी कार्य कर रहे थे। आज उन कर्मचारियों की संख्या मात्र कुछ सौ रह गई है। वहां की मशीनें पुरानी हो गई हैं और उत्पादन कार्य ठप हो गया है। क्या रेल मंत्री जी बताएंगे कि इस रेल विधेयक से चक्रधरपुर रेल मंडल की सीनी वर्कशॉप की सेहत में सुधार हो पाएगा?

महोदय, इस विधेयक के पेज नम्बर- 5 पर वित्तीय ज्ञापन है, जिसमें लिखा गया है कि यदि यह विधेयक अधिनियमित किया जाता है तो उसमें भारत की संचित निधि से आवर्ती और अनावर्ती कोई वित्तीय व्यय पर परिवर्तन नहीं होगा। मैं इस सभा के माध्यम से जानना चाहूंगा कि कोविड काल के

दौरान राजखरसावां रेलवे स्टेशन पर ट्रेन संख्या 18427/28 आनंद विहार एक्सप्रेस या 18029/30 कुर्ला शालीमार एक्सप्रेस का ठहराव बंद कर दिया गया है। वहां पुनः ठहराव शुरू करने पर क्या वित्तीय व्यय में परिवर्तन आएगा?

महोदय, मेरा इस संबंध में कहना है कि सरकार की या रेलवे की खास तौर पर एक सामाजिक जवाबदेही होती है, जिसके लिए वित्तीय व्यय से ज्यादा चिंता जनता को ज्यादा सुविधा प्रदान कर उनके जीवन को खुशहाल करना होता है। क्या यह सभा नहीं मानती है कि रेल के अंदर आम जनमानस भेड़-बकरी की तरह ठूस ठूस कर अमानवीय तरीके से रेल सफर करने को मजबूर हैं। इस संबंध में चक्रधरपुर-टाटा मेमो ट्रेन का एक उदाहरण रखना चाहूंगा जिसमें जनता भयावह तरीके से धक्का-मुक्की करके रेल यात्रा करने को मजबूर हैं। क्या इस ट्रेन की कुछ संख्या को 7 से 12 तक बढ़ाकर लोगों को सहूलियत प्रदान नहीं किया जाना चाहिए? मैं इस अवसर पर जानना चाहूंगा कि रेलवे मंत्रालय को झारखंड में रेल के परिचालन से कितनी आय होती है और वहाँ कितना व्यय होता है?

महोदय, इस सरकार की बात करें तो इस सरकार का उद्देश्य आम जन मानस को सुविधा प्रदान करना है ही नहीं। अक्सर प्रधानमंत्री जी वंदे भारत ट्रेन की शुरुआत करते दिख जाते हैं। क्या यह सत्य नहीं कि वंदे भारत ट्रेन का परिचालन व्यय आय की तुलना में काफी कम है? मैं वंदे भारत ट्रेन के परिचालन के खिलाफ नहीं हूँ। मैं यह स्पष्ट करता हूँ। मेरी राय है कि वंदे भारत ट्रेन को एक रेल खंड में एक जोड़ी की बजाए 10 जोड़ी चलाया जाए। लेकिन, जो साधारण मेमो, मेल या एक्सप्रेस ट्रेन में सफर करने वाले लोग हैं, उनका भी ध्यान रखा जाए। जब देश गरीब था और सरकार के पास खजाने में पैसा कम था तो लोगों को सस्ती दर पर यात्रा और जरूरतमंदों को मुफ्त यात्रा की व्यवस्था करना सरकार का उद्देश्य होता था।

आज सरकार कहती है कि हम दुनिया में पांचवीं अर्थव्यवस्था का स्थान रखते हैं, तब भी हम पैसे का रोना रो रहे हैं तथा पैसेंजर ट्रेन्स के परिचालन में घाटे का रोना रो रहे हैं। सरकार का काम मुनाफा कमाना नहीं होता, बल्कि लोक कल्याण होता है। रेलवे में कर्मचारियों की भर्ती जरूरत के

मुताबिक नहीं हो रही है, नतीजन रेल दुर्घटनाओं में इजाफा हो रहा है। इस विधेयक के माध्यम से रेल प्रबंधन को और प्रभावी करने की बात कही जा रही है। इसके साथ ही जोनल स्तर पर अधिकार की बात की जा रही है।

क्या रेल मंत्री जी यह बता पाएंगे कि मेरे लोक सभा क्षेत्र के अंतर्गत खूटी-कांड्रा मुख्य पथ पर कांड्रा में रेलवे ओवरब्रिज बनाने की लंबित मांग कब तक पूरी हो पाएगी तथा बहुत-सी मालगाड़ियों के आवागमन के कारण वहां आम जनमानस को हो रही असुविधा दूर हो पाएगी? अतः उक्त समस्याओं को दूर किए बिना यह विधेयक अधूरा है और जन आकांक्षाओं पर खरा नहीं उतर रहा है, इसलिए मैं इस बिल का विरोध करता हूँ।

श्री अमरा राम (सीकर) : माननीय सभापति महोदय, मैं रेल (संशोधन) विधेयक, 2024 पर बोल रहा हूँ। रेलवे का विकास सबसे महत्वपूर्ण है। माल ढुलाई और यात्रा भार का जो विकास होना चाहिए था, वह आज तक नहीं हुआ है। आज भी 80 प्रतिशत माल ढुलाई रोड्स के माध्यम से होती है। पैसेंजर्स की जो हालत हो रही है, मैं समझता हूँ कि जिस तरह से 'प्रधानमंत्री ग्राम सड़क योजना' के तहत इस देश के हर गांव को सड़कों से जोड़ा गया है, अगर प्रत्येक तहसील हेडक्वॉर्टर को भी उससे जोड़ा जाता, तो आज 80 प्रतिशत माल ढुलाई जो रोड्स के माध्यम से होती है, अगर वह रेलवे के माध्यम से होती, तो निश्चित रूप से देश का विकास जरूर होता।

आज भी हमें 70 प्रतिशत तेल इंपोर्ट करना पड़ता है। हम हाइवेज़ पर इतना इन्वेस्ट कर रहे हैं, अगर हम रेलवे पर इतना इन्वेस्ट करते, तो देश का विकास होता। आज तेल का जितना आयात होता है, मैं समझता हूँ कि वह 70 प्रतिशत कम हो सकता था। निश्चित रूप से इसकी सबसे ज्यादा आवश्यकता है। अगर आपने कोई ट्रैक बिछाया है, तो मैं समझता हूँ कि उसको दोबारा मेंटेन करने में उतना खर्चा नहीं आता है। अभी दिल्ली-मुंबई एक्सप्रेसवे बनाया गया है। उसको एक साल चालू हुए नहीं हुआ है, लेकिन उसकी मेंटीनेंस करनी पड़ रही है। आपको हर तीसरे साल रोड्स की मेंटीनेंस करनी पड़ेगी। इसलिए रेल का ज्यादा से ज्यादा विकास होना चाहिए, ताकि 80 प्रतिशत माल ढुलाई हर तहसील हेडक्वॉर्टर तक पहुंच सके तथा वहां से आम जनता तक पहुंचने का काम हो सकेगा।

मैं समझता हूँ कि देश की सरकार को पशु क्रूरता तो दिख रही है, लेकिन मानव क्रूरता नहीं दिख रही है। छठ और दीपावली के वक्त लोग किस तरह से साधारण डिब्बों के टॉयलेट्स में खड़े होकर तथा लटककर यात्रा करते हैं। मैं समझता हूँ कि आजादी के 75 सालों के बाद भी इससे ज्यादा अफसोसजनक बात कोई नहीं हो सकती है। मंत्री जी, आप सुबह कह रहे थे कि हम इतने जनरल डिब्बे लाए हैं। आज भी 20 डिब्बों की ट्रेन में आगे और पीछे दो जनरल डिब्बे होते हैं। जो आम आदमी हैं, जो 80 प्रतिशत लोग हैं, वे उससे सफर करते हैं, क्योंकि थर्ड एसी, सेकेंड एसी या फर्स्ट एसी की बात ही छोड़ दीजिए, वे उनसे यात्रा करने की स्थिति में नहीं हैं। आज जो स्थिति है, मेरा निवेदन है कि आप केवल बोर्ड में संशोधन लाएंगे, इससे काम नहीं होगा, बल्कि इच्छाशक्ति की जरूरत है।

मैं समझता हूँ कि इलेक्ट्रिफाईड किया जा रहा है। शेखावाटी वह इलाका है, जहां से सबसे ज्यादा सैनिक निकलते हैं। इस देश की हर सेना और हर अर्धसैनिक बल में वहां का आदमी मिलेगा। हर व्यापारी शेखावाटी का है, लेकिन वहां सबसे आखिरी में ब्रॉडगेज का काम हुआ है। पूरे देश में कहीं भी मीटर गेज का काम नहीं बचा, उसके बाद वहां काम हुआ है। आपने दिल्ली-मुंबई एक्सप्रेसवे बनाया है। जयपुर से लेकर मुंबई तक एक कॉरिडोर बनाया है।

मैं समझता हूँ कि पांच सालों में इलेक्ट्रिफाईड भी हुआ है तथा दिल्ली से लेकर मुंबई तक माल भी जा रहा है, वह जाना भी चाहिए। इसी तरह से माल ढुलाई के लिए डिब्बों की व्यवस्था हो। आज माल ढुलाई की कोई व्यवस्था नहीं है। मैं कहना चाहूंगा कि जो हालत है, निश्चित रूप से उसको दूर किया जाना चाहिए।

कोरोना में जितनी छूट थी, जैसे वृद्ध लोगों को 30 परसेंट की छूट थी, वह बंद है। जहां से आपने बुकिंग बंद कर दी है, जहां ठहराव बंद कर दिया तो कोरोना के जाने के बाद फिर से लागू क्यों नहीं कर रहे हैं? मंत्री जी कह रहे थे कि हम 45 परसेंट छूट दे रहे हैं। उन वृद्ध लोगों और विकलांगों को छूट मिलती थी, लेकिन आज कोरोना के समाप्त होने के बाद वह छूट नहीं मिल रही है। निश्चित रूप से उसको रीस्टोर करने की आवश्यकता है। मैं मंत्री महोदय से निवेदन करना चाहूंगा कि शेखावाटी सैनिक एक्सप्रेस है, जो जयपुर से दिल्ली तक आती है, वह निश्चित रूप से हरिद्वार तक जाए। जो

असम से ट्रेन आती है, वह दिल्ली तक आती है, अगर उसको झुंझुनु, सीकर होते हुए अजमेर तक चालू करेंगे तो शेखावाटी को फायदा होगा।

मेरा निवेदन है कि आपने जो अण्डरपास बनाए हैं, उनमें भेदभाव है। देश में जहां भी शहरी क्षेत्रों में अण्डरपास बने हैं, वे कवर्ड हैं, क्योंकि वहां आदमी रहते हैं। सिवाय मुंबई-दिल्ली कॉरीडोर के अलावा ग्रामीण क्षेत्र में रेयर केस में आप दो-तीन करोड़ रुपये लगाकर अण्डरपास देते हैं, लेकिन उसमें पांच लाख रुपये में टिन शेड नहीं लगाते हैं। बरसात में लोगों को जितनी परेशानी होती है, मैं समझता हूं कि आप उसका अंदाजा नहीं लगा सकते हैं। वहां पर 8-8 फुट पानी भर जाता है। आपने टेण्डर दे रखे हैं। एक घण्टे में जितनी बरसात होती है, क्या वह ड्राई हो सकता है? जब आप 3 से 5 करोड़ रुपये एक अण्डरपास के लिए लगाते हैं, तो क्या 5 लाख रुपये में उसको कवर नहीं कर सकते हैं? मेरा आपसे निवेदन है कि इसका विकास किया जाए, केवल वोट देने से काम नहीं होगा। मंत्री जी अभी क्वेश्चन आवर में उत्तर दे रहे थे, केरल और तमिलनाडु ... (व्यवधान) संघ को अपमानित करने और तार-तार करने का काम होगा। ... (व्यवधान) यह हमारे संघ और संविधान के लिए ठीक नहीं है।

श्री सुदामा प्रसाद (आरा) : सभापति महोदय, धन्यवाद। यह रेलवे का अमृतकाल चल रहा है, लेकिन यह अमृत किसके लिए है, यह अमृत अडाणी जी के लिए है। अगर ऐसा नहीं होता तो भारतीय रेल अडाणी रेल नहीं होती। आम आदमी के लिए क्या सुविधाएं हैं?

रेलवे बिल पर कई माननीय सांसदों ने बोला है। एक सांसद ने कहा कि साल में एक बार पर्व-त्यौहार के समय ज्यादा ट्रेनें चलाई जाएं। मुझे लगता है कि 12 महीने आम लोगों को गरिमामय रेल यात्रा करवाने की सुविधा देनी चाहिए और आप साधारण ट्रेनों की संख्या बढ़ाइए। बोगियों की संख्या के बारे में कह रहे हैं कि अगले साल 11 हजार बन जाएंगी और ट्रेनों की संख्या 13 हजार है। कई ट्रेनों में जनरल बोगी नहीं लगती है। जिस दिन आप गरिमामयी जीवन के साथ यात्रा करने की सुविधा देंगे, उसी दिन अमृतकाल कहा जाएगा, अन्यथा यह अमृत काल नहीं कहा जाएगा।

महोदय, वर्षों से दो लाख पद रिक्त पड़े हैं। आप उनको भरिए, क्योंकि रेलकर्मियों पर काम का बोझ है। अभी हम लोगों ने 9 नवंबर की घटना देखी है। एक रेलकर्मि की मौत डिब्बे के बीच में आकर

हो गई। यह हादसा बरौनी रेलवे स्टेशन पर हुआ। लखनऊ-बरौनी एक्सप्रेस ट्रेन का नंबर 15204 है। उस कर्मि का नाम अजय कुमार है। आप रिक्त पदों को भरिए। रेलकर्मियों पर बहुत लोड है। रेलवे में उनके आराम की कोई व्यवस्था नहीं है। इन पदों में लोको पायलट, टीटी और टीसी के पद रिक्त हैं।

कई लोगों ने शिकायत की है कि जहां हम लोग रात में विश्राम करते हैं, वहां मच्छरों का साम्राज्य है, बिस्तरों में खटमल है और शौचालय की स्थिति बदतर है। आप इसको ठीक कीजिए, तब कहा जाएगा कि यह अमृत काल है। जो रेलवे का काम हो रहा है, उसके पूरा होने की समय-सीमा तय कीजिए।

तीन साल पहले आरा में पूर्वी रेलवे गुमटी पर फुटब्रिज बनाने का काम शुरू हुआ था। मैंने यह मामला चार महीने पहले भी इस सदन में उठाया है। ऐसा लगता है कि कौआ टर्का रहा है, धान सूख रहा है।

16.00 hrs

संवेदक को इसकी कोई चिंता नहीं है कि कब तक बनेगा। दो लिफ्ट लगनी है, वह काम अभी तक नहीं हुआ है। कुंवर सिंह की मूर्ति आरा रेलवे स्टेशन पर उल्टी दिशा में लगायी गयी है, उसको सीधा करने का मामला उठाया गया था, वह चार महीने से अभी तक नहीं हो पाया है। इसकी समय सीमा तय की जानी चाहिए।

मेरे लोक सभा क्षेत्र आरा में राजधानी एक्सप्रेस का ठहराव किया जाना चाहिए। इसको पकड़ने के लिए पटना या मुगलसराय जाना पड़ता है। आरा, कड़हनी, चरपोखरी, पीरो और हसनबाजार में अप और डाउन एक्सप्रेस ट्रेनों का ठहराव हो।

देश के जितने रेलवे स्टेशन या हाल्ट नीचे हैं, लोग बोगी से कूदकर ट्रेन से उतरते हैं या बोगी में घुसने के लिए नाको चने चबाना पड़ता है। उसको ऊंचा बनाइए। रेलवे स्टेशनों पर पीने का पानी खत्म हो जाता है। बोतल बंद पानी बेचने के लिए पानी की टंकी को बंद कर दिया जाता है। कृपया

इसको चैक कीजिए और इसको चालू करवाइए। गरीबों को, आम यात्रियों को कम से कम पीने का पानी तो मिले। साफ-सुथरा पीने का पानी फ्री में तो दीजिए। यह हम लोग कहना चाहते हैं।

आरा में दो ओवरब्रिज हैं, एक आरा में और एक बिहियां में, वह क्षतिग्रस्त हो गया है। कब पुल टूटकर बाहर आकर गिर जाएगा, इसका पता नहीं है। उसके नीचे से रेल गुजरती है। यह ठीक नहीं है। मैंने पहले भी इस मुद्दे को उठाया था। आरा रेलवे स्टेशन पर जो आरएमएस है, उस आरएमएस को पटना ले जाया जा रहा है।

हम रेल मंत्री जी से आपके माध्यम से गुजारिश करेंगे कि उसको वहां से हटाया नहीं जाए, आरा में ही रहने दिया जाए। इतना ही कहकर मैं अपनी बात समाप्त करता हूं। धन्यवाद।

श्री चंदन चौहान (बिजनौर) : धन्यवाद सभापति महोदय। रेल (संशोधन) विधेयक, 2024 पर बोलने का अवसर देने के लिए अपनी पार्टी, नेता जयंत चौधरी जी और लोक सभा क्षेत्र बिजनौर की सम्मानित जनता का धन्यवाद करता हूं कि मुझे उन्होंने इस महत्वपूर्ण विषय पर बोलने का मौका दिया।

मान्यवर, इंडियन रेलवेज एक्ट, 1890 और The Railway Board Act, 1905 की बातों को सरल करते हुए यह संशोधन विधेयक लाया गया है। मैं इसका मेरी पार्टी की ओर से अपनी ओर से समर्थन का काम करता हूं। हमारे दोनों मंत्री यहां बैठे हैं, मैं उनका धन्यवाद करता हूं कि इस विचार पर उन्होंने सोचते हुए जो वर्ष 2047 का विकसित भारत का संकल्प है, कहीं न कहीं रेलवे उसमें महत्वपूर्ण योगदान देने का काम करेगा। प्रधान मंत्री जी के नेतृत्व में आप दोनों मंत्रि की जोड़ी आने वाले समय में कई और संशोधन लाकर देश और रेलवे की प्रगति में महत्वपूर्ण योगदान देने का काम करेंगे।

16.03 hrs

(Kumari Selja in the Chair)

सभापति महोदय, हमारे देश में घनी आबादी के चैलेंजेस हैं। ऐसे समय में रेलवे बोर्ड को सुविधाएं देने की जिम्मेदारी है, वहीं विश्व के मानकों को पूरा करने के लिए, कार्बन उत्सर्जन की मांगों को पूरा करने की आवश्यकता है। वर्ष 2014 से पूर्व 21 हजार से अधिक किलोमीटर रेलवे लाइंस का इलेक्ट्रिकेशन किया गया था। मैं प्रधान मंत्री जी के नेतृत्व की सरकार को धन्यवाद देता हूं कि

पिछले दस वर्षों में 44 हजार किलोमीटर का रेलवे लाइंस का इलेक्ट्रिफिकेशन करके महत्वपूर्ण योगदान करने का काम किया है।

सभापति महोदया, मैं ज्यादा समय नहीं लूंगा, क्योंकि सभी माननीय सदस्यों ने अपने विचार यहां व्यक्त किए हैं। हमारे सीकर के माननीय सदस्य की बात से अपने को जोड़ता हूँ कि निश्चित रूप से हर जगह रेलवे लाइंस को हटाया जा रहा है, अंडरपासेस बनाए जा रहे हैं। कई बार देखने को मिलता है कि पानी भरने की वजह से वहां हादसे हो जाते हैं।

इस विषय के लिए मैं भी आपसे मांग करूंगा कि ऐसी घटनाएं न हों और अगर वहां पर कुछ शेड्स की व्यवस्था हो जाए तो उससे निश्चित रूप से लोगों को लाभ मिलेगा। मैं आदरणीय अश्विनी वैष्णव जी का आभार व्यक्त करना चाहता हूँ, क्योंकि उनको बिजनौर लोक सभा से विशेष लगाव है। नजीबाबाद पर वंदे भारत के स्टॉपेज के लिए हमारी जो मांग थी, उसे उन्होंने माना लिया। उसके लिए मैं उन्हें धन्यवाद देना चाहता हूँ। आदर्श स्टेशन की जो पुरानी मांग थी, उसके लिए मेरे स्वर्गीय पिता संजय चौहान जी ने भी इसी सदन में कहा था और आपने बिजनौर आदर्श स्टेशन के साथ-साथ मेरठ और मुजफ्फरनगर को भी उसके अंतर्गत लिया, उसके लिए मैं आपको धन्यवाद देना चाहता हूँ।

इसी के साथ मेरी आखिरी मांग है कि हमारे पवित्र स्थानों को जोड़ने के लिए हमारी सरकार की जो योजना है, उसके तहत बिजनौर से दौराला, हस्तिनापुर व विदुर कुटी होते हुए रेल लाइन की मांग का डीपीआर बन जाए तो उससे बहुत लाभ होगा।

आदरणीय सभापति महोदया जी, मैं आपके माध्यम से मंत्री जी से आग्रह करूंगा कि अगर सरकार इसे स्वीकार कर ले तो निश्चित रूप से अमृत भारत और विकसित भारत का जो संकल्प है, उसे हम पूरा कर पाएंगे। इस विधेयक के समर्थन में आपने मुझे बोलने का मौका दिया, उसके लिए मैं आपका बहुत-बहुत आभार व्यक्त करता हूँ।

***SHRI SELVARAJ V. (NAGAPATTINAM):** Respected Chairman Madam, Vanakkam. Thank you for providing this opportunity to speak on this Bill. Indian Railways is a very big PSU serving this country and the world at a large scale. The wheels of Indian Railways rotate working tirelessly and continuously. As a result of this, the life cycle of several crores of people continue to be in place in an upgraded manner. I congratulate the Indian Railways for this spectacular achievement. Every day, we get to see news items on Newspapers about Indian railways. It talks about either derailment or collision of trains on the same track coming opposite to one another. Even there are news items about the verbal fight between the Railway employees and the rail passengers due to language related communication issues. Every other day we get to know such things in public domain. We get afraid while reading such news items. I think that the Railway Department has not renewed itself to meet the present demands of a developed and civilized society as per the aspirations of the people. Railways shows interest in operating Vande Bharat trains. This is fine. But it fails to look into the needs of the people and it does not try to fulfil them. Kavach system and new equipment embedded with technology should be installed in every route of Railways in order to ensure safety. If such technology is imported from foreign countries, we should try to develop indigenously. Railway employees should get the first-hand knowledge of such technology and they should be well-trained. Every rail route should be electrified with doubling of railway lines. When we submit applications

* English translation of the speech originally delivered in Tamil.

to the Railway Officials for rail facilities, they say that the route is operating to its fullest capacity. They say that only if doubling of railway line is done, these additional rail facilities could be extended. Therefore, I urge that the doubling of railway line should be done in every rail route. When we look at Amrit Bharat Railway Stations, they talk about decorating with front elevation of these stations. Government is interested in just decorating the front elevation and the main or first platform. If we look at platform no 2, 3 and 4 they remain in the previous condition without renovation or up-gradation. This should be rectified. Concessions extended to senior citizens earlier should be restored and given them once again. There is only a Pit line facility in Viluppuram and Tiruchirappalli of the Tiruchy Division of the Southern Railways. This Pit line facility should be extended to cities like Tiruvarur. All the railway stations should be covered under Amrit Bharat Railway Station Scheme. This will gradually result in providing necessary and adequate infrastructure facilities in all the railway stations of our country. The quantity and quality of food served by Railways needs to be upgraded. If we cancel our tickets, we do not get refund immediately. Passengers should get refund against their cancelled tickets within two hours of cancellation and this amount should be sent to their bank accounts. If there are more waitlisted passengers for a particular train in a particular route, additional trains should be operated to meet the demand. The decision making power to operate such trains should be vested with the Division. Otherwise the number of general bogies should be increased for that particular train. The parcel Offices which are closed as on date should be reopened and made to be functional. The length of all the

platforms in all the stations should be extended as per the requirement in relation with the number of compartments attached to the trains having stoppages in such stations. The ticket fare of Vande Bharat trains should be reduced keeping in view the average economic status of the common people. Moreover such trains should be operated for short distances. Madurai-Punalur train should be extended till Karaikkal. An express train should be run on daily basis during morning time between Karaikkal or Vailankanni and Chennai via Tiruvarur. Express trains should be run from Vailankanni to Coimbatore and Bengaluru. An express train should be run from Tiruchirappalli to Chennai via Thanjavur, Needamangalam, Tiruvarur and Mayiladuthurai. I urge that all the platforms in Tiruvarur and Nagappattinam Railway Stations should be linked with all the rail routes and tracks. Thank you.

सुश्री कंगना रनौत (मंडी) : माननीय सभापति महोदया जी, मैं आपकी धन्यवादी हूँ कि आपने मुझे रेल (अमेंडमेंट) बिल, 2024 पर अपने विचार रखने का मौका दिया है। मैं माननीय रेल मंत्री श्री अश्विनी वैष्णव जी द्वारा प्रस्तावित इस बिल का स्वागत करती हूँ। जैसा कि हमारे प्रधान मंत्री श्री नरेन्द्र मोदी जी हमेशा ही यह कहते हैं कि सरकार का काम लोगों के जीवन में सरलता लाना होना चाहिए। चाहे वे लॉज हों, ब्यूरोक्रॉसी हो या सरकारी दफ्तर हों, उनके लिए वे एक्सेसिबल होने चाहिए। वे उनके लिए किसी तरह का स्ट्रेस जेनरेट न करें और ईजली अवेलेबल होने चाहिए। निश्चय ही, यह बिल इस उद्देश्य में सफल होता है। इसके अंतर्गत वर्ष 1905 में जो रेलवे बोर्ड एक्ट था, उसको वर्ष 1989 के रेलवे एक्ट में क्लब किया जा रहा है। निश्चय ही इस तरह के सिंगल लॉ हमारे साधारण लोगों के लिए ईजली एक्सेसिबल होगा, अवेलेबल होगा। इसलिए मैं इसका स्वागत करती हूँ। अनदर वेरी इम्पोर्टेंट गवर्नमेंट बॉडी, रेलवे बोर्ड, जिसको डायरेक्टली, जो कॉर्पोरेट्स के हडल्स होते हैं, जिसके बारे में हमारे प्रधान मंत्री जी हमेशा कहते हैं कि दफ्तरों के चक्कर लगाने या लोगों को एक डेस्क से दूसरे डेस्क

भेजना, आई थिंक, इससे भी उनको छुटकारा मिलता है। डायरेक्टली, सेंटर के अंडर रेलवे बोर्ड को लिया जा रहा है। मैं इसका भी स्वागत करती हूँ। उसके साथ ही वंदे भारत ट्रेन्स आत्मनिर्भर भारत, आधुनिकीकरण का एक बहुत बड़ा प्रभावशाली उदाहरण हैं और एक चिन्ह बनकर सामने आई है। जब 68 वंदे भारत ट्रेन्स भारत को दी गई थीं, तो उनमें से एक वंदे भारत ट्रेन हमारे हिमाचल प्रदेश जैसे छोटे प्रदेश के ऊना शहर को भी दी गई थी।

मैं जानती हूँ कि हिमाचल प्रदेश एक बहुत ही दुर्गम क्षेत्र है। मगर हमारी सरकार, भारतीय जनता पार्टी जम्मू-कश्मीर या अन्य पहाड़ी इलाकों में बहुत ज्यादा रेल प्रोजेक्ट्स लाँच कर रही है, उनके के साथ ही हिमाचल प्रदेश में भी बहुत सर्वे हो रहे हैं। वहां रेलवे के लिए बजट मिला है। शिमला, धर्मशाला, कांगड़ा, बैजनाथ, हमीरपुर ऐसे बहुत सारे जगहों पर बहुत सारे प्रोजेक्ट्स आ रहे हैं।

मैं माननीय मंत्री जी का ध्यान मंडी क्षेत्र की तरफ लाना चाहूंगी। एक्चुअली, हिमाचल प्रदेश का 60-70 प्रतिशत ज्योग्राफिकल एरिया मंडी क्षेत्र में ही आता है। हमारे क्षेत्र में इस तरह के न सर्वे हुए हैं और न ही सुविधा है। हमारा क्षेत्र सेंट्रल मंडी चाहे दिल्ली से जुड़ता है या चंडीगढ़ या अंबाला जैसे दो-तीन जगहों से भी हमारे क्षेत्र को जोड़ा जाए तो हमारे हिमाचल प्रदेश को प्रगति और विकास में बहुत सहायता मिलेगी।

मैं रेलवे (अमेंडमेंट) बिल, 2024 के लिए माननीय मंत्री जी को बहुत-बहुत बधाई देती हूँ। धन्यवाद।

श्री श्यामकुमार दौलत बर्वे (रामटेक) : माननीय सभापति महोदया जी, सर्वप्रथम मैं आपको धन्यवाद देता हूँ कि आपने मुझे रेलवे (संशोधन) विधेयक, 2024 पर बोलने का मौका दिया है।

माननीय सभापति महोदया, मैं अभी सुन रहा था तो मुझे ऐसा लग रहा था कि वर्ष 2014 से ही रेलवे बोर्ड चालू हुआ है और देश में रेलवे चल रही है। इसके पहले रेलवे नहीं चलती थी। मंत्री महोदय के माध्यम से और सत्ताधारी पक्ष के माध्यम से इस प्रकार से ही जताया जा रहा है, लेकिन मैं आपको बताना चाहूंगा कि रेलवे वर्ष 2014 में नहीं बल्कि वर्ष 1905 से रेलवे बोर्ड अधिनियम के तहत विधेयक तैयार किया गया है।

जिस तरीके से यह विधेयक लाया गया है, यह जोनल और डिविजन के अधिकारों को निरस्त करने का तरीका है। सारे लोगों को यहां दिल्ली में, केन्द्र में बुलाकर, लोगों को परेशान करने के हिसाब से यह बिल तैयार किया गया है। मुझे ऐसा लगता है। इसमें रेलवे बोर्ड के सदस्यों की नियुक्ति, उनकी सेवा की शर्तें आदि को लेकर भी संदेह है। जिस प्रकार से रेलवे बोर्ड के चेयरमैन, सचिव और अन्य सदस्यों की नियुक्ति होगी, उसमें राजनीतिक हस्तक्षेप बढ़ने की संभावना ज्यादा है।

इस सरकार ने स्थायी रेलवे कर्मियों की संख्या कम कर दी है। लगभग 16 लाख 50 हजार से 13 लाख कर दिया गया है, जबकि रेलवे में कुल 2 लाख 63 हजार 915 पद खाली हैं। भारतीय रेलवे का निर्माण पिछले डेढ़ सौ वर्षों में देश के लाखों श्रमिकों के खून-पसीने से हुआ है। सरकार आधुनिकीकरण के नाम पर रेलवे को निजी हाथों में दे रही है। इसका एक और उदाहरण है कि रेलवे एक्सटेंशन के आधुनिकीकरण के लिए 45 साल की लम्बी लीज पर पूंजीपतियों को दिया जाना। इस सरकार ने विवेक देबरॉय समिति का गठन किया। उसने रेलवे के निजीकरण की दिशा में प्रमुख कदमों की सिफारिश की थी। भारतीय रेलवे का पूर्ण निजीकरण, रेल बजट को खत्म करना, जिससे भारतीय रेलवे की विशेष स्थिति समाप्त हो गई।

मैं आपके सामने कुछ तथ्य रखना चाहता हूँ। सरकार जो कहती है, वह करती नहीं है और यह आंकड़ों से साबित होता है। हमारी पार्टी और हमारे दल के नेता श्री राहुल गांधी जी ने हमेशा रेलवे के निजीकरण के खिलाफ बोला है और सरकार के द्वारा झूठ का प्रचार किया जा रहा है कि रेलवे का निजीकरण नहीं हो रहा है। जबकि रेल मंत्री जी ने खुद लोक सभा में 16 सितंबर, 2020 को लिखित उत्तर में बताया है कि चुनिंदा और लाभदायक – 109 मार्गों पर डेढ़ सौ यात्री ट्रेनों निजी करने की प्रक्रिया शुरू हो चुकी है। अगर डेढ़ सौ ट्रेनों के परिचालन को निजी हाथों में देने की प्रक्रिया सरकार ने शुरू कर दी है तो देश का विकास, रेलवे का विकास और युवा को रोजगार कैसे मिलेगा?

मैं लास्ट में कहना चाहूंगा कि वर्ष 2014 से पहले जिस तरीके से एससी, एसटी, ओबीसी के विद्यार्थी देश में कहीं भी एग्जाम देने के लिए जाते थे तो उनको पास दिए जाते थे। उसको इस सरकार ने बंद कर दिया है। मैं आपके माध्यम से रेल मंत्री जी से कहना चाहूंगा कि कृपया करके उसको शुरू

किया जाए। वरिष्ठ नागरिकों के लिए जो सेवा पहले शुरू थी, उसको भी शुरू किया जाए। धन्यवाद।

श्रीमती लवली आनंद (शिवहर) : माननीय सभापति महोदया, आपने मुझे रेलवे संशोधन विधेयक 2024 पर चर्चा में भाग लेने के लिए अनुमति दी, इसके लिए मैं आपको धन्यवाद देती हूँ।

माननीय रेल मंत्री जी ने रेलवे अधिनियम, 1989 में संशोधन का प्रस्ताव पेश किया है और भारतीय रेलवे बोर्ड अधिनियम, 1905 के प्रावधानों को समाहित करने का प्रस्ताव किया है। अब भारतीय रेलवे बोर्ड अधिनियम, 1905 समाप्त हो जाएगा और एक ही कानून रेलवे बोर्ड के लिए लागू रहेगा, जिससे रेलवे बोर्ड को अधिक शक्ति मिलेगी। बोर्ड की शक्ति में वृद्धि होगी, रेलवे बोर्ड के प्रशासनिक ढांचे को और अधिक आधुनिक व मजबूत बनाने में बोर्ड को स्वतंत्रता मिलेगी। इसके लिए मैं माननीय रेल मंत्री जी को धन्यवाद देती हूँ और हमारे देश के यशस्वी प्रधान मंत्री के नेतृत्व में देश आगे बढ़ रहा है, उनके प्रति भी आभार व्यक्त करती हूँ। मैं इस बिल का पुरजोर समर्थन करती हूँ। मैं बिहार के शिवहर संसदीय क्षेत्र का प्रतिनिधित्व करती हूँ और जनता दल (यू) से हूँ। हमारे माननीय मुख्य मंत्री श्री नीतीश कुमार जी हैं, जिन्होंने बिहार को काफी आगे बढ़ाया है। जब वे रेल मंत्री थे तो उन्होंने बिहार के लिए काफी सपने देखे थे, जो अब प्रधान मंत्री जी के द्वारा, रेल मंत्री जी के द्वारा साकार हो रहे हैं। आपको आश्चर्य होगा कि देश की आज़ादी के 75 वर्ष के बाद भी माननीय प्रधान मंत्री जी के घोषित अमृत काल के समय में अब तक मेरे संसदीय क्षेत्र शिवहर के लोग रेलवे सेवा से वंचित है।

रेलवे पूरे देश के विकास से जुड़ा होता है। देश की आज़ादी के 75 साल में अभी तक हमारे क्षेत्र शिवहर में रेलवे लाइन नहीं है। जब मेरे पति आनंद मोहन जी शिवहर से सांसद थे, उस समय रेल मंत्री स्वर्गीय राम विलास पासवान जी थे, उन्होंने उनसे रेलवे लाइन के लिए सर्वे कराकर रिपोर्ट तैयार करने का आग्रह किया था। लेकिन अभी तक वह आगे नहीं बढ़ा है, जिसके कारण शिवहर के लोगों को यातायात में काफी कठिनाइयाँ होती हैं। मेरा आग्रह है कि इस पर भी ध्यान दिया जाए।

वर्ष 2006-07 के रेल बजट में, सीतामढ़ी, शिवहर, बापूधाम, मोतिपुर के लिए सर्वे करने की मंजूरी मिली थी, वह अभी पेंडिंग है। उसे जल्दी से जल्दी आगे बढ़ाया जाए। मैं रेल मंत्री जी से यह आग्रह करती हूँ। मैं उनसे यह भी आग्रह करती हूँ कि शिवहर की नई रेल लाइन परियोजना को जल्द से जल्द लागू करने की दिशा में मंजूरी देने का कष्ट करें।

मैं आग्रह करती हूँ कि शिवहर के बैरगनियां रेलवे स्टेशन को अमृत भारत परियोजना के तहत शामिल करके उसका विकास किया जाए। वहाँ के जनता की मांग है कि बैरगनियां रेलवे स्टेशन पर गाड़ी संख्या 15655 और 15656 कटरा-कामख्या एक्सप्रेस, 15501 और 15502 रक्सौल-जोगबनी एक्सप्रेस, 22551 और 22552 अंत्योदय एक्सप्रेस एवं 14017 और 14018 सद्भावना एक्सप्रेस का जनहित में ठहराव दिया जाए ताकि रक्सौल से बैरगनियां तक आने की व्यवस्था हो सके। इसके साथ ही, लोकल स्तर पर घोड़ासाहन में भी इसकी सुविधा दी जाए।

नरकटियागंज-रक्सौल-सीतामढ़ी-दरभंगा-मुजफ्फरपुर रेल लाइन के दोहरीकरण की स्वीकृति के लिए मैं धन्यवाद देती हूँ। इसके साथ-साथ मैं कहना चाहूंगी कि माननीय रेल मंत्री जी ने अभी तक जो काम किये हैं, वे बहुत ही अच्छे हैं। भारतीय रेल में आधुनिक और स्वदेशी वंदे भारत ट्रेन शुरू करके उन्होंने अत्यंत सराहनीय काम किया है। वर्तमान में 68 वंदे भारत ट्रेन्स की सुविधा और 136 सेवाओं के साथ देश के 24 राज्यों में 300 से अधिक स्टॉपेजेज हैं, जो 170 जिलों को कवर करते हुए चल रही हैं। भारतीय रेल कभी भी भेदभाव नहीं करती है। सभी राज्यों पर एक समान ध्यान दिया जाता है। इसके लिए भी मैं धन्यवाद दूँगी। एक अंतिम बात कहकर, मैं अपनी वाणी को विराम दूँगी, चूंकि समय का अभाव है, आपने मुझे बोलने का मौका दिया है, मैं इसके लिए भी आपको धन्यवाद देती हूँ।

माननीय रेल मंत्री जी से मेरा आग्रह है कि जिस तरह से, केन्द्र सरकार के सभी कर्मचारियों के लिए सीजीएचएस के माध्यम से स्वास्थ्य सेवाएं मुहैया करायी जाती हैं, वैसी ही व्यवस्था रेलवे के कर्मचारियों के लिए भी उपलब्ध करायी जाए। वर्तमान में उनके लिए रेलवे के मेडिकल की जो व्यवस्था है, उसके तहत परिवार की परिभाषा में माता-पिता का स्थान नहीं है। आपके माध्यम से, मैं माननीय

मंत्री जी से आग्रह करती हूँ कि परिवार की परिभाषा में माता-पिता को भी जोड़ा जाए और उनके लिए सीजीएचएस की व्यवस्था हो क्योंकि उन्हें सबसे अधिक स्वास्थ्य सेवाओं की जरूरत होती है। मेरा यही आग्रह है।

आपने मुझे बोलने का मौका दिया, इसके लिए बहुत-बहुत धन्यवाद।

एडवोकेट चन्द्र शेखर (नगीना) : माननीय सभापति महोदया, मैं सर्वप्रथम आपको धन्यवाद देता हूँ कि आपने मुझे रेलवे संशोधन विधेयक, 2024 पर अपनी बात रखने का मौका दिया।

रेलवे संशोधन विधेयक, 2024 पर मैं अपनी गहन चिंता व्यक्त करता हूँ। यह विधेयक भले ही रेलवे के शासनिक ढाँचे को सुव्यवस्थित करने का लक्ष्य रखता हो, लेकिन यह हमारे रेलवे सिस्टम की मूलभूत ताकत को कमजोर कर सकता है। केन्द्र सरकार की बढ़ती भूमिका भले ही अच्छे इरादों से प्रेरित हो, लेकिन इससे नौकरशाही में देरी हो सकती है और समय पर निर्णय लेने की क्षमता कम हो सकती है। हमें अपने रेलवे सिस्टम की चपलता और लचीलेपन को खोने का जोखिम उठा रहे हैं।

मैं मंत्री जी से पूछना चाहता हूँ कि क्या रेलवे बोर्ड में सदस्यों की नियुक्तियों में एससी, एसटी, ओबीसी और महिलाओं को जगह मिलेगी? रेलवे बोर्ड में सदस्यों की नियुक्ति शासन का एक महत्वपूर्ण पहलू है। यह आवश्यक है कि नियुक्तियाँ योग्यता और विशेषज्ञता के आधार पर हो, न कि राजनीतिक विचारधाराओं के आधार पर। इस मोर्चे पर कोई भी समझौता, निर्णय लेने की गुणवत्ता और भारतीय रेलवे के समग्र प्रदर्शन में गिरावट का कारण बन सकता है। जनता की जरूरतें सर्वोपरि हैं, इसलिए हमारे लिए आम आदमी की जरूरतें सर्वोपरि हैं। रेलवे सुलभ, किफायती और विश्वसनीय होना चाहिए। विधेयक में यह सुनिश्चित करना चाहिए कि इसमें इन सिद्धांतों का पालन होगा।

हालांकि, विधेयक का उद्देश्य अच्छा हो सकता है, लेकिन इसके संभावित परिणाम दूरगामी हैं। हमें सावधानीपूर्वक आगे बढ़ना चाहिए और सुनिश्चित करना चाहिए कि ये सुधार रेलवे के मूल तत्वों को कमजोर न करें।

सभापति महोदया, इसी के साथ, जिस लोक सभा क्षेत्र से मैं आता हूँ, वह नगीना है। वह बहुत पिछड़ा हुआ क्षेत्र है। वहां के युवा, किसान, महिलाएं, मजदूरों को जीवन-यापन करने के लिए कठिनाइयों

का सामना करना पड़ता है। इसलिए, मैं माननीय मंत्री जी से मांग करूंगा कि नजीबाबाद से मुंबई और जम्मू के लिए ट्रेन चलाई जाए।

इसके साथ ही, नजीबाबाद स्टेशन गढ़वाल का प्रवेश द्वार है। मैं आपसे आग्रह करूंगा कि वहां, उस स्टेशन पर जलभराव की जो समस्या होती है, उसकी देख-रेख की जाए। बेगमपुरा एक्सप्रेस, जो कि वाराणसी टू जम्मू तवी है, उसका स्टॉपेज वहां हो। दिल्ली जाने के लिए सुबह को कोई ट्रेन नहीं है। मुझे भी दिल्ली आने के लिए अक्सर बहुत परेशानियों का सामना करना पड़ता है। मैं कोशिश करता हूं कि सेशन में मैं चला जाऊं, क्योंकि रेल की सुविधा आपने उपलब्ध कराई है। जलालाबाद क्रॉसिंग पर ओवरब्रिज बनना चाहिए। धामपुर में दो जगहों पर समस्या है, वहां कई घंटों तक खड़े रहना पड़ता है, इसलिए वहां भी ओवरब्रिज बनना चाहिए। नगीना में जो कोतवाली वाला क्षेत्र है, वहां ओवरब्रिज की आवश्यकता है। सिहोरा में ओवरब्रिज न होने के कारण दिक्कत है, कीरतपुर में भी दिक्कत है।

सभापति महोदया, बैकलॉग बहुत इम्पोर्टेंट विषय है। रेलवे का बैकलॉग जल्दी-जल्दी भरना चाहिए। जनरल कोच बढ़ाए जाने चाहिए, क्योंकि बहुत बड़ी आबादी रेल से सफर करती है। बहुत लोगों की जानें दुर्घटनाओं में जा रही हैं। हमने कई एक्सीडेंट्स देखे हैं। एक कर्मचारी की जिस तरह दबकर जान गई, वह भी एक बहुत बड़ी समस्या है, जिसके कारण जनता में गुस्सा पैदा हुआ। इसकी रोकथाम की जाए। गरीब यात्रा करने के लिए जाता है, वह उसकी अंतिम यात्रा न हो जाए, इस बात का हमें ध्यान रखना पड़ेगा।

इसका मुख्य कारण मुझे यह दिखाई देता है कि लोको पायलट को दिन और रात में ड्यूटी करनी पड़ती है। उनकी रात की ड्यूटी कठिन है, उसके बाद उन्हें पर्याप्त आराम चाहिए। इस संबंध में एचपीसी का सुझाव भी था कि लोको पायलट के लिए दो रात्रि के बाद ड्यूटी का आदेश हो। इस आदेश पर अमल नहीं किया गया, जिसके कारण उनकी आंख लग जाती है और कई बार दुर्घटना होती है। अतः हजारों लोगों की जिंदगियों से खिलवाड़ नहीं होना चाहिए।

कोरोना काल में बंद की गई ट्रेनों पुनः चालू की जाएं। पहले एससी, एसटी और ओबीसी के बच्चों को पास मिलते थे। जब वे किसी कॉम्पिटिशन के लिए कोई एग्जाम देने जाते थे, तो उन्हें जो पास मिलते थे, वे बंद कर किए गए और सरकार कहती है कि हम दलितों और पिछड़ों के हितैषी हैं। लेकिन जब सरकार उनके बच्चों की तरक्की के आगे के रास्ते बंद कर देगी, तो कैसे चलेगा? जिस तरह लगातार निजीकरण हो रहा है, इस निजीकरण से रेलवे में सरकारी नौकरी खत्म हो जाएगी। ये दलितों, पिछड़ों के बच्चे कहां जाकर बैठेंगे? ये कौन सी कुर्सी पर बैठेंगे? आज भी देश में सामाजिक गैर-बराबरी है।

मैं मंत्री जी से मांग करता हूं, मैं उन्हें धन्यवाद देता हूं कि उन्होंने नजीबाबाद में वंदे भारत ट्रेन का स्टॉपेज दिया, लेकिन इसके अलावा भी हमने कई मांगें उठाई थीं, जिन पर कोई कार्यवाही नहीं हुई। मंत्री जी, आप पार्टी से अलग हटकर आप सोचें कि उस क्षेत्र की भी तरक्की होनी चाहिए। यह भी आपके अधिकार क्षेत्र का मामला है।

सभापति महोदया, मैं दोबारा आपको धन्यवाद देता हूं और माननीय मंत्री जी से आग्रह करता हूं कि मेरी मांगों पर ध्यान दें और उस क्षेत्र में अवसर पैदा हों, इसका वे खयाल रखें।

आपका बहुत-बहुत धन्यवाद।

श्री राजेश रंजन (पूर्णिमा) : सभापति महोदया, माननीय मंत्री जी से मेरा पहला आग्रह होगा कि मंत्री जी, आप जीएम और डीआरएम को राजा बनाकर रखते हैं, एमपी की कोई वैल्यू नहीं है। जब वे क्षेत्र में जाते हैं, तो वे एमपी की रिस्पेक्ट नहीं करते हैं, एमपी को खबर नहीं करते हैं। रेलवे में जब कोई उद्घाटन होता है, तो उसमें एमपी की कोई सुध नहीं लेता है।

मंत्री जी, टिकट कन्फर्मेशन के लिए आपके ऑफिस में, आपके डीआरएम ऑफिस में दलाल घूमते हैं। एमपी की चिढ़ी की कोई वैल्यू नहीं है। टिकट का कन्फर्मेशन नहीं होता है और एमपी का सम्मान आपके रेलवे विभाग में कहीं भी नहीं है।

आईआरसीटीसी ट्रेन में खानपान की व्यवस्था को देखता है। आपने आईआरसीटीसी को चार रुपए में जिस कपड़े की धुलाई के लिए कहा था, आईआरसीटीसी ने उसको 25 रुपए कर दिया।

आपने आम आदमी पर बोझ बढ़ा दिया। आईआरसीटीसी बड़ी ट्रेनों में तो थोड़ा सा खानपान दे देती है, लेकिन जो लोअर ट्रेनें हैं, जिनमें गरीब चलता है, वहां का खानपान बहुत ही गलत है।

दूसरी तरफ, आप ट्रेनों में महिला डिब्बा देते हैं, लेकिन आम आदमी के लिए लगभग कोई डिब्बा नहीं है। टिकट कन्फर्मेशन के बगैर जाने वाले एक या दो डिब्बे होते हैं, पहले 12-12 डिब्बे हुआ करते थे, लेकिन अब एक या दो डिब्बे ही होते हैं। गरीब रथ की तरह या किसी जनरल गाड़ी की तरह अब आपकी कोई गाड़ी नहीं है। आप वंदे भारत ट्रेन को चलाइए, कोई दिक्कत नहीं है। वंदे भारत को आप सभी जगह से कनेक्ट कीजिए, यह अच्छी बात है। मैं इसके लिए आपको धन्यवाद देता हूँ, लेकिन जो आम आदमी है, जो गरीब, मिडिल-क्लास है, हमारे चन्द्र शेखर जी ने अभी आपसे कहा कि आप महिलाओं के लिए आरक्षण की व्यवस्था को कम्पल्सरी कीजिए, आप महिलाओं के आरक्षण को कम्पल्सरी कीजिए।

हम चार आम आदमी ट्रेन में जा रहे हैं। दो आम आदमियों का टिकट कन्फर्म हुआ, दो आम आदमियों का टिकट कन्फर्म नहीं हुआ। हम पर आप बोझ डाल देते हैं, उसके बाद हमसे पैसा वसूला जाता है। हमारे परिवार को रोक दिया जाता है। वह हमसे कितने पैसे ले जाते हैं, इसके बारे में मैं आपसे नहीं कह सकता हूँ। आप बताएं कि उस परिवार का क्या होगा, जिसकी दो टिकट कन्फर्म हो जाएं और दो कन्फर्म न हों। इस विषय में हमने कभी सुधार की बात नहीं की है।

महोदया, इसके अलावा एससी, एसटी, ओबीसी और जो छात्र प्रतियोगी परीक्षा देने के लिए दूसरे राज्यों में जाते हैं, क्या सरकार उनके लिए कुछ सोचती है? रेलवे का 11 साल से कोई एग्जाम नहीं हुआ है। बैंकिंग क्षेत्र में भी एग्जाम नहीं हुए हैं। आप बताएं कि कितने एग्जाम हुए हैं? आप बताएं कि कितने एससी, एसटी और ओबीसी छात्रों को नौकरी मिली है? आपने आरक्षण को पिछले दरवाजे से बंद कर दिया है और निजीकरण कर दिया है। आप विकलांगों के लिए क्या व्यवस्था कर रहे हैं? मैंने विशेष कर महिलाओं के लिए कम्पल्सरी आरक्षण की बात कही है। महिला सुरक्षा को लेकर भर्ती का विषय सबसे महत्वपूर्ण है। आप विज्ञापन पर खर्च करते हैं और मालिक को खरीद लेते हैं लेकिन छोटे स्तर के श्रमजीवी पत्रकारों का क्या होगा?

महोदया, मैं एक-दो बात कहकर अपनी बात समाप्त करूंगा। यात्री भाड़ा और माल भाड़ा बढ़ाने के बाद भी आपका रेलवे घाटे में क्यों है? आपने भाड़ा डबल, ट्रिपल कर दिया है, लेकिन फिर भी घाटा क्यों है? कोसी सीमांचल क्षेत्र में रेलवे कनेक्टिविटी को बढ़ाने की तरफ आपका ध्यान आकृष्ट करूंगा। बनमनखी जनता चौक, पूर्णिया कोर्ट स्टेशन, घड़बरेली बाजार, जलालगढ़ बाजार पर आरओबी बनाने का मैं आपसे आग्रह करता हूँ। मध्य रेलवे के अधीन सहरसा में रेल मंडल, समस्तीपुर में आजादी के वक्त कांग्रेस के समय बना था। सहरसा में एक रेल मंडल की स्थापना का मैं आपसे आग्रह करता हूँ कि उस जोन में कोसी सीमांचल के बीच सुपौल के बीच एक रेल मंडल होना आवश्यक है। कोसी सीमांचल को जोड़ने वाली कुरसेला बिहारीगंज के लिए 193 करोड़ रुपये दिये गये थे, उसे रोक दिया गया है। बिहारीगंज से खुर्दा होते हुए बीरपुर फिर देवघर से नौगछिया को आपने स्वीकृत कर दिया है। उसका सर्वे जारी है। आपने किशनगंज से जलालगढ़ स्वीकृत कर दिया है। जलालगढ़ से बनमनखी और बिहारीगंज से कुशेश्वरस्थान को स्वीकृत नहीं किया। नौगछिया से मधेपुरा कुशेश्वरस्थान, जो शिव की नगरी है, उसे बीरपुर तक जोड़ने की व्यवस्था की जाए। पूर्णिया कोच स्टेशन में वाशिंग पीठ को आपने स्वीकृत कर दिया है लेकिन अभी तक उसका कार्य शुरू नहीं हुआ है।... (व्यवधान) मैं हृदय की गहराई से इन्हें धन्यवाद देता हूँ। जलालगढ़ स्वीकृत रेल, साहबगंज-मनिहारी सीमा वाया गंगा नदी पर साहबगंज में पुल, पूर्णिया जंक्शन, बनमनखी और मुरलीगंज मधेपुरा के रेलवे स्टेशन को मॉडल स्टेशन बनाने का मैं आपसे आग्रह करता हूँ। देवघर से रांची रेल नहीं है। मैं इन्हें जोड़ने का आग्रह करता हूँ। जलालगंज, बनमनखी, बिहारीगंज, कुशेश्वरस्थान होते हुए दरभंगा एक जनरल बोगी 15707, 15708, 15713, 15714, 15909, 15910 को कठिहार से वाया पूर्णिया, बनमनखी, सहरसा चलाया जाए।

मेरा आपसे अंतिम आग्रह है कि कृपया आप मेरी बात सुनिए कि विपक्ष के भी एमपीज होते हैं। आप सम्मान तो करते हैं लेकिन काम नहीं करते हैं। मेरा हाथ जोड़ कर आग्रह है कि सम्मान कम करिए लेकिन क्षेत्र का काम कर दीजिए और कुशेश्वरस्थान से बिहारीगंज 193 करोड़ रुपया रिलीज कर दीजिए और आरसीटी जो दलाली करता है, उसे रोक दीजिए।

SHRI KALYAN BANERJEE (SREERAMPUR): Thank you, Chairperson Madam. There is nothing to oppose. But I have a few suggestions. Of course, the Railways (Amendment) Bill, 2024 is intended to modernise India's Railway governance by making the Railway Board more autonomous and improving its decision-making process.

This Bill repeals the 1905 Act and incorporates provisions related to the Railway Board into the 1989 Act. The Central Government invests its powers and functions with respect to railways in the Board itself.

The question is regarding merger of two Acts -- whether the repealed Act will meet the challenges that the Indian Railways faces in terms of operational delays, accidents and safety initiatives, bureaucratic inefficiencies, slow technical adoption and complexity of PPA model and investments, and relaxation of powers to Zones. We hope and expect that it will be done. That is the reason why modernisation has been brought through this Bill itself.

Now, there are a few questions. There are questions about accidents. It is reported that an average of three consequential train accidents per month over the past five years, apart from 18 accidents, have been reported in the first five months of 2024-25 alone. As per the CRS investigation report of October, 2023, the Commissioner of Railway Safety, a statutory body under the Ministry of Civil Aviation that probes train accidents, has recommended in no uncertain terms, Kavach, in some shape or form, to save lives, even in stretches not yet included in its rollout plan. During the Budget Session also, I had pointed out this fact without reading this report. When I delivered the speech regarding Kavach, I said

that. But at that time, I was not aware of this report. In 2023, the total number of passenger train accidents were 33 and the number of goods train accidents were 15; whereas, in 2021-22, accidents recorded were 21.

Now, I come to major accidents. There have been 200 major train accidents with 145 involving derailments. Northern Railway has recorded the highest number of accidents in the past five years with 25 accidents, followed by Central Railway with 22 accidents.

Now, I come to the Economic Survey. The Economic Survey of 2023-24 which was released on July, 22, indicates limited progress on safety-related works such as deployment of Automatic Train Protection System, Kavach and overhaul of signalling systems at all stations.

My next point is with regard to the CandAG's analysis of railway accidents. I am just going through the CandAG's analysis. Between 2017 and 2021, derailments accounted for 1,392 accidents or 69 per cent of consequential train accidents. The next point is about the deficit of funds. That is also a CandAG's report. The CAG of India also found a deficit of Rs. 1,03,395 crore for track renewal, sparking worries about the financial position.

There is a question because of merger. Capacity constraints and operational inefficiencies necessitate improved capacity management and infrastructure development. It is just in a suggestion form. It is not to criticize. Take it as a suggestion. Overcome the outdated technology and infrastructure. The regularity framework poses significant hurdles to modernizing and enhancing the efficiency of the Indian Railways. Reducing operating cost and increase in

passenger amenities can free Railways from network congestion. These are the few suggestions.

Madam, I will renew two things, which I have said earlier also. Again, I am renewing. There is a need for an extension of Metro Railway from Howrah to Sheoraphuli. There is also a need for double line set up from Howrah to Amta. Single line is there. Kindly consider this.

I have already talked about the safety of Grade IV staff in foggy weather. Kindly consider this also. I have not criticized you. Today, I have given some suggestions to you for consideration. And my request to kindly now implement it now.

I am grateful to you.

SHRI N. K. PREMACHANDRAN (KOLLAM): Thank you very much Madam Chairperson for giving me this opportunity to discuss on the Railway (Amendments) Bill, 2024.

Madam, the Bill intends to further amend Railway Act of 1989. During the British period, the functioning of different Railway entities were being governed by the Railway Act of 1890.

Madam, during the same the period, the Railway organisation was separated from PWD, as rightly the hon. Minister has stated in his opening remarks and a new organisation Railway Board was constituted by virtue of Railway Board Act of 1905. In order to simplify the legal framework, the Railway Board Act of 1905 used to be incorporated into the Railway Act, 1989 for which this amendment Bill is brought in.

Definitely, I do agree with the hon. Minister that it will reduce the burden to refer to two laws and thereby the procedure will be simplified and hence, I support the Bill. But, at the same time, when I am supporting the Bill, I would like to draw the attention of the hon. Minister regarding the provisions of the Railway Board enacted during the colonial period.

Madam, the BJP-led NDA Government is always speaking and claiming that we want to decolonize the entire legislations in our country. The Indian Penal Code, Criminal Procedure Code as well as Indian Evidence Act, you have changed the name, made it in Hindi title and it is very difficult for the citizens or for the persons from South India, people who are non-Hindi-speaking people and you are always saying that we are decolonizing the legislation. If that be the case, I would like to know from the hon. Minister whether you are incorporating a law which was 120 years back, that was in the year 1905 and incorporating that chapter as such, there is no amendments, there is no changes.

Madam, the proposed amendment Bill is just a legislation for subordinate legislation.

Madam, Chairperson, I would like to draw your attention. All provisions are exclusively delegated to the Central Government. I would like to know from the hon. Minister what is the role of Parliament, whether this Parliament is taken for granted.

Madam, you go through sub-clauses 2, 3, 4 and 6 of Clause 2A. Kindly see clause 2A(1). It says, "There shall be constituted a body to be known as the

Railway Board to exercise the powers conferred upon- by whom, upon by whom, - by the Central Government.”

Now, see sub-clause 3, the qualification, experience and terms and conditions of appointment of the Chairman and other Members of the Board and the manner of filling the said post shall be as may be prescribed by the Central Government.

So, what are the qualifications of the Board's Chairman? What are the qualifications of the Board Members? See, another provision, clause 4. I do agree that this is the colonial provision and you are coming with the same colonial provision simply incorporating in the 1989 Act.

See, the Board shall consist of such number of Members as may be prescribed, that means the number of Board Members, the Parliament has no role. The qualifications, the tenure of office, the number of Members in the Board, the Parliament is still in the dark. Everything is being delegated to the Central Government. Then, my point is, if that be the case, the Government can very well come with a piece of paper.

The Government can very well come to the Parliament and say that all powers and everything is delegated to the Central Government as may be prescribed from time to time. There is no need of such a Bill. So, my point is this is a legislation just for delegation and the entire powers are vested with the Central Government. So, kindly review that position.

Other than this, I would like to flag three more points.

Number one is regarding the fiscal autonomy and the powers of the Board. I am putting only suggestions. More fiscal powers have to be provided. So many railway committees have already demanded this. More autonomy has to be given because they are doing the operation and management of the entire system and this Railway Board can incorporate all these things.

My second suggestion is regarding the pre-Covid status which has to be restored. That is about the senior citizens of this country. In one of the meetings, hon. Minister has assured to us that instead of 60 years, we will make it 65 years. But so far, nothing has come. Pre-Covid situation was 60 years and that has to be restored and also, all the railway stops which were in existence in the pre-Covid situation has to be restored. These are the suggestions which I would like to make. I do appreciate the infrastructure development in which you are concentrating, it is appreciable and at the same time, these suggestions may also be looked into.

With these words, I conclude.

Thank you very much, Madam.

SHRI LAVU SRIKRISHNA DEVARAYALU (NARASARAOPET): Thank you, Madam, for giving me this opportunity to speak on this Bill. I cannot start my speech without thanking the Railway Minister for sanctioning the new Amravati line at a cost of 2,245 crore. This is very much needed because it will connect our capital region with all the major metro cities in the country.

There is also another issue which was raised by the hon. Minister when our Chief Minister approached him with regard to a lot of development projects in

Andhra Pradesh. He has also requested that land acquisition should be done for various projects in Andhra Pradesh. Our hon. Chief minister, Shri Chandrababu Naidu has constituted a dedicated task force for land acquisition for Nadikudi-Srikalahasti, Kadapa-Bangalore, Renigunta-Gudur and Kothapalli-Narsapur railway projects. All these projects have been in the pipeline for the last ten years or so. Our Chief Minister wants to complete these projects as soon as possible.

Coming to the Bill, of course, there is nothing to say against this Bill. This Bill is the need of the hour. It will give a lot of autonomy to the Railway Board. As the railways are expanding with new trains, adopting new technology. coming out with new set of railway racks etc., obviously, the Railway Board needs this autonomy. But what we request is this autonomy should be not only with the Railway Board, but it should also be with every organisation down the line. Whenever we conduct meetings with the concerned GM of our area and discuss our issues with the Railways, we keep on getting the generic answers ... *(Interruptions)* Madam, two minutes. Whenever we conduct meetings with the GM of the respective area and raise our issues, they give us generic answers.

Coming to my constituency, six Amrit Bharat Stations had been sanctioned for my constituency. But the work for this is going at a snail's pace. With respect to the Nadikudi-Srikalahasti railway project, the work has been going on for ten years or 15 years. Whenever we ask about this project, we get generic answer.

We are also asking for a new Vande Bharat train from Guntur to Bengaluru. It is a very dedicated railway line. Various trains and stoppages had been discontinued during COVID-19 time. We are asking for reinstatement of those

trains and stoppages. This request is also lying at the GM level or Railway Board level.

With respect to the ROBs and RUBs, by the time the tendering process gets started for ROBs and RUBs, our five years' time gets completed. So, we all have very limited time. Unlike officers, we have only five years. We have to show what we have done for our constituency. So, I expect you to give the autonomy to the down-the-line offices as well.

Anantapur district is the fruit bowl of Andhra Pradesh. The first Kisan Rail was started from here. But during the COVID-19 period, you discontinued it. I request you to reinstate that.

Railway concession used to be given to the senior citizens and sports personnel. That also has been discontinued during the COVID-19 period. As the inflation is going up, it is very much needed for the senior citizens. So, I expect that you will reinstate it. I have nothing to say against the Bill. I wholeheartedly support the Railway (Amendment) Bill, 2024. Thank you very much.

श्री कामाख्या प्रसाद तासा (काजीरंगा) : थैंक यू, चेयरमैन मैडम, मैं आपका आभारी हूँ कि आपने मुझे इस बिल पर बोलने का मौका दिया। मैं रेलवे मिनिस्टर अश्वनी वैष्णव जी को भी धन्यवाद देता हूँ कि वे एक अच्छा बिल लाये हैं। वर्तमान विधेयक से रेलवे अधिनियम 1989, भारतीय रेलवे बोर्ड अधिनियम 1905 के सभी प्रावधानों को इसमें शामिल करते हुए कानूनी ढांचे को सरल बनाने का प्रस्ताव है। इससे दो कानूनों को संबंधित करने की आवश्यकता कम हो जाएगी। रेलवे बोर्ड की वर्तमान कार्य-प्रणाली, जोनल और भारतीय रेलवे डिवीजन आदि अपरिवर्तित रहेगा। इसके लिए मैं ऑनरेबल मिनिस्टर साहब को धन्यवाद देता हूँ।

महोदया, मैं कहना चाहता हूँ कि जो अमेंडमेंट बिल लाया गया है, इसके माध्यम से भारतीय रेलवे में चेंजेज करने की प्रधानमंत्री की जो इच्छा है, वह भी पूरी हो जाएगी।

रेल मंत्री जी, आपने बोला that you will be consolidating and modernising the legal framework governing Indian Railways; reducing bureaucracy and enhancing the Railway Board's decision-making powers; introducing provisions for greater transparency, accountability and public participation; strengthening safety protocols and regulation to minimise accidents, and ensure passenger security; updating the Act to accommodate modern technologies and innovation in railway operations; strengthening passenger services, amenities, and grievance redressal mechanism; streamlining operation, improving infrastructure, and enhancing resource allocation; and establishing a robust regulatory framework to oversee railway operation, fare, and services. आपने यह भी बोला कि international standards have been applied in Indian Railways in line with global best practices and standards. इसके बारे में आपने बिल में जो उल्लेख किया, उसके लिए मैं आपको धन्यवाद देता हूँ। ऑनरेबल प्राइम मिनिस्टर नरेन्द्र मोदी जी के निर्देश में रेलवे में आप जो रिफॉर्म्स, ट्रांसफार्मेशन लाए, उसके लिए मैं आपको बहुत-बहुत धन्यवाद देता हूँ। आपका काम हमने पिछले कार्यकाल में देखा, उसके लिए भी मैं आपको धन्यवाद देता हूँ।

महोदया, आपने नार्थ-ईस्ट के लिए जैसा काम किया, वैसा कभी नहीं हुआ। वर्ष 2009 में नार्थ-ईस्ट के लिए 2,122 करोड़ रुपए का बजट था, जिसको आपने वर्ष 2024 में बढ़ाकर 10,376 करोड़ रुपये का कर दिया। न्यू ट्रैक 67 किलोमीटर था, जो अब 173 किलोमीटर हो गया। इलेक्ट्रिफिकेशन का आपने अभूतपूर्व काम किया। आपने नार्थ-ईस्ट को जैसे जोड़ा है, उसके लिए मैं आपको बहुत-बहुत धन्यवाद देता हूँ। नार्थ-ईस्ट के जो 18 प्रोजेक्ट्स हैं, आपने इसमें 1,368 किलोमीटर निर्धारित किया और 74,972 करोड़ रुपये का एलोकेशन किया। आपने जो 60 अमृत

स्टेशन्स की घोषणा की है, उसके लिए मैं आपको धन्यवाद देता हूँ। हमने आपको एक पत्र भी लिखा है। जिन-जिन स्टेशन्स पर ट्रेन रुकवाने की हमने मांग की है, आप उन स्टेशन्स पर ट्रेन रुकवाइए। हमने आपसे वंदे भारत ट्रेन चलाने की रिक्वेस्ट की है, हमारे चीफ मिनिस्टर ने भी आपसे इसके लिए रिक्वेस्ट की है। प्राइम मिनिस्टर ने नार्थ-ईस्ट को अष्ट लक्ष्मी कहा है। अष्ट लक्ष्मी का दर्जा देने के लिए, नार्थ-ईस्ट के लिए रेलवे ने जो किया, उसके लिए मैं धन्यवाद देकर अपनी बात को समाप्त करता हूँ।

श्री गुरजीत सिंह औजला (अमृतसर) : सभापति महोदया, आपने मुझे रेलवे अमेंडमेंट बिल, 2024 पर बोलने का मौका दिया, इसके लिए धन्यवाद। मैं इसका विरोध करता हूँ, क्योंकि इस बिल के आने से बोर्ड की पॉवर खत्म हो गई है और निजीकरण को बढ़ावा मिलेगा। इसके बाद सेक्रेटरी इसकी देखभाल करेगा और ऑफिशियली तौर पर इनके स्ट्रक्चर पर, इनकी फंक्शनिंग के ऊपर निगाह रखेगा। इसमें चाहे चेयरमैन की अपॉइंटमेंट हो या मेंबर की अपॉइंटमेंट हो, इन सबमें उसकी दखलंदाजी बढ़ेगी।

रेलवे गरीब के सफर करने का सबसे सस्ता तरीका है। जब बोर्ड की पॉवर कम होगी तो नीचे के लोगों की जो भावनायें हैं, वे भी वहां तक नहीं पहुंच पाएंगी। जो ब्यूरोक्रेसी होती है, इसमें जब लेयर बन जाती है तो उसके काम में देरी भी होगी और मंजूरी भी कम मिलेगी। इससे बहुत बड़ा फर्क पड़ेगा। पिछले 10 सालों में एक्सीडेंट्स बढ़े हैं। 10 सालों में 638 एक्सीडेंट्स हुए हैं, जिनमें 200 मेजर एक्सीडेंट्स हैं और 145 डीरेलमेंट की घटनाएं हैं। मेरी मंत्री जी से मांग है कि इस पर ज्यादा ध्यान देना चाहिए।

आप कवच की, सुरक्षा की बात करते हैं। 60 हजार किलोमीटर रेलवे नेटवर्क है। अगर आप 2 पर्सेंट के हिसाब से चलेंगे तो इसको कंप्लीट करने में 50 साल लगेंगे। इसके ऊपर आपको ध्यान देना चाहिए। अमृतसर सबसे बड़ी टूरिस्ट सिटी है। अमृतसर से नांदेड़ सचखंड एक्सप्रेस, 12716 चलती है, उसका टाइम साढ़े 5 बजे सुबह का है, उसे 8 बजे करना चाहिए। वह ट्रेन वाया तरण तारण जानी चाहिए, जो ब्यास से कनेक्ट हो जाती है। इससे बहुत लाभ होगा, क्योंकि नांदेड़ साहब की तीन

महीने पहले ही टिकट बुक हो जाती है। एक ट्रेन 12422 जाती है, अमृतसर टू नांदेड़, जो हफ्ते में एक बार चलती है, वह डेली होनी चाहिए। 1259 और 1258, जो अमृतसर-हरिद्वार एक्सप्रेस है, उसमें एक एसी चेयर कार है। इसमें तीन एसी चेयर कार करना चाहिए और इसके साथ ही एक श्री टायर स्लीपर भी चाहिए। 12013 और 12014 जो न्यू शताब्दी है, उसके कोचेज चेंज करने की जरूरत है। उनकी बहुत बुरी हालत है। 14631 और 14632 अमृतसर टू देहरादून एक्सप्रेस का जो पुराना रैक है, उसे एलएचबी नये रैक से चेंज करने की जरूरत है।

ट्रेन नम्बर 12245 और 12244 अमृतसर चंडीगढ़ एक्सप्रेस है, चंडीगढ़ राजधानी है, सभी लोग इस ट्रेन से जाते हैं लेकिन इसमें सिर्फ एक एसी कोच है, कम से कम इसमें तीन एसी कोच लगाने चाहिए। गोल्डन टेम्पल एक्सप्रेस सबसे जरूरी है। हम बार्डर पर बैठे हैं, जितने व्यापारी हैं, वे दिल्ली तक आते हैं। यह ट्रेन सुबह सात बजे चलती थी, सात बजकर बीस मिनट पर दिल्ली पहुंचती है। साढ़े नौ बजे चलती है और सुबह साढ़े सात बजे पहुंच जाती थी, लेकिन अब यह सात बजे रात में चलती है और सुबह पौने चार बजे पहुंचती है, जिससे कोई भी काम नहीं हो पाता है। इसी तरह वंदे भारत कटरा के लिए चाहिए, वंदे भारत अमृतसर से देहरादून के लिए चाहिए, अमृतसर से नई दिल्ली सुपरफास्ट एक्सप्रेस कोच की बहुत बुरी हालत में है।

अमृतसर एक टूरिस्ट सिटी है, एक हजार के आसपास होटल्स हैं। दस-बारह फाइव स्टार होटल्स हैं, बाकी श्री स्टार, फोर स्टार और टू स्टार होटल्स हैं। मध्यम कैटगरी और गरीब लोग माथा टेकने के लिए आते हैं। वहां ब्रिज बनने वाला है, रेलवे क्रॉसिंग छेहटा है, आरओबी शिवाला एस 21, आरओबी एस 26, आरओबी एस 3, आरओबी जबाल एस 4, आरओबी अनगढ़ बी 6, आरओबी दाना मंडी सी 7, आपने दो-तीन पुल पहले ही अप्रूव किए हैं, बनाए भी हैं, इसके लिए मैं आपका शुक्रिया करता हूँ। अमृतसर रेलवे स्टेशन के बारे में पिछली बार जब आप मंत्री थे, इसी हाउस में आपने कहा था कि अमृतसर को हरमंदिर साहब की वजह से नया रेलवे स्टेशन देंगे। वहां डेढ़ लाख यात्री आते हैं, लेकिन अभी तक रेलवे स्टेशन का पता नहीं लग रहा है। मैं चाहता हूँ कि उस रेलवे स्टेशन को जल्द कम्प्लीट किया जाए।

व्यास से कादियां लिंक की बहुत बड़ी डिमांड है। मेरे से पहले प्रताप बाजवा जी सांसद थे। अगर वह रेल लिंक जुड़ जाए तो हमें बहुत बड़ा फायदा होगा। कादियां से ऊना का रेल नेटवर्क कम्पलीट करने की जरूरत है। इसी तरह से अमृतसर से पठानकोट डबल रेल लाइन की जरूरत है। पट्टी मक्खू लिंक बहुत पुरानी डिमांड है। आपको सरकार ने लिखा था कि हम जमीन एक्वायर करके देंगे। सरकार के पास कुछ नहीं है, आपको पता है कि सरकार कैसे चल रही है। कृपा करके जमीन के पैसे भी आप दे दीजिए ताकि पट्टी-मक्खू लिंक बनने से दो सौ किलोमीटर जम्मू-कश्मीर और पंजाब का रास्ता कम हो जाएगा।

मेरी आपसे डिमांड है, मैं आपको शुक्रिया करता हूँ। अमृतसर रेलवे स्टेशन की डिमांड है, आप जल्दी से जल्दी इसके ऊपर तवज्जो देकर ब्रिज को जल्दी से जल्दी पूरा करा दें। धन्यवाद।

गुरमीत सिंह मीत हायेर (संगरूर) : सभापति महोदया, जब भी सदन में रेलवे के लिए कोई अमेंडमेंट्स आता है, सबसे बड़ा डर और भय देश के लोगों और विपक्ष के लोगों में यही रहता है कि जैसे पहले एयरपोर्ट प्राइवेटाइज्ड कर दिया, सी-पोर्ट प्राइवेटाइज्ड कर दिए, कहीं रेलवे को भी तो प्राइवेटाइज्ड नहीं कर देंगे। 140 करोड़ लोग रेलवे पर डिपेन्डेंट हैं, सरकार में प्राइवेट लोगों का राज है। आपने 'उड़ान' स्कीम शुरू की थी, एक सपना दिखाया था कि देश के आम नागरिक को हम हवाई सफर कराएंगे। दिल्ली एयरपोर्ट के पास आज भी आपको दिख जाएगा कि आम नागरिक रनवे पर हवाई जहाज कैसे उड़ता है, वही देख रहा है। आधे घंटे का सफर का टिकट सात हजार रुपये से पन्द्रह हजार रुपये है।

माननीय सभापति : माननीय सदस्य, आप अपनी डिमांड रख दीजिए, नहीं तो आपको अपनी डिमांड रखने का समय नहीं मिल पाएगा।

श्री गुरमीत सिंह मीत हायेर : सभापति महोदया, अगर चंडीगढ़ से दिल्ली आना है तो पन्द्रह हजार रुपये की टिकट है। देश के जो नागरिक हैं, वह रेलवे पर डिपेन्डेंट हैं। इस पर हमारे माननीय मंत्री जी ने कहा कि 55 परसेंट कन्सेशन देश के लोगों को दिया गया।

मैं मंत्री जी को याद दिलाना चाहता हूँ कि यह कोई प्राइवेट कंपनी नहीं है। यह डिपार्टमेंट पब्लिक वेलफेयर के लिए है और लोगों को कन्सेशन दे रहे हैं तो कोई अहसान नहीं कर रहे हैं। मैं याद दिलाना चाहता हूँ कि कोविड के समय से सीनियर सिटीजन्स का कन्सेशन बंद कर दिया। आपने नेशनल और इंटरनेशनल प्लेयर का कन्सेशन बंद कर दिया।

मैं चाहता हूँ कि उनका कन्सेशन फिर से शुरू किया जाए। देश के जो युवा व स्टूडेंट्स हैं, कोई स्कूल के लिए जाता है, कोई कॉलेज के लिए जाता है, उनको भी कन्सेशन दिया जाए। सबसे ज्यादा पोपुलेशन इसी पर डिपेंडेंट हैं। मैं बरनाला से आता हूँ, पंजाब का मालवा है, संगरूर मेरा लोक सभा क्षेत्र है। पूरे मालवा की कनेक्टिविटी पंजाब की राजधानी चंडीगढ़ से नहीं है।

17.00 hrs

मैंने पहले भी कहा था कि आप हमें लैंड दिला दीजिए और हम ट्रैक बना देंगे। नेशनल हाईवेज पर, जहां टोल रोड बनती है, जहां सिर्फ गाड़ियां ट्रैवल करती हैं, अगर उनके लिए अगर हम रोड एक्वायर कर सकते हैं तो क्या जहां 140 करोड़ लोग जिस ट्रांसपोर्ट पर डिपेंडेंट हैं, हम उनके लिए हम जमीन एक्वायर नहीं कर सकते? देश की आजादी के बाद 70 सालों में जो रूट 53,000 किलोमीटर था अब 68,000 किलोमीटर हुआ है। हमने 70 सालों में सिर्फ 15,000 किलोमीटर नया रूट बनाया है।

सभापति महोदया, मेरी माननीय मंत्री जी से गुजारिश है कि बरनाला, संगरूर और राजस्थान, गंगानगर से कनेक्टिविटी की जाए। मुक्तसर, बठिंडा आदि का भी एरिया है। चंडीगढ़ से कनेक्टिविटी कराने के लिए चंडीगढ़ और राजपुरा को जोड़ा जाए। मैं बरनाला से एमएलए रहा हूँ, वहां से कोई भी फास्ट ट्रेन नहीं चलती है। यहां राज्य मंत्री बिट्टू जी भी बैठे हैं, यह उनका नेबरिंग डिस्ट्रिक्ट है, मेरी विनती है कि बरनाला से दिल्ली तक किसी शताब्दी की शुरूआत की जाए। धन्यवाद।

श्री अनुराग शर्मा (झाँसी) : माननीय सभापति महोदया, मैं बुंदेलखंड के झाँसी और ललितपुर से आता हूँ। यह महारानी लक्ष्मीबाई का क्षेत्र है। आदरणीय प्रधान मंत्री जी ने 2 लाख 65 हजार करोड़ रुपये का ऐतिहासिक बजट दिया है। हिंदुस्तान ही नहीं, पूरे देश, विदेश और विश्व में सबसे बड़ा केपेक्स

अगर किसी ने दिया है तो माननीय प्रधान मंत्री जी ने दिया है। माननीय मंत्री जी जिस स्पीड और स्केल से कार्य कर रहे हैं, वह बहुत सराहनीय है। मैं मंत्री जी के डिपार्टमेंट को धन्यवाद देना चाहता हूँ क्योंकि जब भी कोई छोटे से छोटा फंक्शन होता है, डीआरएम साहब या जीएम साहब हम सबको बहुत आदर से बुलाते हैं और हम हमेशा उपस्थित रहते हैं।

मैं आदरणीय मंत्री जी को एक और बात के लिए धन्यवाद देना चाहता हूँ कि मेरे संसदीय क्षेत्र में विशेष रूप से उत्तर प्रदेश में 95,000 करोड़ रुपये खर्च किए गए हैं, जबकि पिछली सरकारों में पूरे पांच साल में 1900 करोड़ रुपये तक भी खर्च नहीं हुए थे। इस बिल के माध्यम से जिस स्पीड और स्केल से काम होगा, रेलवे बोर्ड को जो इंडिपेंडेंस मिलेगी, मैं इसके लिए माननीय मंत्री जी को बहुत-बहुत बधाई देता हूँ।

मैं माननीय मंत्री जी से कुछ पर्सनल आग्रह करना चाहता हूँ। मैं माननीय मंत्री को एक कमेंट करना चाहता हूँ, जब कवच का सिस्टम शुरू हुआ था तो आदरणीय मंत्री जी खुद उस लोको में बैठकर गए थे। मैंने कभी-भी किसी रेलवे मंत्री के बारे में नहीं सुना कि किसी एक्सपेरिमेंटल ट्रेन में बैठकर गए हों। मैं माननीय मंत्री जी को इसके लिए भी बहुत-बहुत बधाई देता हूँ।

अब 300 स्टेशनों पर वंदे भारत ट्रेन रुकती है। माननीय मंत्री ने मेरे क्षेत्र में दो वंदे भारत ट्रेन्स दी हैं। दिल मांगे मोर, मैं आपसे आग्रह करता हूँ कि भोपाल से लखनऊ, दो बहुत महत्वपूर्ण राजधानियां हैं, इसे जोड़ने के लिए आप हमें वंदे भारत ट्रेन दीजिए।

मैं विशेष रूप से ललितपुर के बारे में आग्रह करना चाहता हूँ। धोर्ना बहुत महत्वपूर्ण स्टेशन है। यहां हजारों साल पुराना मंदिर है। यहां जैन पर्यटक आते हैं। मेरा आपसे आग्रह है कि इन जगहों पर ट्रेन रोकने की व्यवस्था करा दें। यहां बच्चे पठारी क्षेत्र से ललितपुर पढ़ने के लिए आते हैं। जाखलोन और धोर्ना में दादर-अमृतसर एक्सप्रेस, झेलम एक्सप्रेस या महामना एक्सप्रेस के ठहराव की व्यवस्था करा दें।

यह विषय पूरे देश के लिए है। झांसी के बबीना में एशिया की सबसे बड़ी फायरिंग रेंज है। यहां रेलवे और आर्मी के पर्सनल बहुत आते-जाते रहते हैं। यह 31-आर्मर डिवीजन बेस्ड एरिया है। मेरा

आग्रह है कि यहां भी कुछ ट्रेनों के रुकने का प्रबंध करें जैसे समता एक्सप्रेस, अंडमान एक्सप्रेस। बरवा सागर में बुंदेलखंड एक्सप्रेस और चिरगांव में ग्वालियर-बरौनी एक्सप्रेस का स्टॉपेज दें। आपने मुझे आरओबी दिया लेकिन झांसी शहर में हसारी में आरओबी की अत्यंत जरूरत है।

अगर आपकी उस पर थोड़ी दृष्टि पड़ जाएगी, तो आपका आभारी रहूंगा।

HON. CHAIRPERSON : Please conclude.

श्री अनुराग शर्मा : सभापति महोदया, मैं आशा करता हूं कि जल्दी से जल्दी हीराकुंड एक्सप्रेस भी आप शुरू करवा दें, क्योंकि उस ओर के माननीय सांसद जी ने इस हेतु रिक्वेस्ट की है। ललितपुर से शिवपुरी की ओर जो रास्ता जाता है, वहां के लिए अभी-अभी दो करोड़ रुपये सैंक्शन किए गए हैं, उसके लिए भी मैं आभार व्यक्त करता हूं। मैं चंदेरी के लिए आपको विशेष रूप से धन्यवाद करता हूं। इस बिल पर आपने मुझे बोलने के लिए समय दिया, उसके लिए धन्यवाद।

SHRI ASADUDDIN OWAISI (HYDERABAD): Hon. Chairperson, Madam, at the outset, I would submit that this Bill is superficial. It is merely an exercise of moving papers around, and fails to address the pressing challenges that are being faced by the Railways. The Bill even fails to incorporate any of the recommendations made by several expert committees over the years. The Committee on Restructuring of Railways, constituted in the year 2015 to protect the interests of stakeholders and promote competition, had recommended setting up of an independent regulator, but the current Bill fails to create an independent regulator.

Madam, I would just give a picture of the unseriousness and incompetence of the current dispensation. In May 2017, the Union Cabinet had approved the constitution of the Rail Development Authority (RDA). The RDA was somewhat similar to a regulator, but it is yet to be set up.

The Sreedharan Committee in 2014 emphasized the importance of granting financial powers to zonal administrations, allowing them to independently handle project tenders and other financial decisions without seeking approval from the Railway Board. Similarly, the Committee on Restructuring Railways in 2015 argued that empowering zones would foster healthy competition and enhance accountability for transport performance and profitability. This Bill has, again, failed to act on any of these recommendations.

Madam, I give a specific example. The Balasore train disaster highlights significant flaws in the Railway's compensation mechanism. Despite *ex gratia* announcements totalling Rs. 32.8 crore, 76 per cent of the 1,102 officially affected victims sought justice through the Railway Claims Tribunals, filing 841 pleas for grant of enhanced compensation. Of these, 793 cases were resolved by granting Rs. 18.69 crore as additional compensation, with the highest individual hike being Rs. 5.4 lakh. The data reveals that 90 injured victims received no initial compensation, and 232 cases were contested by the Railways demanding proof of travel. This Bill could have prioritized addressing these systemic shortcomings, but instead fixates on procedural formalities, leaving critical issues of victim relief and justice unaddressed.

Madam, I come to the issue of train derailment. The staffing shortage manifests itself in the frequent and often fatal train collisions and derailments. Over the last five years, 351 persons died and 970 were injured in 200 consequential railway accidents, including the horrific Balasore and Kanchanjunga train accidents.

Regarding Kavach system, I would like to say that as of February 2024, Kavach had been deployed on only 1,465 route kilometres, and 139 locomotives, with major routes like Delhi-Mumbai and Delhi-Kolkata still not covered by the system. Train collisions are a major safety challenge. The Annual Report of the Commissioner of Rail Safety suggests that train derailment in the country is a much bigger problem for rail safety, with train derailments accounting for 75 per cent of the total rail accidents in 2022-23. Track defects were the single largest cause of train derailments, accounting for over 40 per cent of the total derailments in 2022-23. The Comptroller and Auditor General of India, in its report on 'Derailments in Indian Railways', has found significant shortfalls in track inspection. Even Group A and B broad gauge routes had a shortfall in inspection, ranging between 30 per cent and 50 per cent in different zones. It means that the tracks were not inspected in the stipulated period of time.

Madam, there are three lakh vacant non-gazetted posts, and the Railway Board said that the decision to re-engage retired staff was taken keeping in view the difficulties being experienced by zonal railways due to vacant posts. In reply to an RTI in March 2024, the Ministry stated that over 1.5 lakh posts were vacant in the safety category, and as of August 2023, there were over 53,000 vacancies in just the Operational Safety Division of the Indian Railways.

Madam, I am concluding. From 1990-91 to 2021-22, we have lost 4.40 lakh jobs in the Railways. Lastly, I would like to touch the issue of over-crowding. I wish the hon. Minister travelled on a North Indian route. On busy North Indian routes, one would be lucky to find a seat.

Madam, in the end, I am digressing from the Bill to take this opportunity to make a request to the hon. Minister. In Kishanganj, Kochadhaman requires a railway station. In my constituency, there is a need to renovate Nampur Railway Station. I would like to draw the attention of the hon. Minister to Falaknuma RoB and the Shastri Puram RoB in my constituency, which are fit to find a place in the Guinness Book of Records now. They have been pending for four years. In the construction work of Shastri Puram RoB, 10 to 15 people have lost their lives.

Thank you.

HON. CHAIRPERSON : Hon. Members, we have a very, very long list. I would request you to speak just on the subject and put your demands. Confine yourself to two minutes. Otherwise, we will not be able to complete the list. Thank you.

श्री वीरेन्द्र सिंह (चन्दौली) : धन्यवाद सभापति महोदया । मैं बड़ा अभागा हूँ, मुझे चार मिनट समय दिया गया था, जिसको काटकर आपने दो मिनट कर दिया ।

महोदया, मैं रेल (संशोधन) विधेयक, 2024 के विषय पर बोलने के लिए खड़ा हुआ हूँ । मेरा मानना है कि किसी भी बोर्ड या संस्था का समय-समय पर समीक्षा और उसमें संशोधन किया जाना चाहिए । हमें पूरा विश्वास है कि यह जो संशोधन बिल लाया गया है, माननीय मंत्री जी जरूर जनहित को ध्यान में रखकर इसको लागू करेंगे । मैं माननीय मंत्री जी से यह भी अपेक्षा करता हूँ कि बोर्ड को जो स्वतंत्रता और अधिकार दिए जा रहे हैं, मुझे अपेक्षा है कि बोर्ड भी अपनी सत्ता और अपनी पावर का विकेंद्रीकरण करेगा तथा नीचे की तरफ बैठे अधिकारियों को कुछ स्वतंत्रता प्रदान करेगा, ताकि कार्य करने में तेजी आए और कार्य तेजी से हो सकें । मैं बोर्ड से यह भी अपेक्षा करूंगा कि समय-समय पर थर्ड पार्टी ऑडिट या सोशल ऑडिट के माध्यम से अपनी समीक्षा करे, ताकि उसमें पारदर्शिता बनी रहे ।

महोदया, मैं वाराणसी से सटे जनपद चन्दौली लोक सभा क्षेत्र से आता हूँ। मैंने पिछली बार भी माननीय मंत्री जी से अनुरोध किया था, मुझे लगता है कि चन्दौली देश में पहला ऐसा जनपद है, जहाँ रेलवे लाइन तो गुजरती है, लेकिन उस मुख्यालय पर एक भी ट्रेन नहीं रुकती है। मैं माननीय मंत्री से अनुरोध करना चाहूँगा कि कृपया आप जनपद चन्दौली, जो मुख्यालय है, वहाँ से दिल्ली तक जाने के लिए कोई अच्छी ट्रेन की व्यवस्था करें।

माननीय मंत्री जी से मैं यह भी मांग करता हूँ, चूँकि जनपद मुगलसराय से गया एक लाइन जाती है और दूसरी लाइन वाया पटना हावड़ा के लिए जाती है। उन दोनों रूट्स पर हमारे छोटे-छोटे स्टेशन्स हैं, जहाँ से किसान और गरीब लोग मजदूरी करने के लिए मुख्यालय पर आते हैं। वे न्यायालय के काम से भी आते हैं, लेकिन गाड़ियों के न रुकने के कारण उनको आने-जाने में कठिनाई होती है।

मैं आपका ध्यान एक और बात की ओर आकर्षित करना चाहता हूँ। मुगलसराय वाया पटना के रूट पर एक धीना स्टेशन है। वहाँ पर धीना क्रॉसिंग है। उस क्रॉसिंग पर आप ओवर ब्रिज बनाने का कष्ट करें, ताकि किसानों और मजदूरों को आने-जाने में दिक्कत न हो। वहीं पर एक तुलसी आश्रम है, जहाँ तुलसी आश्रम क्रॉसिंग है। वहाँ पर भी एक आरओबी बनाने की कृपा करें।

मैं यह निवेदन करते हुए अपनी बात समाप्त करता हूँ। आपने मुझे बोलने का समय दिया, इसके लिए आपका बहुत-बहुत धन्यवाद।

श्री राधा मोहन सिंह (पूर्वी चम्पारण) : महोदया, माननीय रेल मंत्री जी ने जो रेल (संशोधन) विधेयक, 2024 लाया है, निश्चित रूप से यह अत्यंत ही सकारात्मक है और मैं इस विधेयक का समर्थन करता हूँ। विधेयक की चर्चा करते समय हम सब रेलवे की कई विषयों पर चर्चा करते हैं और कर रहे हैं। मैं तो इस अवसर पर माननीय प्रधानमंत्री जी, जिनके मार्गदर्शन में रेल मंत्री जी कार्य कर रहे हैं, बधाई देना चाहूँगा। हम देखते हैं कि वर्ष 2004 से वर्ष 2014 तक इस देश में नये ट्रैक्स 14,985 किलोमीटर बनाए गए थे और वर्ष 2014 से वर्ष 2023-24 तक 31,000 किलोमीटर नये ट्रैक बनाए गए हैं, जो पहले के मुकाबले दोगुना है। इसके लिए मैं माननीय रेल मंत्री जी और माननीय प्रधानमंत्री जी को बधाई देता हूँ।

इसी तरह से इलेक्ट्रीफिकेशन का कार्य हुआ है। वर्ष 2004-05 से लेकर 2013-14 तक 5,188 किलोमीटर्स इलेक्ट्रीफिकेशन हुआ था, जबकि वर्ष 2014-15 से लेकर 2023-24 तक 44,199 किलोमीटर्स यानी 8.5 गुना अधिक इलेक्ट्रीफिकेशन का कार्य हुआ है। मैं निश्चित रूप से सरकार की इस प्रतिबद्धता के लिए उनको बधाई देता हूँ। कई मित्र रेल की विसंगतियों पर चर्चा कर रहे थे। मैं उनके ध्यान में एक तथ्य लाना चाहता हूँ कि पूर्व के 60 सालों में सिर्फ 21,000 किलोमीटर्स इलेक्ट्रीफिकेशन हुआ था, लेकिन पिछले 10 वर्षों में 44,000 किलोमीटर्स इलेक्ट्रीफिकेशन हुआ है। रेलवे को विरासत में विसंगतियां मिली हैं।

अभी पप्पू जी भाषण दे रहे थे, तो ऐसा लग रहा था कि वे 12 साल पहले जो देखते थे, वही बोल रहे हैं। आज दलालों का बोल-बाला नहीं है। पहले हर विभाग में उनके लिए होटल्स बुक रहते थे। आज मोदी जी के नेतृत्व में दलाली सपने जैसी चीज बन गई है। अब होटलों में दलाल नहीं दिखाई देते हैं।

इसी प्रकार से दुर्घटना की बात हो रही थी। अभी कई मित्र दुर्घटना की चर्चा कर रहे थे। इस बार का हमारा पूंजीगत व्यय 2,62,200 करोड़ रुपये है, उसमें से 1,08,000 करोड़ रुपये रेलवे सुरक्षा को बढ़ावा देने के लिए है। अभी पश्चिम बंगाल के एक माननीय सांसद सुरक्षा की बात कर रहे थे। यदि आप वर्ष 2004 से 2014 के बीच का आंकड़ा देखेंगे, तो 4,455 दुर्घटनाएं हुई थीं। प्रति माह 445 दुर्घटनाएं होती थीं। यदि प्रति सप्ताह निकालें, तो वर्ष 2004 से 2014 बीच प्रति सप्ताह 7 दुर्घटनाएं होती थीं। यदि वर्ष 2014 से 2024 का आंकड़ा देखेंगे, तो 2,272 दुर्घटनाएं हुई हैं। पहले 4,455 दुर्घटनाएं और अब 2,272 दुर्घटनाएं हुई हैं। पहले प्रति माह 445 दुर्घटनाएं और अब 227 दुर्घटनाएं होती हैं। पहले प्रति सप्ताह 7 दुर्घटनाएं होती थीं, लेकिन 10 वर्षों के भीतर प्रति सप्ताह सिर्फ 2 दुर्घटनाएं होती हैं। यह साबित करता है कि रेलवे ने पिछले 10 वर्षों में अभूतपूर्व प्रगति की है।

यहां पर बिहार के आरा के माननीय सांसद बैठे हुए हैं। आप चर्चा कर रहे थे। मैं भी बिहार राज्य से आता हूँ। मैं दो मिनट्स के लिए बिहार की बात करूंगा। जहां तक बिहार का सवाल है, बिहार में आरा जिला है। अभी 'अमृत भारत स्टेशन योजना' पर चर्चा हो रही थी। बिहार में आरा पहला ऐसा

रेलवे स्टेशन है, जहां 'अमृत भारत रेलवे स्टेशन' के तहत काम हो रहा है। वह वर्ल्ड क्लॉस बन रहा है, जिसको आस-पास के गांव के लोग देखने आते हैं। यदि कोई पहला रेलवे स्टेशन है, जहां वंदे भारत ट्रेन का ठहराव दिया गया है, तो वह आरा है। इस प्रकार से मैं बिहार की जनता की ओर से आपको निश्चित रूप से बधाई देना चाहूंगा। बिहार में रेलवे विकास कार्यों के लिए वर्ष 2009 से 2014 के बीच 1,132 करोड़ रुपये का आवंटन किया गया है।... (व्यवधान) वर्ष 2024 से 2025 तक 10,000 करोड़ रुपये का आवंटन किया गया है।

इसी तरह से वर्ष 2009 से 2014 तक 64 किलोमीटर्स नए ट्रैक्स बने थे, लेकिन वर्ष 2014 से 2024 तक 167 किलोमीटर्स नए ट्रैक्स बने हैं। बिहार ही नहीं, बल्कि पूरे देश में रेलवे ही एक ऐसा मंत्रालय है, किसी राज्य में किसी भी पार्टी की सरकार हो, रेलवे बिना किसी भेदभाव से विकास का काम कर रही है। हर सांसद अपने क्षेत्र में जाता है, तब कोई पूछता है कि आपके क्षेत्र में क्या हुआ है, तो उस एमपी को किसी अन्य विभाग की कोई उपलब्धि दिखाई दे या न दिखाई दे, लेकिन रेलवे की उपलब्धि जरूर दिखाई देती है। पिछले 10 सालों की जो उपलब्धि है, मैं इस बिल का समर्थन करता हूँ।

यह विधेयक 1905 के अधिनियम के प्रावधानों को रेल अधिनियम, 1989 में शामिल करके विधिक ढांचे को सरल बनाने का प्रस्ताव करता है। यह दो विधियों को निर्दिष्ट करने की आवश्यकता को कम करेगा और इसके स्थान पर केवल एक विधि के प्रति निर्देशन की आवश्यकता होगी। इस विधेयक के साथ रेल बोर्ड का कार्यकरण और स्वतंत्रता बढ़ जाएगी। यह संशोधन नियमों को और सरलीकृत करते हुए प्रधानमंत्री श्री नरेन्द्र मोदी जी के विकसित भारत के विजन को साकार रूप देने को त्वरित गति देगा। माननीय प्रधानमंत्री श्री नरेन्द्र मोदी जी एवं माननीय रेल मंत्री श्री अश्विनी वैष्णव जी ने एक अत्यधिक सफल बजट प्रस्तुत किया है। मैं इस संशोधन के लिए उनको बधाई देता हूँ। मैं इस विधेयक का पूरी तरह से समर्थन करता हूँ।

***SHRI C. N. ANNADURAI (TIRUVANNAMALAI):** Respected Chairperson, Vanakkam. I thank you for giving me this Opportunity to speak on the Railway (Amendment) Bill. The Railway Department has been ignored for the last one decade. The Southern Railways has earned almost 1 lakh crore during the last decade and Tamil Nadu has substantially contributed to this major revenue generation. But only a meagre 2.5 percent of the Railway Budget is allocated to the execution of railway projects of Tamil Nadu. For instance, let us talk about the new railway line between Dindivanam and Tiruvannamalai which was announced in the year 2006 and was started in the year 2008. The work relating to this line was carried out till the year 2011. But after the year 2011, everything came to a standstill. In the 2023 Budget, the Hon. Railway Minister said that Rs 50 crore has been earmarked for this new railway line. Thereafter there is no progress. I should also say only Rs. 6.331 crore was earmarked for the railway projects of Tamil Nadu. But, not even a single rupee has been spent on execution of the said rail project.

If we ask any question pertaining to the Indian Railways, the Hon. Minister's reply comes putting the blame on the State Government saying it is not cooperating with the Union Government. But I should say the entire delay is due to the Railway Department. All the rail projects executed with the help of the State Government of Tamil Nadu such as Elevated Bridge, ROB, RUB etc., are completed within the time period fixed for it. Whereas the work done by the

* English translation of the speech originally delivered in Tamil.

Railways on railway track is delayed for long with no reason. Even after the State Government had sent its recommendation to the Union Government seeking the forest clearance, such proposals get delayed for years together for such clearances. The Union Government either does not provide funds for execution of projects or does not give clearance or permission for such projects. The Tamil Nadu Government is being ignored by the Union Government in such a way.

I have demanded several times for a train service between Tiruvannamalai and Chennai on daily basis. On every full moon day, 15 lakh pilgrims and devotees visit Tiruvannamalai. Kartikai Deepam is a festival during which more than 40 lakh devotees and pilgrims visit Tiruvannamalai. These pilgrims in large numbers visit Tiruvannamalai every week and every month. But this Government is unable to run an Express Train between Tiruvannamalai and Chennai during its tenure for the last 10 years.

In Tiruvannamalai Constituency, Tiruvannamalai, Jolarpet and Tiruppathur are the railway stations that are being developed and upgraded as Amrit Bharat Stations. But the work is executed at a snail pace. Similarly, even after Kavach installations, big accidents took place in Odisha and Chennai. The Railways should ensure the credibility of Kavach system and other safety measures. Jolarpet Junction has a significant place in Indian history. I urge that Vande Bharat train should have a stoppage at Jolarpet. The concession facilities extended to Senior Citizens before Corona period should be restored. Vacant posts should be filled soon. Priority should be given to local youth while filling such vacant posts

in the Indian Railways. Passengers with reserved tickets should be given protection. There should good quality food served in the Indian Railways.

The hon. Chief Minister has asked for funds from the Union particularly for timely execution of all the railway projects, including the Chennai Metro project. I request the Hon. Railway Minister to provide sufficient and required funds immediately for all the railway projects that are executed in Tamil Nadu. Whether it is railway earnings or the GST revenues or the income tax collection, Tamil Nadu plays a vital and significant role in paying all the taxes to the exchequer of the Union. Therefore, I urge the Hon. Railway Minister at this juncture to allocate and release all the funds on a priority basis for timely execution and completion of all the railway projects relating to Tamil Nadu.

SHRI DILIP SAIKIA (DARRANG-UDALGURI): Madam, I support all the amendments as the current Bill proposes to simplify the legal framework by incorporating all the provisions of the Indian Railway Board Act, 1905, in the Railways Act, 1989.

Madam, I thank the hon. Railway Minister and the hon. Prime Minister, Narendra Modi ji, for allocating five times more budget to the North-Eastern Region in the last ten years amounting to Rs. 10,376 crore.

I also thank the hon. Railway Minister for 18 new railway projects for the North-Eastern region worth Rs. 74,972 crore. I also thank the hon. Railway Minister for allocating five Amrit Bharat stations in my Parliamentary constituency, Darrang-Udalguri.

Madam, through you, I also have some demands to the hon. Railway Minister. Number one, Darrang district should be included in the Railway map. As per hon. Minister's reply to my written question, final location survey is going on from Agthori to Dekargaon. So, I request the hon. Minister to please complete the survey as early as possible, so that the population of Darrang district will get its first rail connectivity. I have raised this issue several times in Parliament. I requested the hon. Railway Minister personally also.

Secondly, I also urge upon the hon. Railway Minister for reopening of all railway stoppages which were stopped during COVID-19 period under North-Eastern Frontier Railway.

Thirdly, a new train service from Dibrugarh to Jagdalpur, Odisha should be started immediately. I had also written to the hon. Minister last year. आजकल रेल से ही सब खेल होता है। रेल के माध्यम से आज पूरा देश जुड़ रहा है। मैं प्रधान मंत्री जी को विशेष रूप से धन्यवाद देता हूँ। North-East consists of eight States - seven sisters and one brother. Sikkim is the only brother. So, out of eight States in the North-Eastern region, four States have been connected by railways in the last ten years. It is one of the greatest achievements under the dynamic leadership of Narendra Modi Ji and the hon. Railway Minister, Shri Ashwini Vaishnaw Ji. I would like to request the hon. Railway Minister this. Hon. Minister, are you hearing me?

HON. CHAIRPERSON : It is going on record. It is okay. Please carry on.

SHRI DILIP SAIKIA : Sir, I would like to request that Darrang district should be connected by the next Financial Year. I have raised this issue several times in

front of you, in Parliament and personally also. So, please connect Darrang district in the railway map in the next Financial Year. Please do this.

With these words, I conclude my speech.

DR. MALLU RAVI (NAGARKURNOOL): Madam, thank you very much for the opportunity given to me to speak on this matter.

I rise to participate in the discussion on the Railways (Amendment) Bill, 2024. While modernization and reforms in Indian railways are the need of the hour, this Bill raises several critical concerns that cannot be ignored. Has this Bill been brought for simplifying or centralizing? The Government claims that repealing the Indian Railway Board Act of 1905 and merging its provisions into the Railways Act of 1989 will simplify the legal framework. However, this move shifts excessive control to the Central Government by allowing it to determine the composition, qualifications and tenure of the Railway Board members. This centralization poses a risk to the autonomy of the Railway Board and the efficiency of operations. Moreover, why has the Government ignored the long-standing demand for an independent regulator to ensure transparency and fair competition in railway management?

Secondly, there are lofty promises in Vision 2024. The Government's Vision 2024 aims for 100 per cent electrification, speed upgrades, and multi-tracking of congested routes. But the promises seem disconnected from the ground realities. Coming to infrastructure gaps, are we realistically prepared for such advancements when track modernization, signalling and safety enhancements are still incomplete? Coming to funding issues, Indian Railways is already under

financial strain with heavy passenger subsidies and limited surplus for capacity building. The reliance on private partnership raises concerns about affordability and access for ordinary citizens. Without addressing these fundamental issues, Vision 2024 may remain just a vision on paper.

Another point is regarding resistance to structural reforms. The Bill retains the Railways' existing organizational framework ignoring transformative recommendations made by various expert committees, such as decentralizing authority. Greater autonomy for zonal offices can significantly improve operational efficiency and responsiveness.

Coming to corporatization of Railways, separating policy-making, regulation and operations is essential for a professional and competitive railway system. By resisting these changes, the Government misses an opportunity to make the Indian Railways a modern and globally competitive enterprise.

My next point is regarding addressing persistent challenges. The Indian Railways faces long-standing issues like high operating costs, network congestion and under-investment in infrastructure. However, this Bill fails to address critical aspects such as modernizing finances. Transparent and updated accounting practices are essential for resource allocation and financial health.

Coming to rationalized passenger fares, under-pricing passenger services while cross-subsidizing freight impacts the Railways' sustainability.

HON. CHAIRPERSON : Please conclude.

DR. MALLU RAVI: My next point is regarding expanding freight revenue. Freight, the backbone of Railways' income, needs urgent attention to regain competitiveness.

Another point is regarding symbolic projects *versus* inclusive progress. While projects like the Vande Bharat trains are laudable, they cater to a limited audience. For the vast majority of Indians, affordable and reliable trains are more important than high-speed luxury services. The Railways must focus on uplifting the overall infrastructure and services for the common people, not just headline-grabbing projects.

While the intent behind the Bill may be modernization, its execution raises serious concerns. The centralization of power undermines the autonomy of the Indian Railways. Critical reforms like decentralization and independent regulation have been ignored. Lofty targets in Vision 2024 lack a sustainable and realistic roadmap.

I urge upon the Government to reconsider the provisions of this Bill and prioritize reforms that will ensure transparency, accountability and equitable development in the Indian Railways. Let us build a railway system that serves every Indian with efficiency, affordability and reliability.

The survey work between Bidar and Bodhan *via* Narayanpet Pithapuram is pending. This must be immediately taken up. Another line is there from Jadcherla to Nandyala. One more line is there from Gadwala to Macherla. Survey is going on. They are not taking it up because revenues are not coming as per their

survey. So, I would request the Railway Minister to consider our railway lines under Backward Area Development Scheme.

Thank you, Madam.

SHRI AGA SYED RUHULLAH MEHDI (SRINAGAR): Thank you, Madam Chairperson. Since the Railways (Amendment) Bill is being legislated in the House and my time is very limited, so I request for the attention of the hon. Minister of Railways towards a very important and specific issue.

Hon. Minister, we have the Land Acquisition Act, 2013. In its Sections 4 and 11, it is mandated to have a formal public notice and social impact assessment before you start any project.

कश्मीर में एग्जिस्टिंग लाइंस के अलावा दो लाइंस शुरू की जा रही हैं, उनका असेसमेंट किया जा रहा है। एक अवंतीपोरा से सोफिया तक पुलवामा डिस्ट्रिक्ट को इंवॉल्व करता है। यह बताया जा रहा है कि दूसरा असेसमेंट अनंतनाग से पहलगाम तक का किया गया है। ये दो लाइंस विदाउट एनी प्रायर असेसमेंट की गई हैं और विदाउट एनी असेसमेंट ऑफ सोशल इम्पैक्ट। आप सोशल इम्पैक्ट के बारे में इस बात से अंदाजा लगा सकते हैं कि ये एग्रीकल्चर लैंड एंड हॉर्टिकल्चर लैंड को इम्पैक्ट करती हैं, which amounts to almost 288 hectares of land, if I am not wrong. जहां पर हॉर्टिकल्चर के जरिए सेब के पेड़ लगाए गए हैं। उनमें से कुछ 50 साल पुराने पेड़ हैं। It takes decades. पेड़ को बड़े होने में 20-30 साल लग जाते हैं before it comes to productivity. Horticulture provides employment to 35 lakh people in Kashmir, which is almost equivalent to 23 per cent of the whole population. आप वहां से लाइंस ले जा रहे हैं, जहां से हॉर्टिकल्चर इम्पैक्ट होता है, सेबों के दरख्त इम्पैक्ट होते हैं। 288 हेक्टेयर जमीन इम्पैक्ट होती है। So, I fail to understand that किसकी डिमांड पर यह है? मैंने वहां पर लोगों से पूछा, जो अपने एग्रीकल्चर लैंड को बचाने के लिए प्रोटेस्ट करने के लिए निकले हैं। मैंने पता किया कि यह डिमांड

कहां से आई है कि अवंतीपोरा से सोफिया तक एक रेलवे लाइन बनानी है। जहां तक मैंने पता किया तो इसकी वहां कोई डिमांड नहीं है। इसी तरह से पहलगाम तक लाइन बनाने के लिए डिमांड कहां से आई है? वहां की जो पॉपुलेशन है, हम हैं, हमने इन लाइंस के लिए डिमांड नहीं की है क्योंकि इसका इम्पैक्ट हमारे हॉर्टिकल्चर, एन्वायरन्मेंट, लाइवलीहुड, उन फैमलीज पर पड़ता है, जो इससे कमाते हैं। वहां किसी-किसी केस में उनकी एवरेज इनकम 15 लाख रुपये के करीब होती है।...(व्यवधान)

विदाउट ए डिमांड एक लाइन की सर्वे शुरू की जाती है। हमारी डिमांड नहीं है कि इस लाइन को शुरू किया जाए। इसकी कोई रेक्वायरमेंट ही नहीं है। अगर इसकी कोई रेक्वायरमेंट है, तो कृपया आप अपने रिप्लाय में बताइए that for this purpose, we are going to construct that line. अगर वह लाइन किसी जेनुइन परपस के लिए बनाई जा रही है, तो कम से कम प्रायर नोटिस और सोशल इम्पैक्ट असेसमेंट, which is mandated by law, वह होना चाहिए था। वह भी वायलेट किया गया है। कोई प्रायर नोटिस नहीं, कोई असेसमेंट नहीं, लोगों से कोई बात नहीं, लेकिन एक लाइन खींची जा रही है, एक सर्वे किया जा रहा है, जहां बहुत सारे ऑर्चर्ड्स, एग्रीकल्चरल लैंड इम्पैक्ट हो रही है। अगर इस तरह से किया जा रहा है तो I equate it to a colonial project. यह कोई डेमोक्रेटिक गवर्नमेंट का प्रोजेक्ट नहीं है। अगर इन सभी चीजों को वायलेट करके आप इस तरह का प्रोजेक्ट बनाना चाहते हैं, तो it is equivalent to a colonial project. आप मेहरबानी करके वहां पर जिन लोगों के हॉर्टिकल्चरल लैंड्स और एग्रीकल्चरल लैंड्स हैं, उनके इश्युज को एड्रेस करें और पहले यह देखें कि यह डिमांड कहां से जेनरेट हुई है? मेरे पास समय बहुत कम है।

Madam chairperson, I thank you for providing me this opportunity.

श्री रविंद्र दत्ताराम वायकर (मुम्बई उत्तर-पश्चिम) : सभापति महोदया, इस विधेयक से रेलवे बोर्ड की शक्ति बढ़ेगी और रेलवे की दक्षता में सुधार होगा। इस विधेयक का उद्देश्य रेलवे बोर्ड की शक्तियों को बढ़ाने और प्रचालन दक्षता में सुधार के लिए रेलवे अधिनियम, 1989 में संशोधन करना है। यह विधेयक भारतीय रेल के प्रशासनिक ढांचे को आधुनिक और मजबूत बनाने के लिए पेश किया गया है। इस विधेयक में भारतीय रेलवे बोर्ड अधिनियम, 1905 के प्रस्ताव को रेलवे अधिनियम, 1989 में

शामिल करके कानूनी ढांचे को सरल ढांचा बनाने का प्रस्ताव है। इससे दो कानूनों को संदर्भ में लेने की आवश्यकता कम हो जाएगी। इससे केवल एक कानून का संदर्भ लेना होगा। विधेयक से रेलवे बोर्ड की कार्य प्रणाली और स्वतंत्रता की वृद्धि होगी। इस विधेयक के माध्यम से भारतीय रेलवे बोर्ड अधिनियम, 1905 के सभी प्रावधानों को रेलवे अधिनियम, 1989 में शामिल करने का प्रस्ताव है।

सभापति महोदया, मैं केवल चार मांगें रखूंगा। मैं पहले रेलवे मंत्री महोदय का आभार व्यक्त करता हूँ कि जिन्होंने जोगेश्वरी को जंक्शन बनाने का प्रयास किया है।

माननीय सभापति : माननीय सदस्य, आप केवल अपनी डिमांड्स रखें, समय कम है।

श्री रविंद्र दत्ताराम वायकर: आपने हमारी मांग को मान लिया है, इसके लिए मैं आपका बहुत-बहुत आभारी हूँ। मैं आपसे मिलने के लिए भी आया था। मैं हांगकांग गया था। वहां अंडर ग्राउंड रेलवे स्टेशन और मल्टी मॉडल कनेक्टिविटी थी। इसी प्रकार से वहां कनेक्टिविटी हो जाए और कार पार्किंग की व्यवस्था हो, मॉल की व्यवस्था हो, होटल की व्यवस्था हो। आपने देश में कई जगह बांधकाम चालू किया है, गुजरात के अंदर भी आपने वैसा बांधकाम चालू किया है, उसी प्रकार से जोगेश्वरी जंक्शन में हो भी जाए। उसकी मैं मांग करता हूँ।

मुम्बई की भीड़ के सुधार के लिए क्या योजना है, जो ओवर क्राउडेड है, उसके लिए आप क्या सुधार करने वाले हैं? अगर उसके बारे में आप संक्षिप्त रूप से उत्तर इस सभाग्रह में देंगे तो बहुत अच्छा होगा। कोंकण रेलवे महामंडल भारतीय रेलवे में विलीन करना चाहिए और यह कोंकण वासियों की मांग है। जो कोंकण रेलवे महामंडल है, जब तक वह रेलवे में विलीन नहीं होता है, तब तक आगे कुछ होने वाला नहीं है। अगर वह रेलवे के अंदर विलीन हो जाएगा तो उसके माध्यम से कोंकण का पूरा डेवलपमेंट हो सकता है।

मेरा लास्ट मुद्दा यह है कि आपने कोंकण के डबल ट्रेक के बारे में लास्ट टाइम कहा था कि पांच मंत्रियों के साथ हमारी बैठक होने वाली है। आप वह बैठक करने वाले हैं। उसकी जानकारी मुझे आपके माध्यम से दी जाए। कोंकण रेलवे जो कर्नाटक तक जाता है ... (व्यवधान) आप उसके बारे में मीटिंग

लेने वाले थे, क्या वह मीटिंग ली गई है या लेने वाले हैं? उसके बारे में आप बतायेंगे तो बहुत अच्छा होगा। धन्यवाद।

श्री धवल लक्ष्मणभाई पटेल (वलसाड) : महोदया, सबसे पहले तो मैं आपको धन्यवाद देना चाहता हूँ कि आपने मुझे इतने महत्वपूर्ण बिल पर बोलने का मौका दिया।

वर्ष 2014 से जब से नरेन्द्र मोदी जी ने देश की कमान संभाली है, तब से इंडियन रेलवे एकदम अच्छा काम कर रहा है। सबसे बढ़िया है कि एकदम गति से काम कर रहा है। जब से हमारे रेल मंत्री अश्वनी वैष्णव जी ने रेल मंत्रालय का काम संभाला है, तब से उन्होंने इंडियन रेलवे को बल देने का काम किया है। चाहे रेलवे का इलैक्ट्रिकेशन हो, वंदे भारत ट्रेन हो, नमो भारत ट्रेन हो, अमृत भारत ट्रेन हो, रेलवे स्टेशन के मॉडर्नाइजेशन का काम करना हो, वे सब काम मोदी जी की सरकार वर्ष 2014 से कर रही है। आज पूरे भारत में 68 वंदे भारत ट्रेन्स चल रही हैं, जिसके 300 स्टॉपेजेज हैं, जो 170 डिस्ट्रिक्ट्स व 24 स्टेट्स को जोड़ता है। साथ ही इंडियन गवर्नमेंट, मोदी जी की सरकार सिर्फ वंदे भारत ट्रेन पर फोकस नहीं करती, बल्कि आम जनता पर फोकस करती है इसलिए अमृत भारत ट्रेन भी आम जनता के लिए चालू की है। पूरे भारत में लगभग 50 अमृत भारत ट्रेन्स चालू होने वाली हैं। दो अमृत भारत ट्रेन्स – दरभंगा से दिल्ली और मालदा से बेंगलुरु चालू भी हो गई हैं। इंटर सिटी कनेक्ट करने के लिए नमो भारत रैपिड रेल भी चालू की है, जिसमें शॉर्ट डिस्टेंस की सर्विस दी जाएगी। खासकर अहमदाबाद से भुज चालू भी हो गई है। अगर मैं गुजरात की बात करूँ तो वर्ष 2009-2014 तक पर-ईयर बजट सिर्फ 589 करोड़ रुपये का था, जो अभी 8743 करोड़ रुपये का बजट यानी 15 गुना बजट नरेन्द्र मोदी जी की सरकार ने गुजरात के लिए दिया है। अगर हम न्यू ट्रैक की बात करें तो वर्ष 2009 से 2014 तक पर-ईयर का एवरेज 132 था, वह अभी बढ़ कर 424 हो गया है, यानी हम टू टाइम्स ज्यादा ट्रैक बिछा रहे हैं। अगर हम इलैक्ट्रिकेशन की बात करें तो वह पहले पर-ईयर 13 था, जो अब 300 हो गया है। ... (व्यवधान) अगर मैं लोक सभा क्षेत्र वलसाड की बात करूँ तो वलसाड, नवसारी और डांग तीन डिस्ट्रिक्ट्स हैं। कल मैं रेल मंत्री जी से मिला था और मैंने रेल मंत्री जी से सब विषयों पर डिटेल में चर्चा की थी। मेरी वलसाड के लिए तीन प्रमुख मांगें हैं। वलसाड स्टेशन

– पहले तो उसको अमृत भारत स्टेशन का डेजिगनेशन देना चाहिए। दूसरा, बंदे भारत और शताब्दी का स्टॉपेज मिलना चाहिए। 113 साल पुरानी बिलिमोरा से वाघाई – पूरे गुजरात का एकमात्र हिल स्टेशन सापुतारा है, उसे कनेक्ट करने के लिए एक टॉय ट्रेन है, उसको हेरिटेज ट्रेन का दर्जा दिया जाए। यह भी मेरी प्रमुख मांग है। वापी एक महत्वपूर्ण स्टेशन है। क्योंकि इसमें सिर्फ गुजरात के पैसेंजर नहीं, बल्कि दादरा नगर हवेली और दमन के लोग भी उस स्टेशन को यूटिलाइज करते हैं, इसलिए वहां अच्छी सुविधा मिले। उमरगाम और सरीगाम में सबसे ज्यादा इंडस्ट्रीज हैं। ... (व्यवधान) वहां पर भी ट्रेन की ज्यादा सुविधा मिले। यह हमारी प्रमुख मांग है। कोविड के टाइम पर जितनी ट्रेन्स बंद हुई हैं, उन्हें वापस चालू किया जाए। धन्यवाद।

***SHRI OMPRAKASH BHUPALSINH ALIAS PAVAN RAJENIMBALKAR**

(OSMANABAD): Hon'ble Madam Chairperson, today I rise to speak on the Railway (Amendment) Bill, 2024. I would like to draw the Hon'ble Railway Minister's kind attention to an important issue. The new rail line project connecting Dharashiv-Tuljapur-Solapur is underway. When this project was declared, it was planned to procure land parcels directly from the farmers. But I don't know what happened next, and now it is being implemented through compulsory land acquisition process. Had it been implemented through direct land purchase process from farmers, they would have got five times more compensation. Presently, it is being acquired through compulsory land acquisition and hence they are getting only four times more compensation and that is also as per the ready reckoner rates. The land acquisition process implemented for all the railway projects in Maharashtra was through the direct

* English translation of the speech originally delivered in Marathi.

purchase mode, but this is an exception. My district is recognized as aspirational district and the number of farmers suicide cases is also very high. This is a grave injustice done to the farmers of my constituency.

Madam, I would also like to draw the Hon'ble Railway Minister's attention to an issue of starting a new intercity express train between Latur and Mumbai. If you look at the response and revenue collection of the current train plying between Latur -Mumbai, you would get an idea about this new train service. So, a new additional train should be started between these two stations.

Barshi Railway Station should be developed through Amrit Bharat Station scheme. Railway Coach factory, Latur has been inaugurated twice but no finished coach has been rolled out from the factory. So, this factory should be made operational as early as possible so that the unemployed youth in my constituency would get employment opportunities there.

My last demand is about providing a stoppage at Doki Station on Panvel-Nanded Train. For Latur Mumbai Train, a stoppage at Kalamb Road Station should also be provided. I raised this demand many times in this august House. Once again, I demand for it. Lastly, I would like to request the Hon'ble Railway Minister, through you Madam, to kindly fulfil this demand. Thank you.

श्री खगेन मुर्मु (माल्दहा उत्तर) : माननीय सभापति महोदया, मैं सबसे पहले यशस्वी प्रधानमंत्री श्री नरेन्द्र मोदी जी एवं माननीय रेल मंत्री आदरणीय अश्विनी वैष्णव जी को रेलवे के क्षेत्र में इस ऐतिहासिक विधेयक को लाने के लिए धन्यवाद देता हूँ।

भारतीय रेल देश की जीवन रेखा है। यह न केवल 140 करोड़ लोगों को जोड़ती है, बल्कि यह आर्थिक विकास का एक महत्वपूर्ण साधन भी है। वर्ष 1905 में बनाये गये रेलवे बोर्ड अधिनियम और

वर्ष 1989 का रेलवे अधिनियम अब बदलते समय की मांगों को पूरा करने में असमर्थ हो चुके हैं। यह संशोधन रेलवे के प्राशासनिक ढाँचे को सरल बनाते हुए इसे और अधिक प्रभावी बनाने का प्रयास है।

मेरा क्षेत्र आज भी रेलवे की समस्याओं से जूझ रहा है। इसके साथ ही, मुझे यह बताते हुए हर्ष हो रहा है कि माननीय प्रधानमंत्री नरेन्द्र मोदी जी की महत्वकांक्षी योजना- 'अमृत भारत' योजना के तहत मेरे लोक सभा क्षेत्र में छः रेलवे स्टेशंस दिये गये हैं। लेकिन 'अमृत भारत' योजना के तहत मुझे तीन रेलवे स्टेशंस- एकलाखी, सिंगाबाद और गाजोल स्टेशंस भी चाहिए।

मैं यह बताते हुए बहुत हर्ष का अनुभव कर रहा हूँ।

माननीय सभापति : आप अपनी डिमांड रखिए।

श्री खगेन मुर्मु : मेरे लोक सभा क्षेत्र में माल्दहा से बेंगलुरु के लिए रेल चलायी गई। मैं इसके लिए माननीय प्रधानमंत्री नरेन्द्र मोदी जी और माननीय रेल मंत्री आदरणीय अश्विनी वैष्णव जी का हृदय से नमन करता हूँ।

मेरे लोक सभा क्षेत्र से मजदूरों का आना-जाना लगा रहता है। इसलिए मेरे क्षेत्र के लिए तीन ट्रेन्स देने की कृपा करें। माल्दहा से नई दिल्ली के लिए सुपर फास्ट ट्रेन, माल्दहा से बेंगलुरु के लिए सुपर फास्ट ट्रेन और माल्दहा से मुम्बई के लिए सुपर फास्ट ट्रेन्स चाहिए।

सभापति महोदया, मैं आपके माध्यम से आदरणीय रेल मंत्री महोदय से तीन नई रेल परियोजनाओं की भी मांग करता हूँ। पहली, बुलबुलचंडी से गंगारामपुर वाया पकुवाहाट, दूसरी, गाजोल से गुंजोरिया वाया ईटाहार और तीसरी, समसी से बारसोई वाया चांचल। ये तीनों नई रेल परियोजनाएं मेरे क्षेत्र की दिशा और दशा बदलने में सक्षम होंगी। धन्यवाद।

श्री राजकुमार रोट (बांसवाड़ा) : सभापति महोदया, आपका धन्यवाद कि आपने मुझे रेल (संशोधन) अधिनियम, 2024 पर बोलने का अवसर प्रदान किया।

महोदया, रेलवे को सुदृढ़ बनाने के उद्देश्य से कुछ संशोधनों को लेकर मंत्री जी आए हैं। उसके संबंध में मेरे कुछ सुझाव हैं। आपने समय बहुत शॉर्ट कर दिया है, इसलिए मैं कम समय में अपनी बात रखूंगा। जो बोर्ड बना रहे हैं, उसमें सभी का प्रतिनिधित्व होना चाहिए। जो रेलवे है, वह गरीब, मजदूर

और बेरोजगार के लिए एक सुलभ और सस्ता परिवहन होता है। जब एग्जाम्स होते हैं, उन एग्जाम्स के दौरान बेरोजगार युवा जिस तरह से डिब्बों और शौचालयों में बैठकर जाते हैं, तो मंत्री जी से मेरा अनुरोध है कि ऐसे इलाकों को आइडेंटिफाई किया जाए, जहां एग्जाम्स के दौरान लोग जाते हैं। उस समय अतिरिक्त रेल के डिब्बों की व्यवस्था की जाए।

माननीय सभापति महोदया, मेरा संसदीय क्षेत्र बांसवाड़ा-डूंगरपुर है। बांसवाड़ा-डूंगरपुर के अंदर रतलाम परियोजना है, जो कि वर्ष 2012 में सैंक्शन हुई थी। उसका उद्घाटन हुआ और आज जिस गति से उसका कार्य चल रहा है, मुझे लगता है कि उसमें दस साल और लग जाएंगे। अतः मेरा मंत्री महोदय जी से विशेषकर यह अनुरोध है कि इस परियोजना को जल्दी पूरा कराया जाए। जो भूमि अवाप्ति का काम है, वह हालांकि स्टेट का काम है, लेकिन आपकी तरफ से भी मॉनिटरिंग होनी चाहिए। मैं अनुरोध करूंगा कि इन्हीं पांच सालों के अंदर हमारे बांसवाड़ा-प्रतापगढ़ के इलाके की जनता रेल को देखे और उसका लाभ ले सके।

माननीय सभापति महोदया, हमारे यहां जो ट्रेन चल रही है, उसके संबंध में एक विशेष गंभीर समस्या है। ... (व्यवधान)

माननीय सभापति : आपका समय पूरा हो गया है।

... (व्यवधान)

श्री राजकुमार रोट : मैडम, अभी एक मिनट ही हुआ है। ... (व्यवधान)

माननीय सभापति : अब आप अपनी बात खत्म कीजिए। दो मिनट ही मिलेंगे।

... (व्यवधान)

श्री राजकुमार रोट : मैडम, अभी एक मिनट ही हो पाया है। आपने घंटी बजा दी, उसके कारण मैं भूल गया कि मुझे क्या बोलना था। ... (व्यवधान) जयपुर-असरवा के बीच जो ट्रेन चलती है, उसका नंबर 12981 है। वहीं असरवा से कोटा, जो बिछीवाड़ा रेलवे स्टेशन है, जो राजस्थान में पड़ता है और गुजरात बॉर्डर पर है, वहां ट्रेन नहीं रुकती है। इस कारण डूंगरपुर जिले का जो स्टूडेंट है, जो गरीब मजदूर है, उसको गुजरात में जाकर रेलवे स्टेशन पर उतरना पड़ता है और वहां से दोबारा आना पड़ता

है। अतः मेरा मंत्री जी से अनुरोध है कि बिछीवाड़ा रेलवे स्टेशन पर, जो ये दो चार ट्रेनें चल रही हैं, उनको रुकवाया जाए। मैंने पहली बार भी निवेदन किया था कि डूंगरपुर से दिल्ली आने के लिए कोई कनेक्टिविटी नहीं हो पा रही है, हमें उदयपुर आना पड़ता है। मेवाड़ एक्सप्रेस ट्रेन है, जो दिल्ली से उदयपुर आती है, वह पांच बजे पहुंच जाती है और पूरा दिन वहीं ठहरती है। आपसे मेरा विशेष अनुरोध है कि इस ट्रेन को डूंगरपुर तक ले जाया जाए और वह वहां ठहरे। ऐसा होने से वहां की जनता दिल्ली आसानी से पहुंच पाएगी, नहीं तो आप भील प्रदेश एक्सप्रेस के नाम से एक नई ट्रेन शुरू कर दें, क्योंकि वहां लंबे समय से डिमांड चल रही है।

माननीय सभापति महोदया, मैं लास्ट में एक लाइन बोलना चाहूंगा कि बेरोजगार और रिजर्व कैटेगिरी का युवा नौकरी के लिए तरसता है। जो निजीकरण हो रहा है, उसको रोका जाए या तो उसमें भी रिजर्वेशन पॉलिसी लागू की जाए। अंत में, मैं यह कहूंगा कि जो हमारा डूंगरपुर रेलवे स्टेशन है, हमारे वहां के लोगों की डिमांड है, हर पार्टी के पदाधिकारियों की डिमांड है कि उसका नामकरण राजा डूंगर बरंडा भील के नाम से किया जाए।

आपका धन्यवाद और आभार।

श्री दर्शन सिंह चौधरी (होशंगाबाद) : सभापति महोदया, धन्यवाद।

मैं धन्यवाद देना चाहता हूँ। वर्ष 2024 का जो यह रेल बिल आया है, मैं उसका पुरजोर तरीके से समर्थन करता हूँ। मैं माननीय रेल मंत्री जी को और माननीय प्रधान मंत्री जी को धन्यवाद देता हूँ। हमारे विपक्षी मित्र कह रहे थे, हमारे यहां एक देसी कहावत चलती है - 'अकउआ से हाथी नहीं बंधत' और इनकी अक्ल पथरा गई है। जिस प्रकार के इल्जाम ये लगा रहे हैं, तो मैं कहना चाहता हूँ कि 'ओंगना के बिना गाड़ी ढुलकत नहीं है'। हमारे यहां यह कहावत चलती है।

इसलिए, मैं आपसे कहना चाहता हूँ कि माननीय रेल मंत्री जी से नेतृत्व में आज जो काम हुए हैं, यह वर्ष 2024 का भारत है, जिसका स्वामी विवेकानंद जी ने सपना देखा था। वही सपना अब पूरा होने जा रहा है। माननीय मोदी जी के नेतृत्व में हमारा देश, जिसमें रेल सबसे सर्वोपरि है। यदि एकता का सबसे बड़ा परिचायक कोई है, तो वह हमारी रेल है।

मैं तो अपने विपक्षी मित्रों से यह भी कहना चाह रहा हूँ कि चित्त भी तुम्हारी और पट्ट भी तुम्हारी? यही काम आप बरसों से करते आ रहे हो। अरे भईया, मैं एक और बात कह रहा हूँ, 'घोड़न को चारो, गधन को नहीं डालें'... (व्यवधान)

17.55 hrs

(Hon. Speaker *in the Chair*)

माननीय अध्यक्ष : श्री बी. मणिकम तैगोर ।

SHRI B. MANICKAM TAGORE (VIRUDHUNAGAR): Thank you, Sir. It is my privilege to address this august House.

I would like to raise only three important issues before the hon. Minister. I hope, he would address those three issues. One is regarding the Madurai-Aruppukottai-Toothukudi broad gauge railway line, a 143-kilometre line, which holds immense potential for transforming the socio-economic landscape of South Tamil Nadu, which has been pending for long. So, I would like to know what the allocation is, and whether there is any progress. For the past ten years, the Government has been promising that there will be progress in that line but nothing has happened so far. Therefore, what is the status of that? I would like to request the hon. Minister's attention towards this.

Then, second is regarding Madurai-related local trains, which has been a demand from that part of Tamil Nadu, which connects the smaller towns of Madurai area. We have been demanding this for long. Also, we have been demanding for MEMU trains at Madurai-Virudhunagar-Tirunelveli, Madurai-Virudhunagar-Sengottai, Madurai-Manamadurai-Paramakudi, Dindigul-Madurai-Tiruchi, Madurai-Usilampatti-Theni routes. We have been demanding this for

long. I would like to know from the hon. Railway Minister whether there is any such proposal to operate MEMU trains from Madurai area.

Third point is regarding the food quality in Vande Bharat. We all know that the hon. Minister takes a lot of interest in the Vande Bharat operations. There have been some reports of February 2024, March 2024, June 2024, July 2024, August 2024, and November 2024. Recently, insects were found in the Vande Bharat running between Tirunelveli to Chennai. During all these months, there have been several such incidents where insects have been found in the food served in Vande Bharat. So, I would like to know from the hon. Minister whether there has been any strict action taken and whether any clear-cut policy has been redefined. I hope, the hon. Minister will take strict action against those responsible for serving such kind of insect-ridden food in Vande Bharat. Thank you.

श्री आशीष दुबे (जबलपुर) : अध्यक्ष जी, मैं सबसे पहले आपको धन्यवाद प्रेषित करता हूँ।

माननीय अध्यक्ष : जब तक आप धन्यवाद दोगे, तब तक बोलने का समय समाप्त हो जाएगा।

श्री आशीष दुबे : अध्यक्ष जी, मैं रेल (संशोधन) विधेयक, 2024 के समर्थन में बोलने के लिए खड़ा हुआ हूँ। सर्वप्रथम मैं आपका जबलपुर की जनता की ओर से हार्दिक अभिवादन करना चाहूंगा कि आपने इस महत्वपूर्ण विषय पर इस ऐतिहासिक सदन में मुझे अपनी बात रखने का अवसर प्रदान किया है। जैसा कि हम सभी जानते हैं कि देश में लगभग 68103 किलोमीटर हमारा रेल नेटवर्क विश्व का चौथा सबसे बड़ा नेटवर्क है, जिसमें लगभग 13 लाख कर्मचारी काम करते हैं। जो भारतीय यातायात का आधार है, जिसे हम गर्व से भारत की जीवन-रेखा भी कहते हैं। जो देश के यातायात का प्रमुख साधन है। यह देश के आर्थिक विकास को बढ़ावा देने का प्रमुख साधन कैसे बन सकता है, इस पर कार्य कर रही भारत सरकार का मैं अभिवादन करता हूँ और इस विधेयक का समर्थन करता हूँ।

माननीय अध्यक्ष जी, आपको याद होगा कि एक समय था जब देश में रेल मंत्रालय को राजनीति का माध्यम बनाया जाता था। राजनीतिक हथियार के रूप में लोग इसका इस्तेमाल करते थे। जिस जगह के लोगों को लुभाना होता था, वहां एक नई रेल लाइन की घोषणा कर देते थे। वहां वाहवाही लूटो, चाहे वहां ट्रेन चले या न चले। लोग परेशान होते रहें, इसकी चिंता कोई नहीं करता था। आज देश में गर्व से देखा जा रहा है कि 180 किलोमीटर प्रति घंटा की रफ्तार से वंदे भारत एक्सप्रेस ट्रेन ट्रैक पर दौड़ रही है। हम बहुत ही गर्व के साथ कह सकते हैं कि आज भारतीय रेलवे ने ब्राड गेज रेलवे लाइनों के विद्युतीकरण में बड़ी उपलब्धि हासिल करते हुए 97 प्रतिशत विद्युतीकरण पूरा कर लिया है। एक तरह से आज भारतीय रेलवे पूर्ण रूप से डीजल और कोयला मुक्त, धुआं मुक्त रेलवे बन चुका है। इतना ही नहीं, जहां वर्ष 2004 से 2014 के दौरान प्रतिदिन 1.42 किलोमीटर का विद्युतीकरण होता था, आज वहीं वर्ष 2023-24 में यह बढ़कर 19.7 किलोमीटर प्रतिदिन का हो गया है। आज देश ग्रीन रेलवे के क्षेत्र में विश्व में अग्रणी बनने जा रहा है। आज मुझे यह बताते हुए अत्यंत हर्ष हो रहा है कि कार्बन उत्सर्जन को पूरी तरह से खत्म करने की दिशा में भारत सरकार का काम अंतिम चरण में चल रहा है। रेलवे की यह पहल देश को पर्यावरण अनुकूल और आधुनिक रेल नेटवर्क प्रदान कर रही है। आज भारतीय रेलवे विश्व का शीर्षस्थ नेटवर्क बनने जा रहा है।

18.00 hrs

अध्यक्ष महोदय, जैसा कि आपको विदित है, मैं मध्य प्रदेश से आता हूं। आज वहां भोपाल का रानी कमलावती रेलवे स्टेशन एयरपोर्ट की तर्ज पर 'विकसित भारत' की कहानी सार्वजनिक रूप से बयां कर रहा है। विश्वस्तरीय सेवाओं से देश के यात्री लाभान्वित हो रहे हैं। आज पूरे देश के सभी बड़े रेलवे स्टेशन्स इसी तर्ज पर विकसित होकर भारतीय जनमानस की सेवा कर रहे हैं।

अध्यक्ष महोदय, आदर्श रेलवे स्टेशन योजना के तहत देश के मध्यम और छोटे रेलवे स्टेशन्स का भी बड़े पैमाने पर आधुनिकीकरण किया जा रहा है।

माननीय अध्यक्ष : यदि सभा की सहमति हो तो सभा की कार्यवाही को एक घंटा बढ़ा दिया जाए।

माननीय मंत्री जी, क्या सभा को एक घंटा बढ़ा दिया जाए क्योंकि इधर से बहुत से माननीय सदस्यों द्वारा ज़ीरो आवर की मांग की गयी है?

अनेक माननीय सदस्य : हाँ।... (व्यवधान)

श्री आशीष दुबे : अध्यक्ष महोदय, फिर तो मेरे भाषण का भी समय बढ़ गया।

माननीय अध्यक्ष : नहीं, आपके भाषण का समय नहीं बढ़ा। आप अपना भाषण कन्क्लूड कीजिए, क्योंकि मेरे सामने बहुत सारे लोग बोलने के लिए बैठे हैं।

श्री आशीष दुबे : महोदय, अमृत भारत स्टेशन योजना के तहत स्टेशन्स को विकसित करने का लक्ष्य अत्यंत सराहनीय है। देश के रेलवे स्टेशन्स का पुनर्विकास हो रहा है और यह पूरी आधुनिकता के साथ हो रहा है। देश देख रहा है कि प्रथम चरण में 508 अमृत भारत स्टेशन्स के पुनर्निर्माण का काम लगभग अंतिम चरण में है। रेल सफाई, अच्छी सेवाएं, बेहतर सुरक्षा और सभी आधारभूत सुविधाओं से सुसज्जित भारतीय रेल आज देशवासियों की सेवा कर रहा है।

महोदय, माननीय प्रधान मंत्री परम आदरणीय श्री नरेन्द्र मोदी जी के कुशल नेतृत्व और संवेदनशील नेतृत्व में भारत का रेल नेटवर्क विश्व के सर्वोत्तम नेटवर्क में आगे खड़ा है। आज हम गर्व के साथ कह सकते हैं कि नई रेल लाइन की घोषणा के मोह से परे पहले हमने रेल सेवाओं को बेहतर किया, सुव्यवस्थित किया, उनका नवीनीकरण किया, उनका आधुनिकीकरण किया, चाहे वे रेल के डिब्बों का हो या उनके सौन्दर्यीकरण हो या डिजिटाइजेशन हो।

माननीय अध्यक्ष : माननीय सदस्यगण, यह एक बिल है। बिल के आस-पास बोलने का प्रयास करना चाहिए। इसका अभ्यास करना चाहिए कि जो विधेयक लाया गया है, उस विधेयक को पढ़ें। जब हम उस विधेयक के बारे में ब्रीफिंग सेशनस करते हैं, उन सेशनस में आप जाएं। जब आप विधेयक को पढ़ेंगे, विधेयक के क्लॉजेज़ को पढ़ेंगे, तो आप विधेयक के बारे में बोलेंगे।

यह संसद है। इसकी गरिमा बनाए रखना, इसके उच्च मानदंडों को बनाए रखना हम सबकी जिम्मेदारी है। इसमें अच्छी परम्पराएं होनी चाहिए। एन. के. प्रेमचन्द्रन जी कुछ अच्छे सुझाव दे रहे थे। इस तरीके से हम विधेयक के ऊपर चर्चा कर सकते हैं। कल भी बैंकिंग बिल के ऊपर चर्चा के

दौरान सीनियर एम.पी. भी बैंकिंग बिल के इधर-उधर जाकर आरोप-प्रत्यारोप में बोल रहे थे। मेरा कहना है कि आप बिल के ऊपर बोलने का प्रयास करें।

माननीय सदस्य, आप पहली बार के एम.पी. हैं। सीनियर एम.पी. से भी यह अपेक्षा की जाती है। अगर वरिष्ठ व्यक्ति विधेयक के ऊपर बोलेंगे तो नए सांसद उनसे सीखेंगे, उनसे अनुभव प्राप्त करेंगे। इसलिए मेरा सभी माननीय सदस्यों से आग्रह है कि विधेयक को पढ़ें, उसका अध्ययन करें और विधेयक के आस-पास बोलें कि आखिर क्यों व्यवस्था में परिवर्तन किया जा रहा है। लोकतंत्र में सहमति-असहमति हो सकती है, लेकिन विधेयक के आस-पास बोलें। जब बजट पर चर्चा हो, तब बजट के विषयों पर बोलें। इसलिए अब आप अपना भाषण कन्क्लूड कर दीजिए।

श्री आशीष दुबे : महोदय, आज मुझे विशेष रूप से माननीय प्रधान मंत्री जी का मध्य प्रदेश की जनता की ओर से अभिवादन करना है क्योंकि आदर्श स्टेशन योजना के तहत मध्य प्रदेश के 45 रेलवे स्टेशन्स का आधुनिकीकरण किया गया। साथ ही, रेल बजट 2024-2025 में मध्य प्रदेश को पहली बार रिकॉर्ड राशि मिली है। मध्य प्रदेश से चल रही रेल परियोजनाओं के लिए 14,738 करोड़ रुपये की राशि स्वीकृत की गयी है। मध्य प्रदेश के लिए 5 वन्दे भारत ट्रेन्स दी गयी हैं।

माननीय अध्यक्ष जी, अब मैं सिर्फ अपने संसदीय क्षेत्र की मांग के बारे में बोलकर अपनी बात समाप्त करूंगा। जबलपुर संसदीय क्षेत्र की तरफ से मैं एक सुझाव रख रहा हूँ। जबलपुर-दमोह एक नई रेल लाइन बिछाने का अनुरोध करता हूँ, जिससे समय की बचत तथा यात्री सुविधा में वृद्धि होगी। इसके साथ ही, जबलपुर-गोंदिया लाइन का दोहरीकरण का जितना शीघ्र होगा, उतना ही हमारे क्षेत्र की जनता को और सभी को लाभ होगा।

अध्यक्ष महोदय, आपने मुझे यहां बोलने का अवसर दिया, इसके लिए बहुत-बहुत धन्यवाद।

ADV. FRANCIS GEORGE (KOTTAYAM): Hon. Speaker, Sir, I support this Railway (Amendment) Bill which aims to bring the Railway Board into the wider ambit of the Railway Ministry by amending the Railway Board Act and incorporating it in the Railway Act of 1989.

Sir, due to paucity time, I will go straight into the requirements of my constituency.

The Kottayam Railway Station is located in the quarters of my constituency. It is one of the most important stations in Kerala because in the Southern Railway network, this is one railway station which almost 25,000 passengers pass through every day.

माननीय अध्यक्ष : माननीय सदस्य, एक मिनट के लिए रोकता हूँ।

जो माननीय सदस्य विधेयक पर बोलेगा, मैं उसको पांच मिनट या उससे ज्यादा समय दूंगा। जो सदस्य विधेयक पर नहीं बोलेगा, मैं उसको दो मिनट से ज्यादा समय नहीं दूंगा।

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, I normally agree with the hon. Speaker. You are absolutely correct about the convention of this House because when we are discussing and debating on the Bill, most of the time it will be within the purview of the Bill. Definitely, as far as discussion on the Bill is concerned, those who are speaking on the provisions of the Bill may be given sufficient time, without counting the number of Members of the party he belongs to. That should be done. Even at the time of clause-by-clause discussion and moving amendments, sufficient time is not available. At the time of this threadbare discussion, micro-level scrutiny of the clauses and provisions of the Bill is required because its impact and consequences are too many. So, sufficient time may be provided to the speakers, irrespective of the number of Members of the party he is representing and whether that party is small or large. That is the submission which I would like to make.

ADV. FRANCIS GEORGE : Sir, at Kottayam Station, the second entry is to be inaugurated. I hope, the hon. Minister will come and inaugurate it. We have started operations by ticketing in view of the Sabarimala festival season.

Sir, the main request is that Kottayam is to be made a terminal station. Kottayam railway station is the gateway to major pilgrim centres and tourist destinations like Erumeli, Sabarimala, Kumarakom, Thekkady, Periyar Tiger Reserve etc. Lakhs of Sabarimala pilgrims and tourists use this station. Also, the passengers from the neighbouring districts of Idukki, Pathanamthitta and Alleppey use this station for their commute. It ranks 21st among the 727 stations of the Southern Railway in terms of revenue earning. I would like to request the hon. Minister to consider this proposal.

Sir, way back in the Budget of 2011, Kottayam was proposed as a coaching terminal, but nothing more has happened. We have six platforms, but trains are not coming. Then, what is the use of these platforms? So, I request the hon. Minister to consider immediately making Kottayam a terminal station.

As of now, the trains can operate already because there are trains which ply within the range of 2,000 kilometres. There is a platform turnaround system of the Railways under which there are a lot of requests for stoppages and also extensions, but I am not citing all of them. I am talking of just two trains, which will be of great benefit, the Ernakulam-Bengaluru Intercity Express, which falls within the 2,000 kilometres range, and the Palakkad-Ernakulam MEMU. I request the hon. Minister to extend these two trains to Kottayam.

Sir, there are two trains which have already been sanctioned by the Railway Board and the Time Table Committee - the Pune-Ernakulam Poorna Express and the Pune-Ernakulam Superfast Express. It awaits the signatures of the hon. Minister. Once the Minister signs the file, these two trains will also be plying to Kerala.

Sir, there is one more request.

माननीय अध्यक्ष : श्री सी.पी. जोशी जी – उपस्थित नहीं ।

श्री लालजी वर्मा जी ।

श्री लालजी वर्मा (अम्बेडकर नगर) : मान्यवर, आपने मुझे बोलने का अवसर दिया, इसके लिए मैं आपको धन्यवाद देता हूँ ।

मान्यवर, इस विधेयक में भारतीय रेल बोर्ड अधिनियम, 1905 का निर्सन करते हुए बोर्ड को रेल अधिनियम में शामिल करने का प्रस्ताव है । मैं माननीय मंत्री जी से इस संबंध में निवेदन करना चाहूंगा कि दस सालों में आपने रेल के क्षेत्र में बहुत उपलब्धि हासिल की है, बिना इसको विलय किए हुए । फिर इसको अचानक विलय करने की आवश्यकता क्यों पड़ी और इससे क्या सुधार होगा? इसको बताने की कृपा करें । ... (व्यवधान)

माननीय अध्यक्ष: माननीय सदस्य, आप बैठिए । मैं आपको बताता हूँ । देश के अंदर अब समय आ गया है कि कॉलेजियम के जितने भी कानून हैं, उनको समाप्त करके आजादी के बाद हम अपना कानून बनाएं । अब इसका समय आ गया है ।

इस समय यह होना ही चाहिए, क्योंकि देश को आजादी प्राप्त किये हुए 75 साल हो गए हैं । अब हम अपने कानून बनाएं । इसकी प्रक्रिया संसद को करनी ही चाहिए ।

श्री लालजी वर्मा : मान्यवर, इसमें लिखा गया है कि एक रेल बोर्ड होगा । इस अधिनियम के अंतर्गत रेल बोर्ड को लाया गया है । रेल बोर्ड के बारे में लिखा गया है कि बोर्ड उतने सदस्यों से मिल कर बनेगा, जितनी संख्या विहित की जाए ।

मान्यवर, इसमें संख्या निर्धारित नहीं की गई है कि कितनी संख्या होगी। साथ ही साथ अनुसूचित जाति, अनुसूचित जनजाति और अन्य पिछड़े वर्ग का इसमें प्रतिनिधित्व होगा या नहीं होगा, इसका उल्लेख भी नहीं किया गया है। मैं चाहूंगा कि माननीय मंत्री जी इस रेल बोर्ड में इन वर्गों का प्रतिनिधित्व सुनिश्चित करें। इसमें इस बात का भी प्रावधान किया जाए।

मान्यवर, इसके साथ-साथ मैं एक दूसरा निवेदन करना चाहूंगा कि इस बात का भी उल्लेख हो कि इससे क्या सरलीकरण होगा। इसके विलय करने से क्या सरलीकरण होगा?

मान्यवर, आपने मुझे अपनी बात रखने का अवसर दिया। अगर आपका अनुमति हो तो इसका थोड़ा लाभ उठाकर मैं कुछ अपना निवेदन भी कर लूं। मैं जिस क्षेत्र से आता है, वहां अंबेडकर नगर जिला का मुख्यालय है। अकबरपुर उसका मुख्य स्टेशन है। कई ऐसी ट्रेन्स हैं, जैसे गोमती नगर(लखनऊ) से पटना तक वंदे भारत ट्रेन चलती है। जिला मुख्यालय होने के बावजूद भी उस ट्रेन का अकबरपुर स्टेशन पर स्टॉपेज नहीं है। मैं आपके माध्यम से चाहूंगा कि उसका स्टॉपेज अकबरपुर में किया जाए। गरीब नवाज़ ट्रेन अकबरपुर स्टेशन होते हुए किशनगंज से अजमेर जाती है। अकबरपुर एक प्रमुख स्टेशन है और अंबेडकर नगर जिला का मुख्यालय है। मेरा आपके माध्यम से मांग है कि उस ट्रेन का भी दो मिनट का स्टॉपेज करने का काम किया जाए।

मान्यवर, मेरा तीसरा निवेदन आपके माध्यम से है कि अयोध्या से मुंबई के लिए मुंबई सुपरफास्ट ट्रेन चलती है। हमारे जिले के लाखों लोग मुंबई में रहते हैं। वे प्रायः ट्रेन से ही यात्रा करते हैं। यह ट्रेन सप्ताह में केवल एक ही दिन चलती है। आपके माध्यम से माननीय मंत्री जी से मेरी मांग है कि उसको सप्ताह में कम से कम तीन दिन चलाने का काम किया जाए।

मान्यवर, मेरी चौथी मांग है कि हमारे यहां टांडा सबसे ज्यादा राजस्व दे रहा है। हमारे पूरे मंडल में सबसे ज्यादा राजस्व देने वाला टांडा स्टेशन है, लेकिन वहां से कोई भी यात्री ट्रेन नहीं है। मैं आपके माध्यम से मांग करूंगा कि अकबरपुर को बस्ती से जोड़ते हुए टांडा से भी यात्री ट्रेन चलायी जाए। यह मैं आपके माध्यम से मांग करता हूं और अब अपनी बात समाप्त करता हूं। आपने मुझे अपनी बात रखने का अवसर दिया है।

मान्यवर, अकबरपुर स्टेशन को अमृत भारत स्टेशन के रूप में विकसित किया जाए। यह निवेदन करते हुए, चूंकि आपने मुझे समय दिया, इसके लिए मैं आपको बहुत-बहुत धन्यवाद देता हूँ।

श्री भारत सिंह कुशवाह (ग्वालियर) : माननीय अध्यक्ष महोदय, रेल (संशोधन) विधेयक 2024 लाने के लिए मैं माननीय मंत्री जी को अपने क्षेत्र की ओर से बहुत-बहुत धन्यवाद दूंगा।

महोदय, मैं आपके माध्यम से माननीय मंत्री जी से अनुरोध करना चाहूंगा कि मेरे क्षेत्र की कुछ महत्वपूर्ण दो-तीन मांगें हैं। एक तो राजस्थान और मध्य प्रदेश से संबंधित है। जिस प्रकार से कामाख्या देवी दर्शन के लिए नॉर्दन एक्सप्रेस ट्रेन दिल्ली से टूण्डला, इटावा और कानपुर होते हुए कामाख्या देवी तक जाती है, मेरा यह अनुरोध है कि अगर इस ट्रेन को आगरा, धौलपुर, ग्वालियर होते हुए टूण्डला, इटावा, कानपुर और कामाख्या देवी तक किया जाता है, तो निश्चित रूप से उत्तर प्रदेश के यात्रियों के साथ-साथ मध्य प्रदेश और राजस्थान के तीर्थयात्रियों को भी माता का दर्शन करने का अवसर मिलेगा।

महोदय, झांसी जंक्शन से करैरा, शिवपुरी, पोहरी और सवाई माधोपुर तक नवीन रेल लाइन का सर्वे कार्य हो चुका है, इसके लिए मैं मंत्री जी को धन्यवाद दूंगा। साथ ही मैं यह निवेदन करना चाहूंगा कि यदि यह नवीन रेल लाइन स्वीकृत होती है तो निश्चित रूप से तीन प्रांतों की जनता को बहुत लाभ होगा। राजस्थान, मध्य प्रदेश और उत्तर प्रदेश के ये क्षेत्र टूरिज्म की दृष्टि से बहुत बड़ा सर्किट है। पालपुर-कुनो चीता अभ्यारण्य, सवाई माधोपुर सैंक्चुअरी और शिवपुरी भी लॉयन सैंक्चुअरी बनने जा रहा है। इसलिए, आपसे यह निवेदन है कि इस नवीन रेल लाइन की भी स्वीकृति प्रदान की जाए।

तीसरा, माननीय प्रधान मंत्री जी के नेतृत्व में वंदे भारत ट्रेन के माध्यम से पूरे देश के 170 जिले के यात्रियों को यात्रा करने का सौभाग्य प्राप्त हुआ है। मेरी प्रार्थना है कि ग्वालियर से महाकाल की नगरी उज्जैन वाया इंदौर वंदे भारत ट्रेन भी संचालित की जाए। मैं आपके माध्यम से अनुरोध करते हुए अपनी बात को समाप्त करता हूँ। आपने बोलने का अवसर दिया, इसके लिए बहुत-बहुत धन्यवाद।

SHRIMATI SUPRIYA SULE (BARAMATI): Thank you, Sir. I stand here to support the Railways (Amendment) Bill. I just want to make 2-3 very short points.

In the Objects and Reasons of the Bill, the Government themselves have actually said something that they are contradicting to what you have said. सर, आपने कहा कि जो पुराने नियम-कायदे हैं, वे टाइम के हिसाब से बदलने चाहिए। I agree with you because technology changes and lifestyles change. बदलाव तो करना ही चाहिए, यह अच्छी बात है। आब्जेक्ट्स एंड रीजन जो इसमें आया है, वर्ष 1890 का जो बिल था, उसको ही कट पेस्ट करके इन्होंने इसमें डाला है। So, really what is the purpose of it? It is a good conversion. कट एंड पेस्ट अच्छी चीज है। अच्छी चीजें पुरानी हो, तो भी लेनी चाहिए। But what is really the purpose of it? What is happening is that सारी पॉवर गवर्नमेंट के साथ ही रहेगी। जो यंत्रणा होगी, वह गवर्नमेंट कंट्रोल्ड ही होगी। अपना शायद एक ऐसा इंप्रेशन हम सबको लग रहा है, शायद गलत भी हो, लेकिन मंत्री जी हमें समझा दें तो ज्यादा अच्छा होगा कि पार्लियामेंट की पॉवर कम हो जाएगी, जब इस पर और डिबेट होगी। आप हमको यह समझा दें कि what is the reason to do this? What was the real idea of doing this? Could you kindly explain this? It is because it is just done by way of cut and paste manner. So, what is the logic of doing something which was done 120 years ago? If he had come up with some new innovation like he started the Vande Bharat trains and all for which we compliment him. So, he needs to explain this to us.

This is a very small Bill. We support it, but I have 2-3 suggestions to make to the hon. Minister. While he is bringing a lot of these changes, safety should be a high point of any Railways. महाराष्ट्र में, मुंबई में बहुत सारी रेलवेज चलती हैं। Railways is a vast subject. We get very little time even during the Budget to speak. इस बार यह बिल आया और आपने बीएसी में ज्यादा टाइम दिया, इसलिए हम इस बिल पर थोड़ा बात भी कर सके। If in every Session at least once or twice it is discussed, that is all right, because Railways is something that is very close to all our hearts. This

Government could allow a detailed discussion on all the innovations that they are doing and the experiences that we are having. Like, Vande Bharat is a very welcome thing, but मेरे निर्वाचन क्षेत्र में यह रुकती ही नहीं है। यह दिखने में बहुत अच्छी है, लेकिन मेरे निर्वाचन क्षेत्र को सुविधा नहीं मिलती है। ऐसी चर्चा रेलवेज़ पर होनी चाहिए। Especially, senior citizens about whom they have mentioned in this Bill that सीनियर सिटीजंस का जो प्री-कोविड स्टैटस था, आज सुबह भी जो जवाब आया, उसमें उन्होंने कहा कि हम लोगों को काफी डिस्काउंट्स दे रहे हैं। सुबह जवाब में आपने 43 या 48 पर्सेंट बताया। प्री-कोविड में सीनियर सिटीजंस को ज्यादा डिस्काउंट रेलवेज़ में मिलता था। Is the Government prepared to give that pre-COVID status regarding discounts to senior citizens? Will the Government do something about this issue?

There should be more autonomy to the Zones. अगर इतना बदलाव आप ला रहे हैं तो जो इस देश में जोन्स हैं, उनको ज्यादा पॉवर और आटोनॉमी हो, फिस्कल ऑलसो। पूना डिस्ट्रिक्ट जहां से मैं आती हूं, तो जब हम पूना के जोन में जाते हैं तो उनको हर चीज दिल्ली भेजनी पड़ती है। If they could decentralize some of the powers in this new Bill, then I think that will be very effective for all the Railways.

Safety and compensation still are very big challenges because accidents बहुत बढ़ रहे हैं। हमें कंपेंसेशन के बारे में सोचना चाहिए। मेरे निर्वाचन क्षेत्र में दौंड हो, जेजुरी हो, नीरा हो, इन सब जगहों में रेलवेज़ में पहले से बहुत ज्यादा सफाई हो रही है, लेकिन स्टॉपेजेज़ कम हो रहे हैं। इस बारे में भी कभी एक बड़ी चर्चा हम सबको मिलकर करनी चाहिए। Everybody is unanimously supporting the Bill today. इस पर बहुत अच्छी चर्चा हुई है। If the hon. Minister could cooperate with us with more stoppages and if he could make a few more suggestions on safety, then I think that would be much appreciated.

I compliment on all the achievements of the Railways. Definitely, it is a much cleaner one. मैं महाराष्ट्र में रेलवेज़ बहुत यूज करती हूं। रेलवेज़ बहुत अच्छा काम, पूरी यंत्रणा कर रही है। अच्छे को अच्छा बोलना चाहिए। But at the same time, if you make a few interventions about safety as a high-priority and if you could bring back senior citizens discount at pre-COVID level, then it would be much appreciated. Thank you, Sir.

श्री बंटी विवेक साहू (छिन्दवाड़ा) : माननीय अध्यक्ष जी, आपने मुझे रेलवे (संशोधन) विधेयक, 2024 पर बोलने का अवसर दिया। मैं आपका और प्रधानमंत्री जी का बहुत-बहुत आभार और धन्यवाद व्यक्त करता हूं। मैं अपने संसदीय क्षेत्र छिन्दवाड़ा की जनता का बहुत-बहुत धन्यवाद और आभार व्यक्त करता हूं। आजादी के बाद पहली बार ऐसा अवसर हुआ कि छिन्दवाड़ा की मिट्टी में जन्मे व्यक्ति को यहां पर संसद में अपनी बात कहने का अवसर मिला है। मैं आपको बहुत-बहुत आभार और धन्यवाद व्यक्त करता हूं।

मैं इस विधेयक का समर्थन करता हूं। वर्ष 2014 के उपरांत जब श्री नरेन्द्र मोदी जी प्रधानमंत्री बने एवं हमारे रेल मंत्री श्री अश्विनी वैष्णव जी ने रेलवे को नयी दिशा प्रदान की है। प्रधानमंत्री जी के विकसित भारत, आत्मनिर्भर भारत का संकल्प, उस संकल्प को पूरा करने में सबसे बड़ा परिवर्तन यदि कहीं देखने को मिलता है तो रेलवे मंत्रालय में मिलता है। यह विधेयक रेलवे के ढांचे को न केवल आधुनिक बनाएगा बल्कि देश के समग्र विकास में भी महत्वपूर्ण भूमिका निभाएगा। मैं इसे न केवल केन्द्र सरकार की एक दूरदर्शी पहल मानता हूं बल्कि मेरे संसदीय क्षेत्र एवं मध्य प्रदेश के लिए भी अत्यंत लाभकारी मानता हूं। भारत की जीवन रेखा रेलवे है, इस जीवन रेखा को सुगम बनाने एवं रोजगार के नये अवसर उपलब्ध करवाने के लिए यह विधेयक लाया जा रहा है।

माननीय अध्यक्ष जी, प्रधानमंत्री जी के नेतृत्व एवं संकल्प से भारतीय रेलवे ने आधुनिक एवं स्वदेशी वंदे भारत ट्रेनें शुरू करके अत्यंत सराहनीय कार्य किया है। वर्तमान में 68 वंदे भारत ट्रेनें, 136 सेवाओं के साथ देश भर में चल रही है। देश की कुल 24 राज्यों एवं 300 से अधिक स्टॉपेज को कवर

करती हुए चल रही है। भारतीय रेलवे बिना किसी पक्षपात के निष्पक्ष रूप से काम कर रही है, बिना यह देखे कि किस राज्य में किसकी सरकार है, सभी राज्यों को समान अवसर प्रदान करने का काम इस सरकार के द्वारा किया जा रहा है।

मैं आज इस अवसर पर यह बताना चाहता हूँ कि वर्ष 2014 के पहले सिर्फ 14]985 किलोमीटर रेल ट्रैक था, इन दस वर्षों में 31180 किलोमीटर का रेल ट्रैक बन गया है। यह परफॉर्मेंस 2.1 टाइम्स आता है जो रेलवे विभाग के द्वारा किया गया है। इसके साथ-साथ 2014 के पहले मात्र 5]188 किलोमीटर ट्रैक का इलेक्ट्रिफिकेशन हुआ था, इन दस वर्षों में सरकार ने जो बड़ा परिवर्तन किया है, 44,199 किलोमीटर रेलवे ट्रैक का इलेक्ट्रिफिकेशन हुआ है जो साढ़े आठ गुना अधिक है।

माननीय अध्यक्ष जी मेरे क्षेत्र की एक विशेष बात है, माननीय रेल मंत्री जी ने रेलवे में मितव्ययिता लायी है, उस मितव्ययिता के उद्देश्य से मेरी मांग है कि छिन्दवाड़ा से नरसिंहपुर-सागर होते हुए रेलवे लाइन बिछायी जाए जिससे दक्षिण से उत्तर आने वाले यात्रियों का 120 किलोमीटर बचेगा, इसके साथ-साथ रेलवे मंत्रालय के करोड़ों रुपये बचेंगे, तीन घंटे से ज्यादा समय प्रति व्यक्ति बचेगा।

मेरे संसदीय क्षेत्र पांडुना में कोरोना काल में दादाधाम एक्सप्रेस बंद हो गई थी, दादाधुनी के लाखों भक्त हैं, लाखों लोग श्रद्धा का केन्द्र मानते हैं। पांडुरना से खण्डवा तक दादाधाम एक्सप्रेस को फिर से प्रारंभ किया जाए।

श्रीमती भारती पारधी (बालाघाट) : माननीय अध्यक्ष महोदय, रेल चलेगी नयी रफ्तार से, देश बढ़ेगा मोदी जी के विचार से। मैं रेलवे संशोधन विधेयक, 2024 समर्थन करने के लिए खड़ी हुई हूँ। मैं आदरणीय प्रधानमंत्री जी और माननीय रेल मंत्री जी का आभार प्रकट करती हूँ। यह विधेयक भारतीय रेलवे के कानूनी ढांचे को सरल और प्रभावी बनाने के लिए अत्यंत महत्वपूर्ण है। भारतीय रेलवे न केवल हमारे देश के विकास का आधार बन रही है बल्कि आधुनिकता के समावेश का भी प्रतीक है।

माननीय अध्यक्ष जी, प्रस्तुत विधेयक में रेलवे बोर्ड अधिनियम, 1905, रेलवे अधिनियम, 1989 का एकीकृत और प्रशासनिक ढांचे को सरल बनाया गया है। केन्द्र सरकार द्वारा बोर्ड के सदस्यों की संख्या उनके योग्यता और अनुभव के आधार पर स्पष्ट किया गया है। निर्णय लेने की प्रक्रिया तेज

और प्रभावी होगी। यात्री और माल ढुलाई सेवाओं की गुणवत्ता को बढ़ाने पर जोर दिया गया है। सुरक्षा उपायों को सुधार करते हुए तकनीकी नवाचार को बढ़ावा देने के लिए भी कानूनी प्रावधान किए गए हैं। भारतीय रेलवे देश की जीवन रेखा है, यह प्रतिदिन दो करोड़ से अधिक यात्रियों को उनकी मंजिल तक पहुंचाती है। लगभग 95 प्रतिशत यात्री सामान्य और स्लीपर कोच का उपयोग करते हैं जो इसे आम जनता का सच्चा परिवहन का साधन बनाता है। अमृत भारत स्टेशन योजना के तहत यात्री सुविधाओं में सुधार और स्टेशन को आधुनिक बनाया जा रहा है। रेलवे के वित्तीय प्रदर्शन में भारी सुधार हुआ है।

मैं अपने संसदीय क्षेत्र की कुछ मांगों के बारे में माननीय रेल मंत्री जी का ध्यान आकर्षित कराना चाहती हूँ। मेरा जिला नक्सल एरिया है, यहां रेल की सुविधाएं बहुत कम हैं। यहां समीपस्थ गोंदिया ही एकमात्र स्टेशन है। गोंदिया-बालाघाट-नैनपुर-जबलपुर रेलमार्ग के दोहरीकरण की परियोजना क्षेत्र के विकास के लिए अत्यावश्यक है। इस मार्ग का दोहरीकरण न केवल यात्रियों की सुगमता बढ़ाएगा बल्कि माल ढुलाई की दक्षता को भी बढ़ाएगा।

वर्तमान में पातालकोट एक्सप्रेस फिरोजपुर कैंट से छिंदवाड़ा तक संचालित होती है, इसका विस्तार सिवनी, नैनपुर होते हुए बालाघाट तक किया जाना चाहिए। यहां एशिया की सबसे बड़ी कॉपर माइन है लेकिन रेल का कोई साधन नहीं है। एक नई रेल लाइन रायपुर से हमारे क्षेत्र से जाड़ी जाए, इससे निश्चित तौर से हमारे क्षेत्र के लोगों को सुविधा मिलेगी।

महोदय, अब निष्कर्ष यही है कि यह विधेयक न केवल कानूनी ढांचे को मजबूत करेगा बल्कि रेल के संचालन को अधिक प्रभावी और पारदर्शी बनाएगा। मैं अपनी बात को कुछ पंक्तियों के माध्यम से देना चाहती हूँ।

‘बजट बढ़ा, रेलवे बढ़ा, बढ़ा हर घर का सपना है,
हर कोने से जोड़ने चला, मोदी जी का विज़न अपना है।’

श्री कुलदीप इंदौरा (गंगानगर) : माननीय अध्यक्ष जी, मैं सबसे पहले आपका धन्यवाद करता हूँ कि आपने मुझे बोलने का अवसर दिया। वर्तमान में बजट की जो घोषणा की गई है, इसमें गंगानगर का ध्यान नहीं रखा गया।

महोदय, गंगानगर में आज भी ट्रेनों का अभाव है। गंगानगर से जयपुर के लिए एक ट्रेन चलती थी जो कि लंबे समय से बंद पड़ी है। रेल लाइन डाली जा रही है लेकिन इसका काम अभी तक पूरा नहीं हुआ है और इस कारण लोगों को काफी परेशानी हो रही है। मेरा माननीय मंत्री जी से निवेदन है कि गंगानगर से जयपुर और दिल्ली के लिए सुपरफास्ट ट्रेनें चलाई जाएं, वंदे भारत ट्रेन चलाई जाए।

आपके द्वारा सूरतगढ़ में कोच मैन्टेनेंस डिपो और वाशिंग लाइन के लिए बजट दिया गया था। आपके बजट देने के बावजूद भी काम शुरू नहीं हुआ है। यहां के लोग आंदोलित हैं और आपसे मिले भी थे। आपने आदेश भी दिया था लेकिन उसके बावजूद काम शुरू नहीं हुआ। हनुमानगढ़, कर्णपुर से जैसलमेर के लिए ट्रेन चलती थी। अनूपगढ़ में लंबे समय से सर्वे हो रहा है, लेकिन आज तक यहां रेल लाइन नहीं बनी है। हम पिछले दस सालों से सुन रहे हैं कि सर्वे हो रहा है। इसके कारण रायसिंहनगर, अनूपगढ़, विजयनगर के लोगों को काफी परेशानियों का सामना करना पड़ रहा है।

मैंने बताया था कि ट्रेनों में किस प्रकार के हालात हैं। आपने स्वयं भी माना कि कंबल एक महीने में धुलते हैं। हालात यह है कि कोविड जैसे इन्फेक्शन आने के बावजूद कंबल नहीं धुलेंगे तो लोगों को परेशानी होगी। मेरा निवेदन है कि इस बात की तरफ ध्यान दिया जाए।

श्रीमती मंजू शर्मा (जयपुर) : माननीय अध्यक्ष जी, मैं सबसे पहले आदरणीय प्रधान मंत्री नरेन्द्र भाई मोदी जी और माननीय रेल मंत्री अश्विनी जी का आभार प्रकट करना चाहती हूँ।

मेरे लोकसभा क्षेत्र में लगभग 1200 करोड़ रुपये के काम चल रहे हैं। मेरे लोकसभा क्षेत्र में जयपुर, गांधीनगर, खातीपुरा, जगतपुरा, दुर्गापुरा, ढेर के बालाजी, सांगानेर स्टेशनों के अपग्रेडेशन का काम चल रहा है। विशेष बात यह है कि गांधीनगर स्टेशन में महिलाओं को सम्मान दिया गया है और पूरा स्टाफ महिलाओं का है। यहां तक कि निर्माणाधीन कार्य भी महिला इंजीनियर देख रही है। मैं इस बात के लिए अपनी सरकार का बहुत आभार प्रकट करती हूँ और धन्यवाद देती हूँ।

खातीपुरा स्टेशन पर नए कोच केयर कॉम्पलेक्स बनाए जा रहे हैं। गांधीनगर स्टेशन का डेवलपमेंट हो रहा है, अपग्रेडेशन हो रहा है जैसे हाईमास्क लाइट्स, वाटर कूलर, वाटर वैडिंग मशीन, केनोपीज़, फूड प्लाजा, फूड कोर्ट, माड्युलर खान-पान की सुविधा, वाईफाई, वीडियो वाल फेसिलिटीज़, जीपीएस ब्लॉग, लेडीज़ और जैन्ट्स के लिए पे एंड यूज फेसिलिटीज़, दिव्यांग फ्रेंडली एमेनिटीज़, वेटिंग हॉल, रूम्स की सुविधाएं, सीसीटीवी सर्वेलेंस, पैसेंजर्स एड्रेस, कोच डिस्पले सिस्टम - श्रीडी, अराइवल एंड डिपार्चर प्लाजा, सर्विस ऑफिस सुविधाएं। इसके साथ ही सांगानेर पुराने स्टेशन के पुननिर्माण का कार्य भी चल रहा है।

10 नई ट्रेनें चली हैं और 16 ट्रेनों का विस्तार किया गया है। रेलवे देश के लिए उत्कृष्ट कार्य कर रहा है, इसलिए मैं इस विधेयक का समर्थन करती हूं। सभी राज्यों में समान अवसर प्रदान करके रेलवे देश का विकास कर रही है। देश के करोड़ों यात्रियों को सेवाएं प्रदान कर रही है। राजस्थान के विकास के लिए रेलवे ने उत्कृष्ट कार्य किया है। हमारे देश की अर्थव्यवस्था बढ़ाने में रेलवे के योगदान को हम कम नहीं आंक सकते। निर्माण कार्य जल्दी पूर्ण हो जाए, यात्रियों के आवागमन में सुविधा हो, यही मैं आपसे मांग करती हूं। धन्यवाद।

डॉ. राजीव भारद्वाज (कांगड़ा) : महोदय, मैं इस विधेयक के समर्थन में खड़ा होकर अपनी बात रखने का प्रयास करूंगा। मैं संक्षेप में आपके सामने अपने विचार रखूंगा। इसमें दो अधिनियमों को निरस्त करके एक अधिनियम के तहत रेलवे को चलाने का जो प्रयास किया गया है, इसके लिए मैं आपके माध्यम से माननीय रेल मंत्री जी को धन्यवाद करता हूं। यदि इसके क्रक्स में बात की जाए, तो मुझे लगता है कि रेलवे बोर्ड की भूमिका को बढ़ाने का प्रयास किया गया है। रेल के दो कानूनों को समाप्त करके दक्ष कानून निर्माण को सुनिश्चित किया गया है, इसके लिए मैं आपको बधाई देता हूं। रेलवे बोर्ड को कार्य पालिका के नियंत्रण से हटाकर सीधे केंद्र सरकार के अधीन लाने का जो प्रयास किया गया है, इसके लिए मैं आपको बधाई देता हूं। रेलवे बोर्ड का खर्च भारतीय रेलवे के राजस्व बजट के तहत पहले से मौजूद वार्षिक बजटीय प्रावधान से पूरा किया जाएगा। इसके लिए लोगों को व्यापक स्तर पर रोजगार के अवसर प्राप्त होंगे। सबसे बड़ी बात, 7 वर्षों में 21 हजार किलोमीटर इलेक्ट्रीफिकेशन

हुआ है, जबकि पिछले 10 वर्षों में 40 हजार किलो मीटर का इलेक्ट्रीफिकेशन हुआ है, जिसके लिए मैं साधुवाद देता हूँ। कवच ट्रायल ट्रेन जो चली है, रेल सुरक्षा का सबसे बड़ा कंपोनेंट कवच ट्रायल ट्रेन के लिए रेल मंत्री जी का उसमें बैठकर जाना इस बात का द्योतक है कि रेल मंत्री जी की अपने विभाग के प्रति कितनी बड़ी कमिटमेंट है। 2 लाख 63 हजार करोड़ रुपये के बजट के प्रावधान हेतु मैं मंत्री जी को बधाई देता हूँ।

महोदय, मैं अपने क्षेत्र की पीड़ा व्यक्त करना चाहता हूँ। मेरे क्षेत्र में चारों देवियां- मां चिन्तपूर्णी, मां ज्वाला, मां बृजेश्वरी, मां चामुण्डा इंतजार कर रही हैं कि कब वंदे भारत ट्रेन उनके चरणों में आए। अनुराग ठाकुर जी के प्रयासों हेतु भी मैं उनको साधुवाद करना चाहता हूँ। उनके प्रयासों से वंदे भारत अंब अंदौरा तक पहुंच गई। केवल बीच में एक पहाड़ है। यह ट्रेन वहां तक, उनके चरणों में पहुंच सकती है। धर्मशाला इंटरनेशनल डेस्टिनेशन, दलाई लामा का स्थान था। मैं चाहता हूँ कि हमारे टूरिस्ट्स भागसुनाग टेंपल, डल लेक तक वंदे भारत के माध्यम से पहुंचें। अंत में मैं यह कहना चाहता हूँ कि शून्य काल में मैंने यह प्रश्न उठाया था। मेरे लोक सभा क्षेत्र में केवल एक छोटी-सी ट्रेन चलती है। वह बहुत हिचकोले खाती है और बरसात होने पर बंद हो जाती है। उसके लिए मैंने ब्रॉडगेज करने की बात कही थी। आपने फाइनल फिजिकल सर्वे का जो आदेश किया है, उसके लिए मैं आपको धन्यवाद करना चाहता हूँ।

महोदय, इंटरनेशनल डेस्टिनेशन डलहौजी, इंटरनेशनल डेस्टिनेशन खजियार, मिनी स्विटजरलैंड, इंटरनेशनल डेस्टिनेशन चंबा, ऐतिहासिक है, जिसका हजारों वर्षों का इतिहास है, चंबा थाल, चंबा रुमाल, चंबा के लोक गीत अंतर्राष्ट्रीय ख्याति प्राप्त हैं, लेकिन वहां अभी तक रेल लाइन भी नहीं है। मैं आपके माध्यम से प्रार्थना करता हूँ कि अगले बजट के प्रावधान में आप इसके लिए जरूर कृपा करें। मुझे वहां की जनता ने बहुत प्रेशराइज किया। मैं उम्मीद करता हूँ कि रेल मंत्री जी इसका ध्यान रखेंगे।

महोदय, अंत में, मैं कहना चाहूंगा कि प्रधान मंत्री जी का दूसरा घर हिमाचल प्रदेश है। मेरा लोक सभा क्षेत्र उनके दिल के बहुत करीब है। धन्यवाद।

SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH (KANYAKUMARI): Thank you, hon. Speaker, Sir.

Sir, I rise today to address the Railways (Amendment) Bill, 2024, which seeks to repeal the Indian Railway Board Act, 1905 and consolidate the provisions governing the Railway Board into the Railways Act of 1989. While the Government presents this as a step toward simplification and modernization, we in the Opposition view this Bill with deep concern. Instead of addressing many pressing issues facing the Indian Railways, this Bill seems to centralize power further in the hands of the Central Government, without delivering the much-needed reforms to improve services, safety, and the general functioning of the Railways.

I would like to raise a point on the centralization of power and politicization of appointments. Hon. Speaker, Sir, the primary concern we raise here is the centralization of power. By giving the Central Government the authority to prescribe the number of members, qualifications, and terms of service for the Railway Board, the Bill risks undermining the independence of the Railway Board. This could lead to the politicization of key appointments within the Board, which is not only undesirable but also harmful for an organization that serves over eight billion passengers annually and manages the world's fourth-largest railway network.

Deteriorating safety and infrastructure concerns is the current state of the Indian Railways, which the Bill fails to address effectively. Despite having one of the largest rail networks in the world, the Indian Railways faces significant safety and infrastructure challenges. In 2023, there were 1,694 train accidents involving

collisions, derailments, and signal failures. Of these, 144 were fatal accidents. There is poor infrastructure. Over 50 per cent of Indian Railways' tracks are outdated and in need of replacement. Furthermore, only 35 per cent of stations have disabled-friendly amenities. There are delayed projects. There are over 200 ongoing railway projects, with many suffering from significant delays.

The Railways (Amendment) Bill does not propose any meaningful changes to address these issues. Instead of centralizing the governance structure, the focus should have been on making the Indian Railways safer, more efficient, and more accessible for millions of passengers.

Now, I come to the privatization agenda. Hon. Speaker, Sir, the Government has been clear about its plans to introduce Public-Private Partnerships and even privatize certain routes of Indian Railways. The Railways (Amendment) Bill, 2024 could be a step in that direction. While the Bill does not directly mention privatization, the centralization of powers and the potential for political interference could create an environment conducive to privatization. We have seen similar attempts in sectors like airports and ports, where privatization has led to higher fares and reduced accessibility for the ordinary people.

Hon. Speaker, Sir, there is an urgent need for real reform, modernized infrastructure, better working conditions, reduced accidents, and accessibility for the poor people.

Hon. Speaker, Sir, I would conclude by saying that the Congress Party believes that any changes to the governance of Indian Railways must be made in the best interests of the people, not for political gain or to facilitate privatization.

We oppose the Railways (Amendment) Bill, 2024 in its current form because it lacks the reforms needed to improve the safety, infrastructure, and efficiency of Indian Railways.

Thank you, Sir. Jai Hind.

श्री बलभद्र माझी (नबरंगपुर) : अध्यक्ष महोदय, मैं आपको, माननीय प्रधानमंत्री जी को, माननीय रेल मंत्री जी को और भाजपा के शीर्ष नेतृत्व को धन्यवाद देता हूँ कि मुझे रेल (संशोधन) विधेयक, 2024 पर बोलने का मौका दिया।

महोदय, भारत में रेलवे का चलन 16 अप्रैल 1952 से हुआ था। पहला विधेयक वर्ष 1890 में बना था। उस समय वह भले ही रेलवे एक्ट के नाम पर बना था, लेकिन तब वह पीडब्ल्यूडी के अधीन आता था। उसमें संचालन का काम नहीं रखा गया था। अतएव, वर्ष 1905 में जो रेलवे बोर्ड का अधिनियम बना था, उसमें रेलवे का संचालन कैसे होगा, उसी के लिए रेलवे बोर्ड एक्ट बना था। यह कहना कि इसमें वर्ष 1890 के एक्ट को कट-पेस्ट करके रखा गया तो वैसा नहीं है। वर्ष 1890 का जो एक्ट बना था, उसको वर्ष 1989 में संशोधित किया गया था। लेकिन, जो वर्ष 1905 का रेलवे बोर्ड एक्ट था, उसको न संशोधित किया गया था और न ही उसको वर्ष 1989 के अधिनियम में शामिल किया गया था। अतएव, यह जो संचालन वाला हिस्सा है, उसको वर्ष 1905 के विधेयक को लाकर वर्ष 1989 के विधेयक से अभी शामिल किया जा रहा है।

इसमें विपक्ष के कुछ नेतागण बोल रहे थे कि कोलोनियल माइंडसेट चेंज करने के लिए काम कर रहे हैं, बिल्कुल कर रहे हैं। जब भारत सन् 1947 में स्वाधीन हो गया, सन् 1947 के पहले के जितने भी विधेयक हैं, मैं आपके माध्यम से यह अनुरोध करूंगा कि सरकार कम से कम तारीख तो बदल दे। भारत स्वाधीन हो गया है, हम लोग नियम-अधिनियम से भी स्वाधीन हो जाएं। इसमें ऐतराज तो नहीं होना चाहिए। बाकी उद्देश्य ऐसा है या जो कुछ आरोप हैं, इसमें किसी की पावर बढ़ जाएगी, किसी की पावर घट जाएगी, कुछ-कुछ होगा। इतने अच्छे-अच्छे काम हो रहे हैं, तो इसी अधिनियम

और नियम के तहत ही हो रहे हैं। इसी सरकार की मानसिकता से ऐसा हो रहा है। मैं तो सरकार को धन्यवाद दूंगा।

मैं इसलिए इस बिल का समर्थन कर रहा हूँ, जैसे पहले कहते थे कि दिल्ली अभी दूर है। हमारे लिए तो रेलवे भी बहुत दूर थी। मेरा जो गांव है, वहां के बगल में जो रेलवे स्टेशन था, जब मैं वर्ष 2014 में सांसद बना था, वह रेलवे स्टेशन 165 किलोमीटर दूर था। अब वह दूरी कम होकर 70 किलोमीटर हो गई है। मैं माननीय प्रधानमंत्री जी, रेल मंत्री जी तथा पूरी सरकार को धन्यवाद दूंगा। मेरे एरिया से तथा भद्राचलम, मलकानगिरी, जयपुर, नबरंगपुर, जूनागढ़ होते हुए दो हिस्सों में 460 किलोमीटर्स की नई लाइन स्वीकृत की गई है। स्वाधीन भारत में ऐसा होगा, मुंबई-मैंगलोर, उधमपुर-बारामुल्ला के बाद, अगर तीसरी सबसे लंबी नई रेलवे लाइन स्वीकृत हुई है, तो मेरे जैसे पिछड़े एरियाज़ में हुई है। इतने अच्छे काम हो रहे हैं, तो इसमें टीका-टिप्पणी न करें। जैसा कि आप कह रहे हैं, यदि कुछ सकारात्मक सुझाव देना है, तो दीजिए।

जब तीसरी बार एनडीए की सरकार बनी, तो ओडिशा में ही 8 रेलवे परियोजना स्वीकृत हुई हैं, जिसकी कुल लागत लगभग 19,289 करोड़ रुपये है तथा उसकी लंबाई 767 किलोमीटर्स है। क्या यह छोटी बात है? मेरे एरिया यानी दक्षिण ओडिशा के रायगढ़ में नया रेलवे डिविजन बन रहा है, जो परिसंचालन में बहुत ही सहायक होगा। इन सब सकारात्मक तथ्यों को देखना चाहिए। मैं जितने भी सांसदों को सुन रहा था, अच्छे-अच्छे काम हुए हैं, लोग उसके बारे में तो बोल रहे हैं, लेकिन विपक्ष के लोग इस विधेयक का विरोध भी कर रहे हैं। यह उचित बात नहीं है। सही ढंग से समझना चाहिए। मैं आपको धन्यवाद दूंगा। मैं इस विधेयक का समर्थन करता हूँ।

डॉ. मन्ना लाल रावत (उदयपुर) : माननीय अध्यक्ष जी, रेल (संशोधन) विधेयक, 2024 अभी विचाराधीन है, विशुद्ध रूप से जो भारतीय दृष्टि है, उसके बारे में है। महत्वपूर्ण यह भी है कि इसके उद्देश्यों और कारणों का जो कथन है, उसमें पूरी तरह से इसकी स्पष्टता है। मैं इस विधेयक के समर्थन में बोलने के लिए खड़ा हुआ हूँ।

मोटे तौर से इस विधेयक से यह बात समझ में आती है कि जो दो कानून हैं, एक 1890 का है और दूसरा 1905 का कानून है, दोनों निरसित हो रहे हैं और इससे एक नया कानून बन रहा है। इसकी वजह से प्रशासन और शासन का यूनिटी ऑफ कमांड नामक सिद्धांत है, वह इसमें आ रहा है। दूसरा, आखिरकार लोकतंत्र में किसके पास जिम्मेदारी जाए, वह सिद्धांत भी इसमें एकीकृत हो रहा है। मुझे लगता है कि यह बहुत महत्वपूर्ण है।

माननीय अध्यक्ष जी, जब लॉर्ड कर्जन भारत के गवर्नर जनरल थे, तब यह कानून बना था। वह एक बोर्ड के बारे में कहा करते थे कि जब मैं गवर्नर जनरल के पद से रिटायर हो जाऊंगा, तो मैं बोर्ड का चेयरमैन बनना पसंद करूंगा। इसका मतलब है कि जो ब्यूरोक्रेटिक अप्रोच थी, उसकी वजह से वर्ष 1905 का कानून और सारी व्यवस्थाएं बनी थीं।

माननीय अध्यक्ष जी, इस कालखंड में जो-जो परिवर्तन हो रहे हैं, उसके लिए मैं माननीय प्रधानमंत्री जी और माननीय रेल मंत्री जी को धन्यवाद दूंगा कि राजस्थान में 'अमृत भारत स्टेशन योजना' के तहत 85 स्टेशंस चुने गए हैं। उनमें से दो स्टेशंस मेरी लोक सभा क्षेत्र में हैं। वर्ष 2004 से 2014 की तुलना में जो बजट दिया गया है, वह 14 गुना ज्यादा है। जो नए ट्रैक्स बने हैं, वे दोगुने बने हैं। राजस्थान में इलेक्ट्रिफिकेशन का काम 18 गुना ज्यादा हुआ है। मैं इसके लिए निश्चित तौर से आपको धन्यवाद दूंगा।

मैं दूसरा धन्यवाद इस बात के लिए दूंगा कि रतलाम से डूंगरपुर, जो कि विशुद्ध रूप से आदिवासी क्षेत्र है, वह प्रोजेक्ट बहुत लंबे समय से फ्रीज हो गया था, उसको डी-फ्रीज किया गया है। माननीय रेल मंत्री जी ने एक नया विचार दिया है – 'जनजातीय गौरव कॉरिडोर'। यह अपने आपमें एक नई बात है।

दूसरा, एक नया सर्वे शुरू हुआ है, जो कि मंदसौर से प्रतापगढ़, घाटोल, बांसवाडा होते हुए अलीराजपुर है। यह काफी महत्वपूर्ण है। यह अनुसूचित क्षेत्र में पड़ने वाला रेल मार्ग होगा और नए भारत की तस्वीर बनाएगा। यह अपने आपमें महत्वपूर्ण है।

माननीय अध्यक्ष जी, मैं आपके माध्यम से रेल मंत्री जी के समक्ष कुछ विषय रखना चाहता हूँ। शामलाजी से हिम्मतनगर का जो रेलवे ट्रैक है, उसका पूरी तरह से इलेक्ट्रिफिकेशन हो चुका है। उदयपुर को दक्षिण भारत से जोड़ने की जो ट्रेन्स हैं, वे रतलाम की तरफ से जाती थीं। वे लगभग 6 घंटे का अतिरिक्त समय ले रही थीं। अब वे ट्रेन्स सीधे अहमदाबाद होकर जाएंगी।

महोदय, दक्षिण भारत से अहमदाबाद आकर कुछ ट्रेन्स रुक रही हैं, जिनका विस्तार होकर वह उदयपुर-मेवाड़ तक आ सकती हैं। मैं आपको बताना चाहता हूँ कि झारखण्ड में 12 वंदे भारत ट्रेन्स चल रही हैं और राजस्थान, जो भारत का सबसे बड़ा राज्य है, उसमें केवल चार वंदे भारत ट्रेन्स चल रही हैं। मेरा निवेदन है कि दो वंदे भारत ट्रेन्स उदयपुर से इंदौर और उदयपुर से सूरत चल सकती हैं। इसके साथ ही साथ रिखबदेव रोड, सेमारी, सुरकन खेडा का खेड़ा, जयसमंद रोड़ जैसे स्टेशनों पर सुविधाओं, विस्तार और ट्रेन्स के ठहराव की आवश्यकता है और मेरी ऐसी मांग है। माननीय प्रधान मंत्री जी के नेतृत्व में जनजातीय गौरव वर्ष और भगवान बिरसा मुण्डा जी की 150वीं जन्म जयंती का कार्यक्रम चल रहा है। मेरा आग्रह है कि जो असावरा से जयपुर ट्रेन चल रही है, उसका नाम मानगढ़ धाम एक्सप्रेस के नाम से रखा जाए।

SHRI RAJMOHAN UNNITHAN (KASARAGOD): Thank you very much, hon. Speaker, Sir, for giving me an opportunity to speak on the Railways (Amendment) Bill, 2024. First of all, I appreciate the hon. Railway Minister for introducing Vande Bharat trains as well as Amrit Bharat Stations. The people of Kerala, especially the people of Kasaragod, are grateful to you because you have given two Vande Bharat trains to Kerala. One train is extended to Kasaragod and another train is extended to Mangalore and you have included two stations in Kasaragod as Amrit Bharat Station. We are expecting more Vande Bharat trains for Kerala.

The northern Malabar region in Kerala is reeling under insufficient train services. Despite repeated demands, the area is still not provided with adequate

short-distance trains. It is noteworthy that the area generates high revenue for the railways. The Kasaragod Station alone generates revenue of Rs. 47 crore annually. But unfortunately, train services are very limited from Kasargod to Kannur and Mangalore Station. Many commuters from Kasaragod travel to Kozhikode on morning trains but their return journey in the evening is difficult due to long gaps between the services.

After 5.10 pm, the next daily train runs from Kozhikode to Kasaragod only at 1.10 am. Most of the existing trains terminate at Kannur, neglecting the northern most part of Kerala. In order to redress the passenger grievances, the newly introduced shoranur-kannur train must be extended to Mangalore and it must be promoted as a daily train.

Sir, a testing facility for the crew must be opened at Manjeshwar so that trains can operate from there. More trains need to be introduced between Kannur and Mangalore and some trains should be rescheduled for the convenience of passengers.

The Malabar region also lacks night train services to the State capital, Trivandrum. The Mangalore Kochuveli Antyodaya Express must be promoted as a daily train to absorb the overloading passengers to Trivandrum from Malabar. Moreover, pre-COVID-19 stoppages in Kasaragod district must be restored immediately. Sir, I request you to include Kanhangad and Nileshtar Stations in the list of Amrit Bharat Stations. Thank you very much.

डॉ. राजेश मिश्रा (सीधी) : अध्यक्ष महोदय, मैं आपका आभारी हूँ कि आपने मुझे रेल (संशोधन) विधेयक, 2024 पर बोलने का मौका दिया।

माननीय अध्यक्ष : आज सदन एक घण्टा ज्यादा चला है, इसलिए आप सबको बोलने का समय मिल गया है।

डॉ. राजेश मिश्रा : माननीय अध्यक्ष महोदय, रेल हमारे देश का सर्कुलेटरी सिस्टम है। जिस तरीके से हमारे शरीर का सर्कुलेटरी सिस्टम होता है, रेल भी ऐसे ही है। अगर रेल रुक जाए तो पूरा देश रुक जाता है। हम अपने रेल मंत्री जी और यशस्वी प्रधान मंत्री जी को इसके लिए बहुत-बहुत धन्यवाद देते हैं कि निश्चित तौर से जितने भी ब्रिटिश कालीन कानून थे, हमारे सदन ने उनको बदलने की शुरुआत की है। मैं उसके लिए धन्यवाद देता हूँ।

महोदय, वर्तमान विधेयक भारतीय रेलवे बोर्ड अधिनियम, 1905 के प्रस्तावों को वर्ष 1989 के एक्ट में शामिल करके एक नया विधेयक यहां लाया गया है, मैं इसका स्वागत करता हूँ। हमारे यशस्वी प्रधान मंत्री जी ने कहा था कि एक देश में एक कानून होना चाहिए, एक देश में एक टेस्ट होना चाहिए। निश्चित तौर से रेल उसी दिशा में चल रहा है। मैंने इस बिल में यह देखा है कि दो महीने के अंदर एक्सीडेंट का मुआवजा दे दिया जाएगा। इसके अलावा पर्यावरण की दृष्टि से काम किया जाएगा।

महोदय, मेरे क्षेत्र की कुछ मांगें हैं। सिंगरौली में डीआरएम ऑफिस। जब रामविलास पासवान जी रेल मंत्री थे, तब उसका भूमि पूजन किया गया था। लेकिन वह प्रारम्भ नहीं हुआ। इसको शुरू किया जाए। हमारे क्षेत्र में रेल तो चलती है, लेकिन छठ और दिवाली के समय पर रेल को बिना सूचना के बंद कर देते हैं। मेरा अनुरोध है कि सूचना देने के बाद भी इसको किया जाए। हमारे मध्य प्रदेश में कई अमृत स्टेशन दिए हैं। हमारे क्षेत्र में मढ़वास और बरिगवां को अमृत स्टेशन के रूप में डेवलप किया जाए। सिंगरौली से दिल्ली और भोपाल के लिए प्रतिदिन रेल की सेवा प्रदान की जाए। अभी यह सप्ताह में दो और तीन दिन है।

महोदय, जॉब अंगेस्ट लैण्ड का एक इश्यू था जो पूर्व में बंद हो गया था। यह पुनः आना चाहिए। शंकरपुर-भदौरा में एक आरओबी का निर्माण किया जाए। सिंगरौली से पटना और बनारस के लिए रेल दी जाए।

श्री जय प्रकाश (हरदोई) : अध्यक्ष जी, आपने रेल (संशोधन) विधेयक, 2024 पर मुझे बोलने का अवसर दिया है, इसके लिए आपको धन्यवाद करता हूँ। वर्तमान विधेयक में रेलवे अधिनियम, 1989 में भारतीय रेलवे बोर्ड अधिनियम, 1905 के सभी प्रावधानों को शामिल करके कानूनी ढांचे को सरल बनाने का जो प्रस्ताव किया गया है, वह अत्यन्त सराहनीय है, मैं इसका समर्थन करता हूँ।

मैं माननीय प्रधान मंत्री जी एवं माननीय रेल मंत्री जी को साधुवाद देना चाहता हूँ कि उनके मार्गदर्शन में भारतीय रेलवे ने आधुनिकीकरण और स्वदेशीकरण की ओर काफी उल्लेखनीय कार्य किया है। देश में निर्मित 68 वन्दे भारत गाड़ियां कुल 136 सेवाओं के साथ देश भर में चल रही हैं, जो रेल यात्रियों को आरामदायक सेवाएँ उपलब्ध करा रही हैं। भारतीय रेल प्रतिदिन लगभग 2 करोड़ यात्रियों को यात्रा उपलब्ध कराती है। इसमें 95 प्रतिशत से अधिक यात्री जनरल अथवा स्लीपर कोचों में सफर करते हैं। इसी बात को ध्यान में रखते हुए भारतीय रेलवे ने प्रभावशाली कदम उठाये हैं। अमृत भारत गाड़ियां यात्रियों को कम कीमत पर प्रीमियम सुविधा प्रदान करती हैं और लगभग 157 रेलवे स्टेशनों को अमृत योजना के अंतर्गत आधुनिक बनाया जा रहा है, जिसमें हमारा हरदोई रेलवे स्टेशन भी सम्मिलित किया गया है और उसका आधुनिकीकरण चल रहा है। मैं माननीय रेल मंत्री जी को बहुत-बहुत धन्यवाद देना चाहता हूँ कि उन्होंने मेरे हरदोई संसदीय क्षेत्र में कई दशकों से बंद सांडी गुरसहाय गंज रेल मार्ग का पुनः सर्वे कराया है। मैं समझता हूँ कि बहुत जल्दी बंद पड़े रेलवे मार्ग का निर्माण कार्य शुरू हो जाएगा। मैं माननीय मंत्री जी से मांग करता हूँ कि जल्द से जल्द बजट आबंटित कर दें ताकि रेल निर्माण में जो देरी हो रही है, वह कार्य जल्द से जल्द शुरू हो सके। कई स्टेशनों पर कोरोना काल में स्टापेज बंद कर दिए गए थे, इस वजह से यात्रियों को बहुत असुविधा हो रही है। इन स्टापेज को फिर से बहाल करने की मैं अपेक्षा रखता हूँ।

मैं पुनः इस रेल संशोधन विधेयक का समर्थन करता हूँ।

SHRIMATI KANIMOZHI KARUNANIDHI (THOOTHUKKUDI): Thank you, Sir, for giving me this opportunity. Many speakers present here have pointed out that this Bill seems to undermine the Parliament. As usual, the Union Government is

saying what they have to do, and they have taken all the authority into their own hands. But I would also like to compliment the hon. Minister, and we have to agree that the stations and the trains are much more cleaner. I would also like to bring to his notice that the coach conditions, especially in the Southern Railways leave much to be desired. It is not at par with that of the railways of other zones. Everything seems to be privatized. And, we cannot wash our hands of Railways slowly because lakhs and lakhs of people throughout the country, the underprivileged people depend on Railways. So, the Government cannot just slowly move away from this sector. That is something which we have to keep in mind.

Coming to my Constituency, Thoothukudi in Tamil Nadu, we had given many requests to the Minister. It is an important city where we have the port and a lot of small-scale industries and traders. But we have only one train to Chennai. We need connectivity to be improved and also, we need to introduce a Vande Bharat train between Thoothukudi and Chennai. At present, there is only one express train named Pearl City, running between the State capital and Thoothukudi at night time. So, introduction of another train which passes through Chennai, Thoothukudi, Thanjavur and Kumbakonam would make a lot difference to the people there. Thank you.

डॉ. फगन सिंह कुलस्ते (मंडला) : माननीय अध्यक्ष महोदय, हमारे सामने यह जो रेल (संशोधन) विधेयक, 2024 आया है, इस पर मैं बहुत सारे माननीय सदस्यों की बात सुन रहा था कि इससे पहले रेलवे में कभी इस प्रकार के कदम के बारे में विचार नहीं हुआ। पहली बार रेलवे के लिए हमारे रेल मंत्री जी और हमारे प्रधान मंत्री जी एक बहुत अच्छा सुझाव लेकर आए हैं। इससे रेलवे के अंदर जो बहुत

सारी कमियां हैं, उनको दूर करके इसे और कैसे बेहतर बना सकते हैं, उन सारे विषयों को ध्यान में रखकर यह बिल लाया गया है।

माननीय अध्यक्ष : मंत्री जी, आज आपकी बहुत तारीफ हो रही है।

डॉ. फगन सिंह कुलरते : मैं सबसे पहले रेल मंत्री जी को बधाई देता हूँ। वास्तव में हम धीरे-धीरे जिस दिशा में आगे बढ़ रहे हैं, चूँकि अभी माननीय अध्यक्ष जी ने भी कहा कि जो बहुत सारे कानून थे, उनमें आज बदलाव की जरूरत है। हमने बहुत बार ऐसा अनुभव किया है और हम पुरानी घटनाओं को भी देखते हैं कि जो एक्सीडेंट होते हैं, उन कानूनों से उनका समाधान नहीं निकल पाता था। यह जो बिल आया है, उससे मुझे लगता है कि रेलवे में एक बहुत अच्छा उपाय हो सकता है। मुझे लगता है कि पूरे हाउस को इस पर एकमत होकर सर्वसम्मति से विचार करना चाहिए।

अध्यक्ष जी, मैं तो केवल इतना ही कहना चाहता हूँ कि प्रधान मंत्री जी और रेल मंत्री जी की बहुत अच्छी सोच है। इस बिल को लेकर आना यह अपने आप में इस बात को साबित करता है। इसलिए मैं कहना चाहता हूँ कि सर्वसम्मति से इस बिल को पास करना चाहिए।

श्री अमरिंदर सिंह राजा वारिंग (लुधियाना) : सर, धन्यवाद। आपने मुझे रेलवे संशोधन बिल, 2024 पर बोलने का मौका दिया। मैं सबसे पहले तो आपको बधाई देना चाहता हूँ, क्योंकि मुझे पता चला कि आप कस्टोडियन ऑफ दी हाउस हैं, इसलिए मैं आपको बधाई देना चाहता हूँ। आपकी उम्र लंबी हो। आपको जन्मदिन की बहुत-बहुत बधाई।

सर, मैं लुधियाना से आता हूँ। मैं आदरणीय मंत्री जी से यह कहना चाहता हूँ कि आपको पता ही है कि लुधियाना पंजाब का सबसे बड़ा शहर है। लुधियाना स्टेशन का अपग्रेडेशन हो रहा है, लेकिन डेढ़-दो सालों से उसका काम चल ही रहा है। मैं चाहूँगा कि अगर आप उसका स्पीडवर्क करवा देंगे तो अच्छा होगा। साथ ही साथ वहां पर दो ट्रेन्स लुधियाना-अंबाला और एएसआर टू लुधियाना आती हैं।

19.00 hrs

वे कंस्ट्रक्शन की वजह से बिल्कुल बंद कर दी गई हैं। हम चाहते हैं कि जहां भी कंस्ट्रक्शन वर्क चलते हैं, अगर उसके पहले वाले स्टेशन पर गाड़ी रुक जाए तो लोगों के लिए सहूलियत हो जाएगी, रैदर दैन मुकम्मल ट्रेन बंद होने से। वहां हॉजरी एवं बड़ी इंडस्ट्रीज का काम है।

दूसरा, वहां ट्रैफिक की बड़ी दिक्कत रहती है, जैसा कि 40 लाख से ज्यादा की पॉपुलेशन वाले शहर के बारे में कहा गया है। पूरे पंजाब के लोग लुधियाना आते हैं। वहां बठिंडा टू लुधियाना, फिरोजपुर टू लुधियाना और लुधियाना टू अमृतसर ट्रेन्स चल जाए, आप इसमें ऐसा कोई संशोधन करेंगे तो हमारे लिए अच्छा होगा।...(व्यवधान)

माननीय अध्यक्ष : सभा की कार्यवाही गुरुवार, दिनांक 5 दिसम्बर, 2024 को प्रातः 11 बजे तक के लिए स्थगित की जाती है।

19.01 hrs

*The Lok Sabha then adjourned till Eleven of the Clock
on Thursday, December 05, 2024/ Agrahayana 14, 1946 (Saka)*

ANNEXURE-I**Member-wise Index to Starred Questions**

SI No.	Member's Name	Question Number
1	Dr. Dharamvira Gandhi	136
2	Dr. Kalanidhi Veeraswamy	137
3	Dr. Kalyan Vaijinathrao Kale	128
4	Ms Iqra Choudhary	140
5	Shri Aashtikar Patil Nagesh Bapurao	123
6	Shri Arun Bharti	130
7	Shri Bajrang Manohar Sonwane	133
8	Shri Bhojraj Nag	139
9	Shri C N Annadurai	132
10	Shri Darshan Singh Choudhary	122
11	Shri Eatala Rajender	124
12	Shri Haribhai Patel	129
13	Shri Manish Jaiswal	122
14	Shri Naba Charan Majhi	135
15	Shri Nilesh Dnyandev Lanke	133
16	Shri Rajeev Rai	127
17	Shri Ram Shiromani Verma	134
18	Shri Rodmal Nagar	135
19	Shri Sribharat Mathukumilli	121
20	Shri Sukanta Kumar Panigrahi	126
21	Shri Suresh Kumar Shetkar	124
22	Shri Ujjwal Raman Singh	138
23	SHRIMATI Dhanorkar Pratibha Suresh	125
24	SHRIMATI Kanimozhi Karunanidhi	131

Member-wise Index to Untarred Questions

SI No.	Member's Name	Question Number
1	Adv Dean Kuriakose	1541, 1405
2	Adv Gowaal Kagada Padavi	1503
3	Adv. Adoor Prakash	1450, 1440
4	Adv. Chandra Shekhar	1585
5	Com. Selvaraj V	1559
6	Dr. Alok Kumar Suman	1511, 1393, 1464
7	Dr. Amar Singh	1553
8	Dr. Amol Ramsing Kolhe	1390
9	Dr. Bachhav Shobha Dinesh	1475
10	Dr. Bholu Singh	1428
11	Dr. Byreddy Shabari	1531
12	Dr. C M Ramesh	1542
13	Dr. D Ravi Kumar	1571
14	Dr. Gumma Thanuja Rani	1433
15	Dr. Hemant Vishnu Savara	1382, 1431, 1418
16	Dr. Indra Hang Subba	1533
17	Dr. Jayanta Kumar Roy	1403
18	Dr. K Sudhakar	1486, 1464, 1418
19	Dr. Kadiyam Kavya	1397
20	Dr. Kirsan Namdeo	1432
21	Dr. M K Vishnu Prasad	1569
22	Dr. M P Abdussamad Samadani	1536, 1440

SI No.	Member's Name	Question Number
23	Dr. Manna Lal Rawat	1483
24	Dr. Mohammad Jawed	1471, 1405
25	Dr. Nishikant Dubey	1532, 1418
26	Dr. Rabindra Narayan Behera	1562
27	Dr. Rajeev Bharadwaj	1420
28	Dr. Rajesh Mishra	1552, 1464
29	Dr. Rajkumar Sangwan	1546
30	Dr. Shashi Tharoor	1384
31	Dr. Shivaji Bandappa Kalge	1550, 1464
32	Dr. Shrikant Eknath Shinde	1424, 1570
33	Dr. T Sumathy Alias Thamizhachi Thangapandian	1480
34	Kumari Selja	1441
35	Md Abu Taher Khan	1576
36	Mr Pathan Yusuf	1443
37	Ms Sayani Ghosh	1387
38	Ms. Praniti Sushilkumar Shinde	1474
39	Ms. S Jothimani	1423
40	Prof. Sougata Ray	1499
41	Prof. Varsha Eknath Gaikwad	1390
42	Shri Selvaganapathi T.M.	1493
43	Shri Adhikari Deepak Dev	1515, 1478
44	Shri Ajay Bhatt	1573
45	Shri Ajay Kumar Mandal	1495
46	Shri Alok Sharma	1447, 1393
47	Shri Amar Sharadrao Kale	1390
48	Shri Amra Ram	1448
49	Shri Amrinder Singh Raja Warring	1539
50	Shri Anand Bhadauria	1578
51	Shri Anil Firojiya	1407
52	Shri Anil Yeshwant Desai	1516
53	Shri Anup Sanjay Dhotre	1439
54	Shri Anurag Sharma	1502
55	Shri Anurag Singh Thakur	1421

SI No.	Member's Name	Question Number
56	Shri Appalanaidu Kaliseti	1608
57	Shri Arun Govil	1551
58	Shri Arun Kumar Sagar	1402
59	Shri Arvind Dharmapuri	1388
60	Shri Arvind Ganpat Sawant	1507, 1558, 1501
61	Shri Asaduddin Owaisi	1521
62	Shri Azad Kirti Jha	1534
63	Shri B K Parthasarathi	1498
64	Shri B Y Raghavendra	1522
65	Shri Babu Singh Kushwaha	1586
66	Shri Baijayant Panda	1446
67	Shri Bajrang Manohar Sonwane	1390
68	Shri Balabhadra Majhi	1557
69	Shri Balya Mama Suresh Gopinath Mhatre	1519
70	Shri Basavaraj Bommai	1518
71	Shri Benny Behanan	1605, 1536
72	Shri Bharat Singh Kushwah	1603
73	Shri Bhartruhari Mahtab	1544
74	Shri Bhaskar Murlidhar Bhagare	1390
75	Shri Bhausahab Rajaram Wakchaure	1417
76	Shri Bhumare Sandipanrao Asaram	1445, 1461
77	Shri Bibhu Prasad Tarai	1415, 1382
78	Shri Bidyut Baran Mahato	1580
79	Shri Biplab Kumar Deb	1587, 1544
80	Shri Brijendra Singh Ola	1458
81	Shri Brijmohan Agrawal	1409
82	Shri C N Annadurai	1456
83	Shri Captain Brijesh Chowta	1455
84	Shri Captain Viriato Fernandes	1577
85	Shri Chamala Kiran Kumar Reddy	1479
86	Shri Chandra Prakash Choudhary	1572
87	Shri Chandra Prakash Joshi	1418
88	Shri Charanjit Singh Channi	1435

SI No.	Member's Name	Question Number
89	Shri Chintamani Maharaj	1513
90	Shri Chudasama Rajeshbhai Naranbhai	1509
91	Shri Daggumalla Prasada Rao	1489, 1404
92	Shri Damodar Agrawal	1393
93	Shri Daroga Prasad Saroj	1463
94	Shri Devesh Chandra Thakur	1595
95	Shri Dhairyasheel Sambhajirao Mane	1504
96	Shri Dharambir Singh	1395
97	Shri Dharmendra Yadav	1558
98	Shri Dileshwar Kamait	1492
99	Shri Dilip Saikia	1607
100	Shri Dineshbhai Makwana	1464, 1418
101	Shri Dulu Mahato	1459
102	Shri Durai Vaiko	1468
103	Shri Dushyant Singh	1456
104	Shri Eatala Rajender	1453
105	Shri Eswarasamy K	1396
106	Shri G Kumar Naik	1555
107	Shri G Lakshminarayana	1427
108	Shri G M Harish Balayogi	1530
109	Shri Ganesh Singh	1418, 1465
110	Shri Gaurav Gogoi	1408
111	Shri Giridhari Yadav	1592
112	Shri Godam Nagesh	1606
113	Shri Gopal Jee Thakur	1575
114	Shri Gyaneshwar Patil	1445, 1461
115	Shri Hanuman Beniwal	1527
116	Shri Harish Chandra Meena	1444, 1405
117	Shri Hibi Eden	1391
118	Shri Imran Masood	1406
119	Shri Jagadish Shettar	1583
120	Shri Jai Prakash	1501
121	Shri Janardan Singh Sigriwal	1485

SI No.	Member's Name	Question Number
122	Shri Jashubhai Bhilubhai Rathva	1473, 1418
123	Shri Joyanta Basumatary	1429
124	Shri K C Venugopal	1411
125	Shri K Gopinath	1599
126	Shri K Radhakrishnan	1537
127	Shri K Sudhakaran	1405, 1605
128	Shri Kali Charan Singh	1491
129	Shri Kamakhya Prasad Tasa	1494
130	Shri Kanwar Singh Tanwar	1418
131	Shri Kartick Chandra Paul	1561
132	Shri Kaushalendra Kumar	1563
133	Shri Kesineni Sivanath	1404, 1489
134	Shri Kodikunnil Suresh	1588
135	Shri Konda Vishweshwar Reddy	1528
136	Shri Kota Srinivasa Poojary	1457
137	Shri Kripanath Mallah	1465
138	Shri Krishna Prasad Tenneti	1389
139	Shri Kuldeep Indora	1567
140	Shri Lavu Sri Krishna Devarayalu	1381
141	Shri Lumba Ram	1442
142	Shri M K Raghavan	1392
143	Shri Maddila Gurumoorthy	1437
144	Shri Magunta Sreenivasulu Reddy	1514, 1530
145	Shri Malaiyarasan D	1500, 1482
146	Shri Mani A	1451
147	Shri Manickam Tagore B	1425, 1386
148	Shri Manish Tewari	1394
149	Shri Manoj Tiwari	1481
150	Shri Matheswaran V S	1472
151	Shri Mohite Patil Dhairyasheel Rajsinh	1390
152	Shri Mukesh Rajput	1484
153	Shri Mukeshkumar Chandrakaant Dalal	1519, 1382, 1464
154	Shri Murari Lal Meena	1398
155	Shri Murasoli S	1545

SI No.	Member's Name	Question Number
156	Shri N K Premachandran	1581
157	Shri Naba Charan Majhi	1519, 1393, 1418
158	Shri Narayan Tatu Rane	1487
159	Shri Naresh Ganpat Mhaske	1570, 1424
160	Shri Navaskani K	1609, 1456
161	Shri Nilesh Dnyandev Lanke	1390
162	Shri P P Chaudhary	1400
163	Shri P V Midhun Reddy	1383
164	Shri Parbhubhai Nagarbhai Vasava	1419
165	Shri Parshottambhai Rupala	1594
166	Shri Pradeep Kumar Singh	1506, 1465
167	Shri Pradeep Purohit	1410
168	Shri Pradyut Bordoloi	1462
169	Shri Praveen Khandelwal	1564
170	Shri Praveen Patel	1434
171	Shri Putta Mahesh Kumar	1470
172	Shri Radheshyam Rathiya	1524, 1393
173	Shri Rahul Kaswan	1416
174	Shri Raja A	1496
175	Shri Raja Ram Singh	1449
176	Shri Rajeev Rai	1406
177	Shri Rajesh Ranjan	1565
178	Shri Rajesh Verma	1570, 1424
179	Shri Rajiv Pratap Rudy	1554
180	Shri Rajkumar Roat	1535
181	Shri Rajmohan Unnithan	1461
182	Shri Raju Bista	1512
183	Shri Ramasahayam Raghuram Reddy	1422, 1493
184	Shri Ramashankar Rajbhar	1406
185	Shri Rambhual Nishad	1604
186	Shri Ramvir Singh Bidhuri	1547, 1432
187	Shri Rao Rajendra Singh	1560
188	Shri Ravindra Dattaram Waikar	1445, 1461
189	Shri Ravindra Shukla Alias Ravi Kishan	1598

SI No.	Member's Name	Question Number
190	Shri Robert Bruce C	1523
191	Shri Rudra Narayan Pany	1540
192	Shri S Jagathratchakan	1460
193	Shri Sachithanantham R	1556
194	Shri Sanatan Pandey	1477
195	Shri Sanjay Dina Patil	1390
196	Shri Sanjay Haribhau Jadhav	1593, 1463
197	Shri Saptagiri Sankar Ulaka	1490
198	Shri Sasikanth Senthil	1582
199	Shri Satpal Brahamchari	1413
200	Shri Saumitra Khan	1488
201	Shri Selvam G	1610, 1456
202	Shri Shafi Parambil	1412
203	Shri Shankar Lalwani	1464, 1426
204	Shri Shashank Mani	1414
205	Shri Shreyas M Patel	1579
206	Shri Shrirang Appa Chandu Barne	1501, 1543, 1507, 1558
207	Shri Shyamkumar Daulat Barve	1385
208	Shri Subbarayan K	1559
209	Shri Sudama Prasad	1548
210	Shri Sudhakar Singh	1566
211	Shri Sudheer Gupta	1526, 1504
212	Shri Sukhjinder Singh Randhawa	1508
213	Shri Sunil Kumar	1590
214	Shri Suresh Kumar Kashyap	1568
215	Shri Suresh Kumar Shetkar	1453
216	Shri T R Baalu	1574
217	Shri Tapir Gao	1600, 1519
218	Shri Tatkare Sunil Dattatrey	1597
219	Shri Tejasvi Surya	1505, 1418
220	Shri Tharaniventhan M S	1482
221	Shri Ummeda Ram Beniwal	1440
222	Shri Utkarsh Verma Madhur	1584
223	Shri V K Sreekandan	1454

SI No.	Member's Name	Question Number
224	Shri Vijay Baghel	1426, 1418, 1382
225	Shri Vijay Kumar Dubey	1431, 1464
226	Shri Vijayakumar Alias Vijay Vasanth	1386, 1425
227	Shri Virendra Singh	1596
228	Shri Vishaldada Prakashbapu Patil	1520
229	Shri Vishnu Datt Sharma	1529
230	Shri Vishnu Dayal Ram	1438
231	Shri Vishweshwar Hegde Kageri	1465, 1418
232	Shri Y S Avinash Reddy	1517, 1500
233	Shri Yaduveer Wadiyar	1602
234	Shri Yogender Chandolia	1497, 1465
235	Shri Zia Ur Rehman	1591
236	SHRIMATI Bharti Pardhi	1543, 1507, 1558, 1501
237	SHRIMATI D K Aruna	1453
238	SHRIMATI Delkar Kalaben Mohanbhai	1466
239	SHRIMATI Geniben Nagaji Thakor	1510
240	SHRIMATI Harsimrat Kaur Badal	1538
241	SHRIMATI Kamaljeet Sehrawat	1465
242	SHRIMATI Mala Rajya Laxmi Shah	1549
243	SHRIMATI Mala Roy	1478
244	SHRIMATI Manju Sharma	1467
245	SHRIMATI Poonamben Hematbhai Maadam	1399
246	SHRIMATI Pratima Mondal	1469
247	SHRIMATI Rachna Banerjee	1525
248	SHRIMATI Roopkumari Choudhary	1430
249	SHRIMATI Sajda Ahmed	1589
250	SHRIMATI Sandhya Ray	1436
251	SHRIMATI Sangeeta Kumari Singh Deo	1401
252	SHRIMATI Sanjna Jatav	1601
253	SHRIMATI Shambhavi	1424, 1570
254	SHRIMATI Smita Uday Wagh	1431, 1382, 1418, 1393
255	SHRIMATI Supriya Sule	1390
256	Thiru D M Kathir Anand	1476
257	Thiru Dayanidhi Maran	1452

ANNEXURE-II**Ministry-wise Index to Starred Questions**

Prime Minister	:	
Atomic Energy	:	
Coal	:	138
Communication	:	125, 128, 133
Consumer Affairs, Food and Public Distribution	:	129, 130
Development of North Eastern Region	:	
Earth Sciences	:	
Electronics and Information Technology	:	
Information and Broadcasting	:	136
Mines	:	
Minority Affairs	:	140
New and Renewable Energy	:	124

Parliamentary Affairs	:	
Personnel, Public Grievances and Pensions	:	
Planning	:	135
Railways		121, 122, 123, 126, 127, 131, 132, 134, 137, 139
Science and Technology	:	
Space	:	
Statistics and Programme Implementation	:	

Ministry-wise Index to Unstarred Questions

Prime Minister	:
Atomic Energy	: 1426, 1441, 1453, 1502, 1529
Coal	: 1400, 1411, 1419, 1433, 1452, 1476, 1495, 1501, 1515, 1519, 1560, 1569, 1598, 1599
Communication	: 1385, 1392, 1399, 1402, 1403, 1415, 1417, 1428, 1440, 1475, 1490, 1496, 1500, 1508, 1516, 1517, 1534, 1535, 1541, 1546, 1556, 1568, 1577, 1593, 1594
Consumer Affairs, Food and Public Distribution	: 1389, 1390, 1396, 1409, 1416, 1430, 1450, 1451, 1454, 1457, 1461, 1466, 1469, 1471, 1478, 1485, 1492, 1497, 1518, 1525, 1538, 1542, 1547, 1555, 1559, 1582, 1592
Development of North Eastern Region	: 1480
Earth Sciences	: 1384, 1404, 1481, 1493, 1504, 1527, 1554, 1573
Electronics and Information Technology	: 1386, 1395, 1408, 1414, 1431, 1460, 1468, 1498, 1512, 1513, 1536, 1567, 1579, 1587, 1589, 1591

Information and Broadcasting	: 1393, 1412, 1421, 1455, 1499, 1522, 1548, 1551
Mines	: 1388, 1422, 1425, 1444, 1462, 1488, 1506, 1510, 1528, 1537, 1558, 1580, 1608
Minority Affairs	: 1406, 1432, 1439, 1443, 1524, 1533, 1571, 1585
New and Renewable Energy	: 1383, 1397, 1418, 1423, 1427, 1463, 1487, 1507, 1514, 1520, 1523, 1532, 1550, 1553, 1557, 1565, 1570, 1578
Parliamentary Affairs	:
Personnel, Public Grievances and Pensions	: 1382, 1405, 1424, 1472, 1486, 1505, 1539
Planning	: 1465
Railways	: 1387, 1391, 1394, 1398, 1401, 1410, 1413, 1420, 1429, 1434, 1435, 1436, 1438, 1442, 1445, 1447, 1448, 1449, 1456, 1458, 1459, 1464, 1467, 1470, 1473, 1474, 1477, 1479, 1482, 1483, 1484, 1489, 1491, 1494, 1509, 1511, 1526, 1530, 1540, 1543, 1545, 1549, 1552, 1561, 1562, 1563, 1564, 1566, 1572, 1574, 1575,

1576, 1581, 1583, 1584, 1586, 1588, 1590, 1595,
1596, 1597, 1600, 1601, 1603, 1604, 1605, 1606,
1607, 1609, 1610

Science and Technology : 1437, 1602

Space : 1446, 1503, 1531, 1544

Statistics and Programme Implementation : 1381, 1407, 1521

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