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Monday, March 17, 2025
Phalgun 26, 1947 (Saka)

LOK SABHA DEBATES

(Original Version)

Fourth Session (Eighteenth Lok Sabha)



(Vol. VII contains Nos.11 to 20)

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LOK SABHA DEBATES

LOK SABHA

Monday, March 17, 2025/ Phalgun 26, 1947 (Saka)

The Lok Sabha met at Eleven of the Clock.

[HON. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

***Starred Question Nos. 221 to 226**

माननीय अध्यक्ष : कुछ माननीय सदस्य कभी जीरो आवर और प्रश्न काल पर विषय उठाते थे। आज एक से लेकर पांच तक सब प्रतिपक्ष के माननीय सदस्यों के हैं और वह भी वरिष्ठ सदस्यों के हैं।

... (व्यवधान)

माननीय अध्यक्ष : इसलिए आप क्वेश्चन आवर को डिस्टर्ब मत किया करो और स्थगन प्रस्ताव की नोटिसेज भी मत लगाया करो।

... (व्यवधान)

माननीय अध्यक्ष : प्रश्न संख्या 221, श्री मनीश तिवारी।

CONSERVATION OF HISTORIC ARTEFACTS

***221. SHRI MANISH TEWARI:**

Will the Minister of **CULTURE** be pleased to state:-

(a) whether the Government is aware that historically significant artefacts including belongings of freedom fighters Bhagat Singh and Batukeshwar Dutt along with other valuable items are languishing in the maalkhana of the Parliament Street Police Station;

(b) whether it is a fact that these priceless artefacts are at risk of damage due to poor storage conditions, lack of climate control and prolonged neglect;

* 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.

(c) whether the Government has failed to initiate steps for the proper conservation, documentation and public display of these artefacts;

(d) whether the Government has conducted any survey of such artefacts lying in police stations and Government storage rooms across the country, if so, the State/UT-wise details thereof; and

(e) if not, the reasons for which such an important exercise has been ignored along with the details of the steps being taken by the Government to ensure that these objects of immense historical and cultural value are not permanently lost?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क)से (ड.) विवरण सभा पटल पर रख दिया गया है।

विवरण

(क) से (ग) दिल्ली पुलिस के रिकार्ड के अनुसार, ऐतिहासिक रूप से ससंद मार्ग पुलिस स्टेशन के मालखाने में स्वतंत्रता सेनानी भगत सिंह और बटुकेश्वर दत्त से जुड़ी वस्तुओं सहित कोई ऐसी महत्वपूर्ण कलाकृति तथा अन्य मूल्यवान वस्तुएं नहीं पड़ी हैं।

(घ) और (ड.) भारतीय पुरातत्व सर्वेक्षण द्वारा ऐसा कोई सर्वेक्षण नहीं किया गया है क्योंकि केस संपत्तियों से जुड़ी वस्तुओं को न्यायालय के आदेश अथवा विधि प्रवर्तन एजेंसियों के निपटान मैनुअल के अनुसार सौंपा जाता है। भारतीय पुरातत्व सर्वेक्षण को प्राप्त ऐसी वस्तुओं को केंद्रीय पुरावशेष संग्रह, नई दिल्ली में सुरक्षित अभिरक्षा में रखा जाता है। कुछ वस्तुएं आम लोगों के लिए संग्रहालयों तथा जब्त और प्रत्यावर्तित पुरावशेष गैलरी में प्रदर्शित की जाती हैं।

श्री मनीश तिवारी : अध्यक्ष जी, आपका बहुत-बहुत धन्यवाद। यह इतिहास से जुड़ा हुआ सवाल है तो मैं थोड़ा इतिहास बनाना चाहता हूं।

माननीय अध्यक्ष : पूरा इतिहास प्रश्न काल में मत बताओ।

श्री मनीश तिवारी : मैं पूरा इतिहास नहीं, कुछ और बता रहा हूं। आज 15 साल 96 दिन बाद पहले

नंबर पर मेरा तारे वाला सवाल लगा है। आखिरी बार 10 दिसंबर, 2009 को क्वेश्चन नंबर वन, इससे दो लोक सभा पहले लगा था। मैं कभी-कभी यह सोचता हूँ कि अगर इस सदन के सदस्यों की संख्या बढ़ गई तो शायद यह सवाल इस तरह से 15 साल की जगह तीस साल में लगना शुरू हो जाएगा।

अध्यक्ष जी, आज से 96 वर्ष पहले जब शहीद-ए-आजम भगत सिंह और बटुकेश्वर दत्त ने जब केन्द्रीय विधान सभा में अपना विरोध दर्ज किया था तो उन्होंने कुछ पर्चे फेंके थे। उन पर्चों को रेड पैम्पलेट कहते हैं। उन पर्चों की कुछ प्रतिलिपियाँ और उनका कुछ निजी सामान सार्वजनिक खबरों के अनुसार अभी भी पार्लियामेंट स्ट्रीट के पुलिस स्टेशन के मालखाने में पड़ा है। सरकार की तरफ से यह जवाब आया है कि ऐसा नहीं है। मैं इसमें किसी विरोधाभास में नहीं पड़ना चाहता हूँ, लेकिन मैं सरकार से यह आग्रह करना चाहता हूँ और बहुत विनम्रता से आग्रह करना चाहता हूँ कि यह हो सकता है कि जिस चीज का मैंने जिक्र किया है, उसके साथ-साथ कुछ और भी ऐतिहासिक सामान उस मालखाने में पड़ा हुआ है।

मेरा सरकार से यह आग्रह है कि इसको एक बार दोबारा से गम्भीरता से दिखवा लें, क्योंकि यह भारत की विरासत और हमारी स्वतंत्रता संग्राम के इतिहास से जुड़ा हुआ बहुत ही अटूट पहलू है। यह मेरा पहला सप्लीमेंट्री क्वेश्चन है।

श्री गजेन्द्र सिंह शेखावत : माननीय अध्यक्ष महोदय, सम्माननीय सदस्य ने जो चिंता व्यक्त की है और जो सुझाव दिया है, उसके लिए मैं उनके प्रति सम्मान और श्रद्धा व्यक्त करते हुए उनका अभिनंदन करना चाहता हूँ। माननीय सदस्य ने जो प्रश्न किया था और जैसा उन्होंने कहा है कि वह उस विरोधाभास में नहीं जाना चाहते हैं। ... (व्यवधान)

माननीय अध्यक्ष : सदस्य के प्रति श्रद्धा व्यक्त करने की आवश्यकता नहीं है।

श्री गजेन्द्र सिंह शेखावत : उन्होंने स्वतंत्रता सेनानियों के लिए अपनी तरफ से श्रद्धा व्यक्त की है, मैं उसका सम्मान एक बार फिर से करना चाहता हूँ। माननीय सदस्य ने मालखाने में पड़ी हुई वस्तुओं के बारे में जिक्र किया है। सामान्यतः हमारी विधिक प्रक्रिया के अनुरूप मालखाने में यदि कोई सामान रखा है तो न्यायालय के आदेश से ही उस सामान को एक्सेस किया जा सकता है, लेकिन इसके अतिरिक्त

इस तरह की व्यवस्था है कि कोई नोटिफाइड एंटीक्विटी या कोई इस तरह की हैरिटेज इम्पोर्टेंस की वैल्यूएबल संपदा किसी मालखाने में पहुंचती है तो उसकी सूचना एसआई को दी जाती है। उसके बाद डीजी, एसआई उसकी प्रक्रिया करके उसका संरक्षण किस तरह से करना है, उसके कंजर्वेशन के लिए क्या व्यवस्था करनी है, उसको सुनिश्चित करने का काम करते हैं। इतिहास से जुड़े हुए और विशेष रूप से स्वतंत्रता के इतिहास से जुड़े हुए विषयों को लेकर माननीय सदस्य ने जिस तरह का प्रश्न किया है, मैं उसके लिए उनको धन्यवाद देता हूं और उस सुझाव के लिए भी धन्यवाद देता हूं।

श्री मनीश तिवारी : अध्यक्ष जी, बहुत-बहुत धन्यवाद।

महोदय, मेरा दूसरा सप्लीमेंटरी प्रश्न यह है कि लंदन में इंडिया ऑफिस लाइब्रेरी में और ब्रिटिश म्यूजियम में 1607 पर्चे हैं और वर्ष 1901 से लेकर वर्ष 1947 तक जो साम्राज्यवादी सरकार थी, उसने उन पर प्रतिबंध लगाया। ये जो पर्चे (पैम्फलेट्स) हैं, इनमें से अधिकतर पर्चे अखिल भारतीय कांग्रेस कमेटी के पैम्फलेट्स हैं। ये वर्ष 2017-18 में ही डी-क्लासीफाइड हुए हैं। मैं सरकार से यह जानना चाहता हूं कि क्या सरकार को इन पैम्फलेट्स के बारे में जानकारी है?

दूसरा, इनकी जो प्रतिलिपियां हैं, उनको वापस लाने के लिए सरकार की तरफ से क्या कोई पहल की जाएगी?

अध्यक्ष जी, इसी से जुड़ा हुआ एक सवाल यह है कि भारत की जो न्यायपालिका है, उसमें जो आरोप-पत्र दर्ज हैं, और वर्ष 1900 से लेकर वर्ष 1947 तक के जो ज्युडिशियल रिकॉर्ड्स हैं, तो स्वतंत्रता-संग्राम में इस मुल्क के आम आदमी की जो भूमिका रही है, उसकी सुनहरी कहानी कहता है। मैं सरकार से यह पूछना चाहता हूं कि क्या सरकार के पास ऐसी कोई योजना है या सरकार ऐसा कोई प्रोजेक्ट बनाएगी कि जो आरोप-पत्र हैं, जो ज्युडिशियल रिकॉर्ड्स हैं, जो पूरे देश में स्कैटर्ड पड़े हैं, इनको इकट्ठा करके, उसको कैटेलॉग करके, भारत के स्वतंत्रता-संग्राम में आम आदमी की जो भूमिका रही है, क्या उसकी कहानी इस देश के सामने रखेंगे?

श्री गजेन्द्र सिंह शेखावत : माननीय अध्यक्ष महोदय, मैं एक बार फिर से माननीय सदस्य के प्रति धन्यवाद व्यक्त करते हुए आपका संरक्षण चाहता हूं, क्योंकि हम मूल प्रश्न से बहुत दूर चले गए हैं। इसलिए

मैं आधिकारिक रूप से यह कहूँ कि इस तरह के कोई प्रयास जो व्यवस्था में है, जो संज्ञान में है, यह कहना उचित नहीं होगा, लेकिन मैं इतना अवश्य कहना चाहता हूँ कि जब हमने पूरे देश भर में माननीय प्रधान मंत्री जी के नेतृत्व में 'आज़ादी का अमृत महोत्सव' मनाया, तो स्वतंत्रता सेनानी और स्वतंत्रता संग्राम से जुड़े हुए सारे ऐसे सेनानायक, महानायक, जिनको भुला दिया गया था, कुछ काल के प्रवाह में भुला दिए गए थे, कुछ को आशय के साथ, योजनाबद्ध तरीके से भुला दिया गया था, उन सबको सामने लाने के हमने प्रयास किए थे। इन लोकनायकों से जुड़े हुए सब दस्तावेजों के संग्रहण करने का काम सरकार ने किया था।

मैं माननीय सदस्य के संज्ञान में लाने के लिए इतना अवश्य निवेदन करना चाहता हूँ कि नेशनल आर्काइव्स का डिजिटाइजेशन प्रोग्राम ऑलरेडी चल रहा है। पिछले समय में, आज से दस साल पहले तक एक साल में लगभग तीन-चार लाख पन्नों का ही इस तरह का कन्ज़र्वेशन का काम होता था, तो माननीय प्रधान मंत्री जी के नेतृत्व में हमने जो डिजिटाइजेशन ऑफ नेशनल आर्काइव्स रिकॉर्ड्स प्रारंभ किया है, उसके तहत बस पिछले फरवरी माह में, मैं फरवरी माह को इसलिए क्वोट कर रहा हूँ कि यह साल का सबसे छोटा महीना होता है, इसमें हमने 6,40,000 से ज्यादा पन्नों को कन्ज़र्व किया। दुनिया का सबसे बड़ा डिजिटाइजेशन प्रोग्राम हमारे नेशनल आर्काइव्स में चल रहा है, जिसमें हम अब तक लगभग तीन करोड़ पेजेज़ को डिजिटाइज्ड कर चुके हैं।

इसी के साथ-साथ इसी तरह के इनिशिएटिव्स सुप्रीम कोर्ट के मार्गदर्शन में चल रहा है। उन्होंने देश के सारे हाई कोर्ट्स और कोर्ट्स से उन्होंने आग्रह किया है। इसमें हमारी नेशनल आर्काइव्स की जो एक्सपर्टीज़ हैं, इसके चलते हम उनके लिए भी मेंटरशिप कर रहे हैं कि देश की सारी ज्युडिशियल रिकॉर्ड्स को हम आर्काइव करें। ये जो आर्काइव्ड डॉक्यूमेंट्स हैं, इन सारे डॉक्यूमेंट्स को, जिनको हमने डिजिटाइज्ड किया है, उनको हमने अभिलेख पटल पर पब्लिक एक्सेस के लिए रखा है, ताकि लोग, रिसर्च स्कॉलर्स, इतिहास का अध्ययन करने वाले लोग उन सबको पढ़ सकें।

माननीय प्रधान मंत्री जी के नेतृत्व में मैन्यूस्क्रिप्ट मिशन हम लेकर आए हैं। मैं माननीय वित्त मंत्री जी का अभिनन्दन करना चाहता हूँ कि उन्होंने इसे बजट में घोषित किया, जिसमें इस तरह के सारे

दस्तावेज हैं। इनमें न केवल आज़ादी से जुड़े हुए, अपितु हमारी हजारों सालों की जो ऐतिहासिक धरोहर हैं, जैसे पेड़ की छाल पर लिखे हुए, भोज-पत्र, ताड़-पत्र, सिल्क के कपड़े पर लिखे हुए, हैंडमेड पेपर्स पर लिखे हुए, जो लगभग 2,000 साल पुराने जितने भी रिकॉर्ड्स या मैन्यूस्क्रिप्ट्स सरकार के पास, राज्य सरकारों के पास या आर्काइव्स के पास या प्राइवेट लोगों के पास या म्यूजियम्स के पास या यूनिवर्सिटीज़ के पास थे, उन सबका कन्ज़र्वेशन और डिजिटाइजेशन हम 'ज्ञानम भारतम मिशन', जो माननीय प्रधान मंत्री जी के नेतृत्व में घोषित हुआ है, उसमें करने वाले हैं। उसमें निश्चित रूप से इस तरह के जो दस्तावेज हैं, वे भारत के इतिहास से जुड़े हुए हैं, भारत के स्वतंत्रता के इतिहास से जुड़े हुए हैं। वे हम सबके लिए एक अमूल्य थाती हैं। उनका कन्ज़र्वेशन करके, उन सारे रिकॉर्ड्स को डिजिटाइज्ड करके वह पब्लिक के पास 'रेडी रेफरेंस' के लिए उपलब्ध हो, इसके ऊपर हम निश्चित रूप से काम कर रहे हैं।

SHRI T. R. BAALU : Hon. Speaker Sir, in 2022, the selection committee to select the tableaux of the Republic, Day parade miserably failed to select the freedom fighters of Tamil Nadu who have given their lives and who have been killed brutally by the Britishers. I want to know whether this Government will come forward to select all the freedom fighters namely, V.O. Chidambaram Pillai, Velu Nachiyar, Kuyili, Veerapandiya Kattabomman, Marudhu Brothers, Dheeran Chinnamalai, Ondiveeran, Bashyam Iyengar and so on. They could be recognized at least now. Will these freedom fighters be taken into consideration by this Government?

श्री गजेन्द्र सिंह शेखावत : महोदय, माननीय सदस्य ने वर्ष 2022 के टैबल्यू को लेकर प्रश्न किया है और जिसका संदर्भ दिया है, उसके लिए मैं बताना चाहता हूं कि एक कमेटी बनी हुई है जो बहुत सारे विभिन्न पक्षों पर विचार करते हुए उसके कलात्मक गुणवत्ता और अन्य पक्षों पर विचार करके निर्णय करती है। मैं उस निर्णय पर चार साल बाद अब किसी प्रकार की टिप्पणी करने में सक्षम नहीं हूं। लेकिन इतना अवश्य कहना चाहता हूं और जैसा मैंने पूर्व में प्रश्न के उत्तर में भी कहा कि सम्माननीय प्रधान मंत्री जी के नेतृत्व में आज़ादी का अमृत महोत्सव मनाया जा रहा है और ऐसे सारे फ्रीडम फाइटर्स, क्योंकि

अंग्रेजों के आगमन के साथ ही भारत में उनका प्रतिरोध प्रारम्भ हो गया था और वह प्रतिरोध वनवासियों, आदिवासियों से लेकर पूरे देश में अनेक छोटे-छोटे विद्रोह और मूवमेंट्स हुए हैं। इनमें अनेक लोगों ने शहादत दी है। ऐसे सारे शहीदों का सम्मान हो, इसके लिए आजादी का अमृत महोत्सव में हर प्रदेश, हर जिले और हर स्थान पर इस तरह की योजना बनाकर ऐसे भुला दिए गए अमर शहीदों का, सेनानायकों का और ऐसे सार स्वतंत्रतासेनानियों का सम्मान पुनः स्थापित हो और लोग उनको जान सकें। इसको लेकर एक प्रयास प्रारम्भ किया गया था। यह प्रयास उन सभी के जीवन से जुड़े हुए विषयों को विभिन्न अवसरों पर लोगों के सामने लाया जा सके, इसको लेकर भी योजनाएं प्रारम्भ की गयीं।

मैं सम्माननीय सदस्य और सदन के संज्ञान के लिए भी बताना चाहता हूं कि आजादी का अमृत महोत्सव में जब इन विषयों पर काम हुआ तो उसके बाद कुछ एयरलाइंस ने अपने यहां पर उनसे रिलेटेड तिथियों पर उनका जन्मदिवस या पुण्यतिथि पर हवाई जहाज में भी अनाउंसमेंट हो सके, ऐसी व्यवस्था सरकार की पहल के बाद हुई है। मैं यह मानता हूं कि ऐसे सभी प्रयासों के चलते हुए हजारों की संख्या में ऐसे लोग हैं, जिनको पिछले 100-150 साल के इतिहास के पन्नों में दफन कर दिया गया था या जान-बूझकर के भी कुछ लोगों को भूलाने की कोशिश की गयी थी। ... (व्यवधान) ऐसे सारे लोगों का सम्मान पुनः स्थापित हो, ऐसे लोगों का परिचय हमारी आने वाली पीढ़ी से कराने के उद्देश्य से इस तरह की योजना पर काम किया गया था।... (व्यवधान)

माननीय अध्यक्ष : क्वेश्चन नंबर 222, श्री मणिकम टैगोर। क्या आपको क्वेश्चन नहीं पूछना है, क्या हल्ला ही करना है?

PENDING CASES UNDER COMPANIES ACT IN NCLT

***222. †SHRI B. MANICKAM TAGORE:**

SHRI VIJAYAKUMAR ALIAS VIAJY VASANTH:

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

- (a) the current backlog of cases pending under the Companies Act in the National Company Law Tribunal (NCLT) and the reasons contributing to the backlog;
- (b) the number of cases related to insolvency and bankruptcy under the Insolvency and Bankruptcy Code (IBC) currently pending in the NCLT and the steps taken/being taken to expedite their resolution;
- (c) whether the Government has taken any measures to reduce the backlog of pending cases in the NCLT, especially with regard to corporate affairs and insolvency matters and if so, the outcome of these measures; and
- (d) the impact of the backlog on India's ranking in the ease of doing business index and its overall investment climate?

**कॉरपोरेट कार्य मंत्रालय में राज्य मंत्री; तथा सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री
(श्री हर्ष मल्होत्रा):**

(क)से (घ) विवरण सभा पटल पर रख दिया गया है।

विवरण

(क) से (ग) राष्ट्रीय कंपनी विधि अधिकरण (एनसीएलटी) द्वारा उपलब्ध कराई गई सूचना के अनुसार, 31.12.2024 तक कंपनी अधिनियम और दिवाला एवं शोधन अक्षमता संहिता, 2016 (आईबीसी) के अंतर्गत लंबित मामलों की संख्या निम्नानुसार है:

कंपनी (क.अ.)	अधिनियम	दिवाला एवं शोधन अक्षमता संहिता, 2016 (आईबीसी)	कुल
8,133		12,351	20,484

राष्ट्रीय कंपनी विधि अधिकरण (एनसीएलटी) एक अर्ध-न्यायिक निकाय है। एनसीएलटी में मामलों के लंबित रहने के कई कारण हैं, जो अन्य बातों के साथ-साथ, प्रत्येक मामले की परिस्थितियों और जटिलता, साक्ष्य की प्रकृति, इंटरलोक्यूटरी आवेदनों (आईए) की संख्या, कई मामलों में उच्च न्यायालयों द्वारा स्टे, हितधारकों के सहयोग और स्थगन पर निर्भर करते हैं।

शीघ्र निपटान की सुविधा के लिए, सरकार निरंतर आधार पर आवश्यक कदम उठा रही है, जिसमें ई-कोर्ट और हाइब्रिड कोर्ट परियोजना का कार्यान्वयन, सदस्यों की क्षमता निर्माण के लिए नियमित संगोष्ठियाँ, बुनियादी ढांचे का प्रावधान, रिक्तियों को भरना आदि शामिल हैं।

(घ) सरकार ने व्यापार करने में सुगमता (ईओडीबी) के अंतर्गत कई पहल की हैं, जिनका उद्देश्य अनुकूल कारोबारी माहौल बनाना है। उपरोक्त के एक भाग के रूप में, विश्व बैंक द्वारा डूइंग बिजनेस रिपोर्ट (डीबीआर) 2019 प्रकाशित की गई थी। उपरोक्त रिपोर्ट में दिवालाका समाधान करने में भारत का रैंक 52 था। 2016 में दिवाला और शोधन अक्षमता संहिता (आईबीसी) के आरम्भ से भारत को महत्वपूर्ण लाभ हुआ, जिससे 2018 में 108 से 2019 में 56 स्थानों का सुधार हुआ और यह 52 रैंक पर पहुंच गया। विश्व बैंक ने सितंबर 2021 में अपनी डूइंग बिजनेस रिपोर्ट (डीबीआर) का प्रकाशन बंद कर दिया, जिसकी अंतिम रिपोर्ट अक्टूबर 2019 में जारी की गई।

बी-रेडी (बिजनेस रेडी) परियोजना विश्व बैंक द्वारा पहले की डूइंग बिजनेस रैंकिंग की जगह लेने के लिए एक नई पहल है। बी-रेडी मूल्यांकन व्यवसाय घटनाक्रम के विभिन्न चरणों पर फोकस करते हैं, जिसमें व्यवसाय शुरू करना, निर्माण परमिट से निपटना और दिवाला समाधान करना शामिल हैं।

पहली बी-रेडी रिपोर्ट 3 अक्टूबर, 2024 को लॉन्च की गई थी और भारत को परियोजना के तीसरे चरण में कवर किया गया है। भारत को कवर करने वाली रिपोर्ट सितंबर 2026 में आने की उम्मीद है।

आईबीसी 2016 दिवाला मामलों के न्यूनतम बैकलॉग को बनाए रखने में सहायक रहा है, जिससे भारत में ईज ऑफ डूइंग बिजनेस में सुधार हुआ है तथा इसके समग्र निवेश माहौल में वृद्धि हुई है।

SHRI B. MANICKAM TAGORE : Hon. Speaker Sir, the primary objective of the Insolvency and Bankruptcy Code is to expedite the process and rescue the corporate debtor in distress. However, the main purpose is getting defeated. I will tell you how. Majority of the cases are getting into liquidation. Its process is getting prolonged without any strong and genuine reasons. The functioning of NCLT and NCLAT is not in line with the objective of the Code. If you go through the record, anyone can easily notice that both are not providing judgements in time. The orders are getting reserved for six to eight months together for silly reasons like non-availability of stenographers, server issue etc., and the public money is being wasted. I want to ask the hon. Minister whether the Government is aware how many judgements are on hold. Will the Government bring some steps for any timeline to announce the judgements once the arguments are over?

श्री हर्ष मल्होत्रा : अध्यक्ष महोदय, वैसे यह प्रश्न एनसीएलटी को लेकर है, लेकिन इसमें कुछ पार्ट आईबीसी को लेकर भी है। माननीय सदस्य की जानकारी के लिए मैं बताना चाहता हूं कि आईबीसी में 40 हजार 943 एप्लीकेशन्स फाइल हुईं, जिनमें से 28 हजार 818 एप्लीकेशन्स एडमिशन से पहले ही रिजॉल्व हुई हैं। यह अपने-आप में एक बड़ी उपलब्धि है। उसके बावजूद जो पेंडिंग या अंडर ट्रॉयल हैं, ये जा 28 हजार 8 सौ रिजॉल्व हुई हैं, इनमें 10 लाख करोड़ रुपये के करीब अमाउंट रिजॉल्व हो पाया है। यह अपने-आप में एक बड़ी अचीवमेंट है। इसके साथ-साथ इसमें 1 हजार 119 रेजोल्यूशन्स पर गए हैं, क्योंकि आईबीसी कोर्ट का डेटेरेंट ऐसा है कि यहां पर ठीक से निर्णय हो पाते हैं, इस कारण 28 हजार केसेज एडमिशन से पहले रिजॉल्व हो पाए। यह जो फिगर है कि इन्सॉल्वेंसी की तरफ 2707 एप्लीकेशन्स गई हैं, चूंकि वे पहले रिजॉल्व हो जाती हैं, इस कारण उसके रेजोल्यूशन पर भी 1 हजार 119 रिजॉल्व हो पाई हैं। उसके अंदर केवल जो वॉयलेंटी लिक्विडेशन पर हैं, वे 1598 हैं और जो ऑनगोइंग लिटिगेशन के केसेज चल रहे हैं, वे केवल 1983 हैं।

Sir, the total number of cases admitted under IBC is 8175 only.

SHRI B. MANICKAM TAGORE : Sir, I was asking a question, but the hon. Minister is not giving a specific answer. I will try to ask my question in a different way.

Can the hon. Minister provide details of the cases where the creditors have taken huge haircuts in insolvency proceedings like the Government's favourite group acquiring Coastal Energen Company for a mere Rs. 3,300 crore through NCLT? That is a 72 per cent haircut, meaning a loss of Rs 8,300 crore to the public. What steps are being taken to prevent such misuse of insolvency proceedings by ... *

श्री हर्ष मल्होत्रा : अध्यक्ष महोदय, इस बात को समझने की आवश्यकता है कि यह जो 32 परसेंट अमाउंट रेजोल्यूशन में रिलीज होता है, वे एडमिटेड क्लेम्स हैं। जिस दिन कम्पनी लिटिगेशन में जाती है, अगर उस दिन उसकी लिक्विडेशन वैल्यू देखी जाए और जो क्लेम्स रियलाइज हुए, that is 162 per cent. अगर फेयर वैल्यू पर पर जाएं, जिस दिन कंपनी लिटिगेशन पर जाती है, उस दिन उसकी ऐसेट्स और कंपनी की जो वैल्यू है, जो कि 89 परसेंट फेयर वैल्यू है।

So, it has to be looked into in this perspective also. The haircut you were mentioning is only 32 per cent of the admitted claims.

SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH : Has the Government undertaken any assessments or studies on the effectiveness of IBC in resolving insolvency cases and its impact on India's overall business environment? If yes, could the Government share the findings and future action points based on these assessments?

श्री हर्ष मल्होत्रा : अध्यक्ष महोदय, इंडियन इंस्टीट्यूट ऑफ मैनेजमेंट, अहमदाबाद ने इस पर अच्छी

* Expunged as ordered by the Chair.

स्टडी की है, जिसका डिटेल मैं आदरणीय महोदय को दे दूंगा, लेकिन कुछ सेलियंट फीचर्स मैं बता भी सकता हूँ। जो रेजोल्यूशन्स होते हैं, उनकी इफेक्टिवनेस पर और उसके आफ्टर इफेक्ट्स पर आईआईएम, अहमदाबाद ने स्टडी की है, उसमें फाइनेंशियल रिकवरी के ऊपर भी सारी स्टडी है, जो मैंने अभी बताया कि एडमिटेड क्लेम्स का 32 परसेंट रियलाइज होता है और लिक्विडेशन वैल्यू का 168 परसेंट रियलाइज होता है। कंपनीज के रिजॉल्व होने के बाद sales growth has increased by 37 per cent of those resolved companies. उसकी ऑपरेशनल प्रॉफिटेबिलिटी भी अचीव हुई है, इम्प्लॉयमेंट भी 50 परसेंट बेहतर हुआ है, इन्क्रीज हुआ है।

इंक्रीज हुआ है। ये कुछ डिटेल्स हैं और इसकी काफी बड़ी रिपोर्ट है। अगर आप कहेंगे तो मैं आपको पूरी रिपोर्ट दे सकता हूँ।

श्री रमाशंकर राजभर : अध्यक्ष जी, मैं मंत्री जी से जानना चाहता हूँ कि वर्ष 2014 के बाद रियल एस्टेट में दिवालिया कंपनियों की बाढ़ आ रही है। रियल एस्टेट कंपनियों ने अपने नाती-पोतों के नाम से फर्जी कंपनी बनाई और निवेशकों तथा बायर्स को घर देने के बजाय अब तक लाखों बायर्स का पैसा लूट लिया।

अध्यक्ष जी, मैं आपके माध्यम से मंत्री जी से जानना चाहता हूँ कि जब ये सारे मुकदमे एनसीएलटी में गए तो एनसीएलटी ने इन पर क्या निर्णय लिया? उन बायर्स का पैसा कब तक वापस आएगा? एनसीएलटी मुकदमों का न तो निस्तारण कर रही है, न उन मुकदमों पर फैसला दे रही है और न ही उन बायर्स का पैसा वापस उनको मिल पा रहा है। मैं मंत्री जी से जानना चाहता हूँ कि देश के जिन हजारों निवेशकों ने रियल एस्टेट में अपनी भूमि लगा दी, नौकरी का सारा पैसा लगा दिया, पेंशन का पैसा लगा दिया तो एनसीएलटी कंपनियों से कब तक उनका पैसा दिलवाने का इंतजाम करेगी? मैं सरकार से यही मांग करना चाहता हूँ।

श्री हर्ष मल्होत्रा : आदरणीय अध्यक्ष जी, एनसीएलटी में और विशेष तौर से आईबीसी के तहत होमबायर्स को लेकर जो विषय आता है, उसमें सरकार ने बहुत से रिफॉर्म्स किए हैं। इसमें अलग से अगर कोई बड़ा बिल्डर एनसीएलटी में जाता है और उसके अलावा हमारा कोई कंज्यूमर वहां पर जाता

है तो बड़े प्रोजेक्ट्स में टॉवर के बेस पर भी हमने उसका रिजॉल्यूशन संभव करवाया है।

इसके अलावा coming to possession during the proceedings under IBC in NCLT, handover of possession of homebuyers during the proceedings, यह भी हमने इंश्योर किया है। इसके अलावा exclusion of units of homebuyers having possession from liquidation estates, in these cases where the corporate debtor has given possession to an allottee in the real estate, such assets shall not form a part of liquidation estate also.

इसके ऊपर हमने बहुत से रिलैक्सेशन्स भी होमबायर्स को दिए हैं, जिसके अंतर्गत जो कंपनीज़ लिटिगेशन में हैं या रिजॉल्यूशन प्रोसेस में हैं, उसमें भी होमबायर्स को पूरी रिलैक्सेशन और उनको हैंडओवर ऑफ दी पजेशन भी हम उसमें दे रहे हैं। इसके ऊपर भी हमारे पास पूरे डिटेल्ड रिफॉर्म्स हैं। हमने पूरे डिटेल्ड रिफॉर्म्स जो किए हैं, लगभग 15 से 20 पेजेस की पूरी डिटेल्स हैं, जिसके मैंने आपको सेलियंट फिचर्स बताए हैं। अगर आप कहेंगे तो मैं आपको वह भी दे सकता हूँ।

माननीय अध्यक्ष : श्री अ. मनि – उपस्थित नहीं।

डॉ. संबित पात्रा।

ZONAL CULTURAL CENTRES

***223. @SHRI A. MANI:**

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

(a) the objectives and mandate of the seven Zonal Cultural Centres (ZCCs) set up by the Government for the protection, promotion and preservation of folk, tribal and local art and culture in the country including Tamil Nadu;

@ Since Shri A. Mani was not present, hence Hon'ble Speaker asked the Hon'ble Minister to lay the reply and allowed Dr. Sambit Patra, Shri Benny Behnan, Shri Kirti Azad and Dr. T. Sumathy alias Thamizhachi Thangapandian to ask the Supplementary Questions.

(b) the details of activities, programmes and initiatives undertaken by each ZCC during the last three years, centre-wise;

(c) the total funds allocated, released and utilized by each ZCC during the last three years;

(d) whether the Government has taken any steps to digitally archive, document or promote endangered tribal and folk art forms through ZCCs and if so, the details thereof; and

(e) whether there are any proposals to expand the scope of ZCCs establish new cultural centres or collaborate with private institutions and international organizations for the better preservation of India's diverse cultural heritage and if so, the details thereof?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क)से (ड.) विवरण सभा पटल पर रख दिया गया है।

विवरण

(क) भारत सरकार ने तमिलनाडु सहित देश में लोक, जनजातीय और स्थानीय कला एवं संस्कृति के विभिन्न रूपों को संरक्षित, संवर्धित और परिरक्षित करने हेतु देश में सात क्षेत्रीय सांस्कृतिक केन्द्र (जेडसीसी) स्थापित किए हैं जिनके मुख्यालय पटियाला (पंजाब), नागपुर (महाराष्ट्र), उदयपुर (राजस्थान), प्रयागराज (उत्तर प्रदेश), कोलकाता (पश्चिम बंगाल), दीमापुर (नागालैंड) और तंजावुर (तमिलनाडु) में स्थित हैं। इन जेडसीसी की स्थापना का उद्देश्य इनमें सम्मिलित क्षेत्रों की विशिष्टता को कायम रखने के साथ-साथ राष्ट्र को सांस्कृतिक रूप से एक सूत्र में बांधना था। इन जेडसीसी को स्थापित करने के लक्ष्य और उद्देश्य इस प्रकार हैं:

- संबंधित क्षेत्र में कलाओं के प्रदर्शन और प्रसार को परिरक्षित एवं संवर्धित करना;
- उनकी समृद्ध सांस्कृतिक विविधता का विकास और संवर्धन करना;

- लोक एवं जनजातीय कलाओं को बढ़ावा देना और लुप्तप्राय कलाओं का परिरक्षण करना;
- कलाकारों को सृजनात्मक सांस्कृतिक संचार में शामिल करना और विभिन्न क्षेत्रों के बीच संयोजन और भारतीय संस्कृति में उनके योगदान पर विशेष बल देना।

ये जेडसीसी वर्ष भर नियमित आधार पर विभिन्न सांस्कृतिक कार्यकलापों और कार्यक्रमों का आयोजन करते हैं जिसके लिए उन्हें वार्षिक सहायता अनुदान प्रदान किया जाता है। इसके अतिरिक्त, संस्कृति मंत्रालय इन जेडसीसी के माध्यम से राष्ट्रीय संस्कृति महोत्सव (आरएसएम) का भी आयोजन करता है जिनमें पूरे भारत से बड़ी संख्या में लोक/जनजातीय कलाकारों को शामिल किया जाता है जो इन कार्यक्रमों के दौरान अपनी प्रतिभाओं का प्रदर्शन करते हैं। नवंबर, 2015 से, संस्कृति मंत्रालय द्वारा देश भर में चौदह (14) आरएसएम और चार (04) क्षेत्रीय स्तर के आरएसएम आयोजित किए गए हैं।

- (ख) विगत तीन वर्षों (2021-22 से 2023-24) के दौरान क्षेत्रीय सांस्कृतिक केंद्रों द्वारा आयोजित प्रमुख सांस्कृतिक कार्यकलाप/कार्यक्रम का ब्यौरा संलग्न **अनुबंध** में दिया गया है।
- (ग) विगत तीन वर्षों के दौरान क्षेत्रीय सांस्कृतिक केन्द्रों को आवंटित/जारी की गई तथा उनके द्वारा उपयोग की गई धनराशि निम्नानुसार है:

(रुपए लाख में)

क्र. सं.	जेडसीसी का नाम	2021-22		2022-23		2023-24	
		आवंटित/जारी की गई धनराशि	उपयोग की गई धनराशि	आवंटित/जारी की गई धनराशि	उपयोग की गई धनराशि	आवंटित/जारी की गई धनराशि	उपयोग की गई धनराशि
1.	एनजेडसीसी, पटियाला	434.00	434.00	1170.00	1170.00	1702.00	1702.00
2.	एनसीजेडसीसी, प्रयागराज	2267.30	1181.65	2751.41	2910.60*	5406.84	4494.70
3.	डब्ल्यूजेडसीसी, उदयपुर	560.70	560.70	1718.30	1718.30	1597.71	1739.63*
4.	एससीजेडसीसी, नागपुर	775.20	938.63*	916.20	1214.49*	1244.24	1208.05
5.	ईजेडसीसी, कोलकाता	1058.94	1138.20*	943.57	1051.73*	2899.36	2226.95
6.	एसजेडसीसी, तंजावुर	724.00	724.00	623.00	623.00	889.00	889.00
7.	एनईजेडसीसी, दीमापुर	1149.74	1149.74	931.50	931.50	827.14	827.14

*उनके द्वारा या तो विगत वर्ष की अव्ययित शेष राशि का उपयोग किया गया है या अपनी स्वयं अर्जित धनराशि का उपयोग किया गया है।

- (घ) संकटापन्न जनजातीय और लोक कला रूपों का प्रलेखन या संवर्धन करने के लिए, सभी क्षेत्रीय कला केंद्र देश के लुप्तप्राय कला रूपों के पुनरुद्धार की दिशा में लगातार कार्य कर रहे हैं। हाल ही में, इस मंत्रालय ने वस्त्र मंत्रालय, राज्य सरकारों के सांस्कृतिक विभागों, विभिन्न राज्य/केंद्रीय विश्वविद्यालयों के लोकसाहित्य और सांस्कृतिक अध्ययन विभागों के सहयोग से सभी 7 क्षेत्रों में प्रभागीय स्तर पर सभी क्षेत्रीय कला केंद्रों द्वारा 'विलुप्त लोक एवं जनजातीय कला उत्थान महोत्सव' (लुप्तप्राय कला रूपों का उत्सव) का भी आयोजन किया है।

ये जेडसीसी हमारे लोक और जनजातीय कला रूपों को नई पीढ़ी के कला समर्थकों और कला व्यवसायियों के बीच परिरक्षित, प्रलेखित और प्रसारित करने में भी महत्वपूर्ण भूमिका निभाते हैं और प्रलेखन कार्य करते हैं जिसमें ऑडियो, वीडियो, प्रकाशन, मोनोग्राफ, यथा लाख की गुड़िया, नटुआ, चादर बदर कठपुतली कला, गोटीपुआ नृत्य, सौरा पेंटिंग, भित्ति चित्र, लामा नृत्य, मयूरभंज छऊ, गिद्धा लोक नृत्य, झूमर नृत्य, लद्दाख के मठ, भांड पाथेर, फुम्मनियाम, बुराकथा, कलमकारी का गीत, ढोला मारु, सरगुजा के पहाड़ी कोरबा, खड़ी गम्मत, लियांगमई नागा लोक गीत, मिटेरी सैनु, अंगामी लोक गीत, वृत्तचित्र फिल्म (हॉर्न हाउस, रिखिया भवन और धनगारी गाजा), लंबाडी, बोम्मालाट्टम, पुलिक्कली, छाया कठपुतली, देवा कूत्तु आदि शामिल हैं।

- (ङ) सभी जेडसीसी देश के प्रत्येक राज्य/संघ राज्य क्षेत्र की सांस्कृतिक आवश्यकताओं को संतोषजनक रूप से पूरा करते हैं। जेडसीसी द्वारा देश के सभी जिलों में कार्यक्रम/कार्यकलाप आयोजित किए जाते हैं ताकि यह सुनिश्चित किया जा सके कि सांस्कृतिक जागरूकता/विविधता आम जनता तक मूलभूत स्तर पर पहुँचे। इस प्रकार, वर्तमान में नए सांस्कृतिक केंद्र स्थापित करने/जेडसीसी के दायरे का विस्तार करने की आवश्यकता नहीं है।

अनुबंध

पिछले तीन वर्षों (2021-22 से 2023-24) के दौरान जेडसीसीZCC द्वारा आयोजित प्रमुख सांस्कृतिक कार्यकलाप /कार्यक्रम

उत्तर क्षेत्र सांस्कृतिक केंद्र (एनजेडसीसी), पटियाला:

2021-22

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	तुरतुक महोत्सव	22 से 25 सितंबर, 2021	संघ राज्य क्षेत्र लद्दाख
ii.	अंतरराष्ट्रीय गीता महोत्सव	2 से 19 दिसंबर, 2021	हरियाणा
iii.	अंतरराष्ट्रीय सूरजकुंड शिल्प मेला	19 से 31 मार्च, 2021	हरियाणा

2022-23

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	सिन्धु दर्शन महोत्सव एवं सांस्कृतिक यात्रा	18 से 30 जून, 2022	पंजाब, संघ राज्य क्षेत्र जम्मू और कश्मीर, संघ राज्य क्षेत्र लद्दाख और हिमाचल प्रदेश
ii.	12वां चंडीगढ़ राष्ट्रीय शिल्प मेला	7 से 16 अक्टूबर, 2022	संघ राज्य क्षेत्र चंडीगढ़
iii.	अंतरराष्ट्रीय गीता महोत्सव	19 नवंबर से 6 दिसंबर, 2022	हरियाणा
iv.	आदि शौर्य-पर्व पराक्रम का	23 और 24 जनवरी, 2023	नई दिल्ली
v.	भारत पर्व	26 से 31 जनवरी, 2023	नई दिल्ली

2023-24

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	किला और कहानियाँ	17 से 21 मई, 2023	हिमाचल प्रदेश
ii.	किला और कहानियाँ	31 मई से 4 जून, 2023	संघ राज्य क्षेत्र जम्मू और कश्मीर
iii.	गंगा संस्कृति यात्रा	12 से 15 जून, 2023	उत्तराखंड
iv.	सिन्धु दर्शन महोत्सव एवं संस्कृति यात्रा	15 से 30 जून, 2023	पंजाब, संघ राज्य क्षेत्र जम्मू और कश्मीर, संघ राज्य क्षेत्र लद्दाख और हिमाचल प्रदेश
v.	वितस्ता महोत्सव	23 से 25 जून, 2023	संघ राज्य क्षेत्र जम्मू और कश्मीर
vi.	क्षेत्रीय संस्कृति महोत्सव	5 सितंबर, 2023	राजस्थान
vii.	13वां चंडीगढ़ राष्ट्रीय शिल्प मेला	1 से 10 दिसंबर, 2023	संघ राज्य क्षेत्र चंडीगढ़
viii.	अंतरराष्ट्रीय गीता महोत्सव	7 से 24 दिसंबर, 2023	हरियाणा
ix.	भारत पर्व-2024	23 से 31 जनवरी, 2024	नई दिल्ली

➤ दक्षिण क्षेत्र सांस्कृतिक केंद्र (एसजेडसीसी), तंजावुर:

2021-22

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	आज़ादी का अमृत महोत्सव	6 अगस्त, 2021	कर्नाटक
ii.	महाकवि सुब्रमण्य भारती स्मृति दिवस शताब्दी	18 सितंबर, 2021	नई दिल्ली
iii.	ऑक्टोव – नॉर्थ ईस्ट फेस्टिवल 2022	12 से 15 मार्च, 2022	तमिलनाडु
iv.	राष्ट्रीय संस्कृति महोत्सव 2022	26 मार्च से 3 अप्रैल 2022	आंध्र प्रदेश और तेलंगाना

2022-23

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	फेट-डे-पुदुचेरी	14 से 16 अगस्त, 2022	पुदुचेरी
ii.	हैदराबाद मुक्ति दिवस	15 से 17 सितंबर, 2022	तेलंगाना
iii.	दशहरा उत्सव	26 सितंबर से 5 अक्टूबर, 2022	कर्नाटक
iv.	काशी तमिल संगमम	17 नवंबर से 16 दिसंबर, 2022	उत्तर प्रदेश

2023-24

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	सौराष्ट्र तमिल संगमम	19-29 अप्रैल, 2023	गुजरात
ii.	किला और कहानियाँ कार्यक्रम	18 जुलाई, 2023	तमिलनाडु
iii.	फेट-डे-पुदुचेरी	14-16 अगस्त, 2023	पुदुचेरी
iv.	हैदराबाद मुक्ति दिवस	15-17 सितंबर, 2023	तेलंगाना
v.	मेरी माटी मेरा देश	9-14 अगस्त, 2023 28 सितम्बर, 2023 और 28-31 अक्टूबर, 2023	तेलंगाना पुदुचेरी राजस्थान
vi.	काशी तमिल संगमम	15-30 दिसंबर, 2023	उत्तर प्रदेश
vii.	7वां अंतरराष्ट्रीय लोकसाहित्य फिल्म महोत्सव	8-12 सितंबर, 2023	केरल
viii.	ग्रीष्मकालीन उत्सव	21-25 मई, 2023	तमिलनाडु
ix.	पोंगल उत्सव	27-28 जनवरी, 2024	तमिलनाडु

x.	हैदराबाद मुक्ति दिवस	15-17 सितंबर, 2023	तेलंगाना
xi.	अखिल भारतीय शिल्प मेला	16-18 दिसंबर, 2023	तेलंगाना
xii.	काशी तेलुगु संगमम	13-15 जनवरी, 2024	नई दिल्ली

➤ उत्तर मध्य क्षेत्र सांस्कृतिक केंद्र (एनसीजेडसीसी), प्रयागराज:

2021-22

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	आज़ादी का अमृत महोत्सव	2 अप्रैल, 2021	उत्तर प्रदेश
ii.	लोकरंग	22-24 दिसंबर, 2021	उत्तर प्रदेश
iii.	राष्ट्रीय शिल्प मेला	1-12 दिसंबर, 2021	उत्तर प्रदेश
iv.	शंख वादन	1 जनवरी, 2022	उत्तर प्रदेश
v.	चलो मन गंगा यमुना तीर	21-30 जनवरी, 2022	उत्तर प्रदेश
vi.	वंदे भारतम नृत्य उत्सव	26 जनवरी, 2022	नई दिल्ली
vii.	मारु नाट्य उत्सव	22-25 मार्च, 2022	राजस्थान

2022-23

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	स्वर संध्या	12 मार्च, 2022	नई दिल्ली
ii.	मारु नाट्य महोत्सव	22-25 मार्च, 2022	बीकानेर
iii.	चातुर्य नाट्योत्सव	26-28 मार्च, 2022	बिहार
iv.	कबीर महोत्सव	14-16 जून, 2022	उत्तर प्रदेश
v.	राष्ट्रीय शिल्प मेला	1-12 दिसंबर, 2022	उत्तर प्रदेश
vi.	चलो मन गंगा यमुना तीर	18-27 जनवरी, 2023	उत्तर प्रदेश
vii.	वंदे भारतम नृत्य उत्सव	26 जनवरी, 2023	नई दिल्ली
viii.	आदि महोत्सव	16-27 फरवरी, 2023	नई दिल्ली
ix.	ऑक्टेव	24-26 फरवरी, 2023	बिहार

2023-24

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	गंगा सांस्कृतिक यात्रा	10-11 जून, 2023	उत्तराखंड
ii.	किला और कहानियाँ	18-19 जून, 2023 और 4-7 अगस्त, 2023	उत्तर प्रदेश और मध्य प्रदेश
iii.	राष्ट्रीय नाट्य महोत्सव	08-12 अगस्त, 2023	उत्तर प्रदेश
iv.	मेरी माटी मेरा देश	12, 14 और 15 अगस्त, 2023	उत्तर प्रदेश
v.	जनजातीय उत्सव	29 सितंबर-01 अक्टूबर, 2023	मध्य प्रदेश
vi.	क्षेत्रीय राष्ट्रीय संस्कृति महोत्सव	29 सितंबर-02 अक्टूबर, 2023	नई दिल्ली
vii.	राष्ट्रीय शिल्प मेला	01-12 दिसंबर, 2023	उत्तर प्रदेश
viii.	काशी तमिल संगमम	17-30 दिसंबर, 2023	उत्तर प्रदेश
ix.	वंदे भारतम नृत्य उत्सव	26 जनवरी, 2024	नई दिल्ली
x.	रामोत्सव	14 जनवरी-29 फरवरी, 2024	उत्तर प्रदेश
xi.	चलो मन गंगा यमुना तीर	05-14 फरवरी, 2024	उत्तर प्रदेश
xii.	मार्कण्डेय महादेव महोत्सव	10-12 फरवरी, 2024	उत्तर प्रदेश
xiii.	आदि महोत्सव	10-18 फरवरी, 2024	नई दिल्ली

➤ पश्चिम क्षेत्र सांस्कृतिक केंद्र (डब्ल्यूजेडसीसी), उदयपुर:

2021-22

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	आज़ादी का अमृत महोत्सव भारत@75	6 अप्रैल, 2021	गुजरात

2022-23

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	गणेशोत्सव	5-12 सितंबर, 2022	गोवा

ii.	मल्हार-शास्त्रीय नृत्य संगीत समारोह	6-8 सितंबर, 2022	राजस्थान
iii.	राष्ट्रीय एकता दिवस कार्यक्रम	27-30 अक्टूबर, 2022	गुजरात
iv.	शिल्पग्राम उत्सव	21-30 दिसंबर, 2022	राजस्थान
v.	लोकोत्सव	29 जनवरी से 8 फरवरी, 2023	गोवा
vi.	वसंतोत्सव	11 से 20 मार्च, 2023	गुजरात
vii.	ऋतु बसंत	20 से 22 मार्च, 2023	राजस्थान
viii.	राष्ट्रीय संस्कृति महोत्सव	25 फरवरी से 5 मार्च, 2023	राजस्थान
ix.	ऑक्टैव	25 से 28 मार्च, 2023	गोवा

2023-24

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	सौराष्ट्र तमिल संगमम	17- 29 अप्रैल, 2023	गुजरात
ii.	किला और कहानियां	28-30 अप्रैल, 2023	राजस्थान
iii.	हर घर तिरंगा और मेरी माटी मेरा देश अभियान	9 से 15 अगस्त, 2023 और 16-22 सितंबर, 2023	राजस्थान और गुजरात
iv.	मल्हार	25 -27 अगस्त, 2023	राजस्थान
v.	क्षेत्रीय संस्कृति महोत्सव	21-24 सितंबर, 2023	महाराष्ट्र
vi.	गणेशोत्सव	24-30 सितंबर, 2023	गोवा
vii.	मेरी माटी मेरा देश	2 से 13 अक्टूबर, 2023 और 28-31 अक्टूबर 23	राजस्थान एवं दिल्ली
viii.	शिल्पग्राम उत्सव	21-30 दिसंबर, 2023	राजस्थान
ix.	रामोत्सव	14 जनवरी से 24 मार्च, 2024	उत्तर प्रदेश
x.	लोकोत्सव	26 जनवरी से 4 फरवरी, 2024	गोवा
xii.	वसंतोत्सव	14-23 फरवरी, 2024	गुजरात
xiii.	ऋतु वसंत	23-25 फरवरी, 2024	राजस्थान

➤ दक्षिण मध्य क्षेत्र सांस्कृतिक केंद्र (एससीजेडसीसी), नागपुर:

2021-22

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	30वां डॉ. वसंतराव देशपांडे स्मृति संगीत समारोह	30 जुलाई से 1 अगस्त, 2021	महाराष्ट्र
ii.	खासदार महोत्सव	17-26 दिसंबर, 2021	महाराष्ट्र
iii.	मालवा उत्सव	25-31 दिसंबर, 2021	मध्य प्रदेश
iv.	राष्ट्रीय पारंपरिक एवं जनजातीय चित्रकला कार्यशाला	18-24 फरवरी, 2022	आंध्र प्रदेश
v.	ऑक्टोव-उत्तर पूर्व महोत्सव	5-8 मार्च, 2022	छत्तीसगढ़
vi.	28वां ऑरेंज सिटी क्राफ्ट मेला और लोक नृत्य महोत्सव	11-20 मार्च, 2022	महाराष्ट्र
vii.	करकला महोत्सव	14-20 मार्च, 2022	कर्नाटक

2022-23

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	मालवा महोत्सव	25-31 मई, 2022	मध्य प्रदेश
ii.	बिरसा मुंडा जयंती (नाटक एवं नुक्कड़ नाटक)	10-11 जून, 2022	छत्तीसगढ़
iii.	29वां ऑरेंज सिटी क्राफ्ट मेला और लोक नृत्य महोत्सव	13-22 जनवरी, 2023	महाराष्ट्र
iv.	राष्ट्रीय संस्कृति महोत्सव - 2023	11-19 फरवरी, 2023	महाराष्ट्र
v.	वितस्ता (कश्मीर) महोत्सव	29 मार्च से 2 अप्रैल, 2023	महाराष्ट्र

2023-24

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	32वां डॉ. वसंतराव देशपांडे स्मृति संगीत समारोह	28-30 जुलाई, 2023	महाराष्ट्र

ii.	मेरी माटी मेरा देश और हर घर तिरंगा अभियान - स्किट, नुक्कड़ नाटक "सांस्कृतिक कार्यक्रम"	10-15 अगस्त, 2023 3-9 अक्टूबर, 2023	महाराष्ट्र में 46 ब्लॉक/तहसील, कर्नाटक में 21 ब्लॉक/तहसील और छत्तीसगढ़ में 57 ब्लॉक/तहसील महाराष्ट्र में 61 ब्लॉक/तहसील और कर्नाटक में 51 ब्लॉक/तहसील और छत्तीसगढ़ में 62 ब्लॉक/तहसील
iii.	30वां ऑरेंज सिटी क्राफ्ट मेला और लोक नृत्य महोत्सव	9-18 फरवरी, 2024	महाराष्ट्र

➤ उत्तर पूर्व क्षेत्र सांस्कृतिक केंद्र (एनईजेडसीसी), दीमापुर:

2021-22

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	उमंग कार्यक्रम (डोर मैट बनाने पर कार्यशाला)	22 और 23 सितंबर, 2021	नागालैंड
ii.	नेताजी सुभाष चन्द्र बोस की 125वीं जयंती	21 अक्टूबर, 2021	असम और नागालैंड
iii.	होजागिरी महोत्सव	22 और 23 अक्टूबर, 2021	त्रिपुरा
iv.	सीमा क्षेत्र कार्यक्रम	6-7 दिसंबर, 2021	सिक्किम
v.	हॉर्नबिल महोत्सव	7 दिसंबर, 2021	नागालैंड
vi.	शिल्प महोत्सव	17-20 जनवरी, 2021	असम

2022-23

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	शिरु लिली महोत्सव	25-28 मई, 2022	मणिपुर
ii.	ड्री महोत्सव	5 जुलाई, 2022	अरुणाचल प्रदेश

iii.	लोकमंथन	21-23 सितंबर, 2022	असम
iv.	पंचकला महोत्सव	12-13 नवंबर, 2022	असम
v.	संगाई महोत्सव	22-24 नवंबर, 2022	मणिपुर
vi.	माघ संक्रांति महोत्सव	13-15 जनवरी, 2023	सिक्किम

2023-24

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	अंतरराष्ट्रीय पर्यटन मार्ट – एनईआर	22 नवंबर, 2023	मेघालय
ii.	जुनबील मेला	18-19 जनवरी, 2024	असम
iii.	पूर्वोत्तर महोत्सव	23-24 जनवरी, 2024	असम

➤ पूर्वी क्षेत्रीय सांस्कृतिक केंद्र (ईजेडसीसी), कोलकाता:

2021-22

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	भारत@75 विशेष सांस्कृतिक कार्यक्रम	21 अक्टूबर, 2021	पश्चिम बंगाल
ii.	स्वामी विवेकानंद जयंती	12 जनवरी, 2022	पश्चिम बंगाल
iii.	नेताजी सुभाष चन्द्र बोस की 125वीं जयंती	23 जनवरी, 2022	पश्चिम बंगाल

2022-23

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	रथ यात्रा	2-8 जुलाई, 2022	ओडिशा
ii.	बाली यात्रा	8-16 नवंबर, 2022	ओडिशा
iii.	जन जाति गौरव दिवस	15 नवंबर, 2022	पश्चिम बंगाल

iv.	<u>वीर गाथा</u>	8 जनवरी, 2023	पश्चिम बंगाल
v.	डोल बसंता - कविता, गीत और नृत्य	7 मार्च, 2023	पश्चिम बंगाल

2023-24

क्र. सं.	कार्यकलापों/कार्यक्रमों का नाम	तारीख	कार्यक्रम का स्थान
i.	कोबी प्रणाम	9 – 11 मई, 2023	पश्चिम बंगाल
ii.	मेरी माटी मेरा देश और हर घर तिरंगा अभियान	9 – 15 अगस्त, 2023	बिहार, ओडिशा और पश्चिम बंगाल
iii.	गंगा संस्कृति यात्रा	26 और 28 अगस्त, 2023 19 और 21 सितंबर, 2023, 12 और 17 अक्टूबर, 2023 और 3 दिसंबर, 2023	बिहार पश्चिम बंगाल
iv.	कलाक्रांति पूर्वाचलीय लोक महोत्सव	14-17 दिसंबर, 2023	पश्चिम बंगाल
v.	द्वीप पर्यटन महोत्सव	26-30 दिसंबर, 2023	अंडमान एवं निकोबार द्वीप समूह
vi.	त्रिवेणी कुंभ मेला	11-13 फरवरी, 2024	पश्चिम बंगाल
vii.	डोल बसंता - कविता, गीत और नृत्य महोत्सव	24 - 26 मार्च 2024	पश्चिम बंगाल

डॉ. संबित पात्रा : अध्यक्ष महोदय, हम सबको विदित है कि महाप्रभु जगन्नाथ जी का धाम, पुरी धाम चतुर्धाम में से एक अग्रिम धाम है और इस धाम में प्रत्येक वर्ष महाप्रभु जगन्नाथ अपने बड़े भाई बलभद्र जी और अपनी बहन सुभद्रा जी के साथ रथारूढ़ होते हैं। रत्न सिंहासन से उतरकर रथारूढ़ होते हैं और यह परंपरा हजारों वर्षों से चली आ रही है। मैं मानता हूँ और करोड़ों लोग मानते हैं कि लोकतंत्र की जननी जगन्नाथ जी की यही परंपरा है, क्योंकि गरीबों से मिलना वे खुद चाहते हैं और वे राजाधिराज होकर भी बाहर निकलते हैं।

मेरा माननीय मंत्री जी से निवेदन है कि इतनी बड़ी परंपरा को List of Intangible Cultural

Heritage of Humanity by UNESCO में जोड़ा जाए। जिस प्रकार से गर्व के साथ हम कह सकते हैं कि विगत दिनों दुर्गापूजा को जोड़ा गया, जिस प्रकार से महाकुंभ को जोड़ा गया, उसी तरह महाप्रभु जगन्नाथ जी की रथयात्रा को लेकर मेरे पास जो विदित ज्ञान है, उसके अनुसार श्री जगन्नाथ टेम्पल एडमिनिस्ट्रेशन, एसजीटीए ने भी माननीय मंत्री जी को सारे दस्तावेज सौंपे हैं। अगर इस पर त्वरित गति से काम किया जाए तो यह हम सबके लिए, साढ़े चार करोड़ ओडिया और 140 करोड़ हिन्दुस्तानियों के लिए बहुत अच्छा रहेगा।

श्री गजेन्द्र सिंह शेखावत : अध्यक्ष महोदय, मैं माननीय सदस्य के सुझाव के लिए उनको धन्यवाद देना चाहता हूँ। निश्चित रूप से हम सब भारतीयों के लिए जगन्नाथ पुरी धाम एक आस्था का विषय है। माननीय प्रधानमंत्री जी के नेतृत्व में जिस तरह से जगन्नाथ पुरी धाम का कॉरिडोर बना है, उसके बाद में वहां यात्रियों की सुविधाओं में भी निश्चित रूप से विस्तार हुआ है। जगन्नाथ रथ यात्रा को वर्ल्ड हेरिटेज इन्टेंजिबल असेट्स की लिस्ट में लिया जाए, मैं माननीय सदस्य के इस सुझाव का स्वागत करता हूँ, लेकिन मैं सदन के संज्ञान के लिए अभी आपके माध्यम से निवेदन करना चाहता हूँ कि नरेंद्र मोदी जी के वर्ष 2014 में प्रधानमंत्री बनने के बाद से देश में 13 ऐसे, हमारी स्थापत्य कला, हमारे ऐसे मॉन्यूमेंट्स और हमारे टेम्पल-इन्टेंजिबल असेट्स को वर्ल्ड हेरिटेज कमिटी की सूची में सम्मिलित करवाया गया है। आज से दो-तीन दिन पहले इस टेम्पल लिस्ट में भारत सरकार के प्रस्ताव पर छः ऐसे नए साइट्स सूचीबद्ध किए गए हैं, जिनमें बुंदेल राजाओं के बनाए हुए पैलेसेज और फोर्ट्स की सीरीज हैं, जो एमपी और उत्तर प्रदेश में हैं। Serial Nomination of Gupta Temples, गुप्तकालीन मंदिरों की श्रृंखला मध्य प्रदेश, उत्तर प्रदेश, राजस्थान और बिहार में हैं। Serial Nomination of Chausath Yogini Temples, जो मध्य प्रदेश, उत्तर प्रदेश और उड़ीसा में स्थित हैं। अशोकन रॉक्स उत्तर प्रदेश, मध्य प्रदेश, बिहार, कर्नाटक, आंध्र प्रदेश और गुजरात में हैं। इनके अलावा Megalithic Menhirs तेलंगाना में हैं। Kanger Valley National Park छत्तीसगढ़ में है। ऐसे छः ऐसे सीरियल नॉमिनेशंस ऑलरेडी इस साल टेम्पल लिस्ट में जोड़े गए हैं। वे निश्चित रूप से राष्ट्र के लिए गौरव का विषय हैं।

माननीय अध्यक्ष : इनके प्रश्न का क्या हुआ?

श्री गजेन्द्र सिंह शेखावत : महोदय, आपने मुझे यह अवसर दिया है, इसके लिए मैं आपको धन्यवाद देता हूँ।

SHRI BENNY BEHANAN : Thank you, hon. Speaker, Sir.

Sir, the objectives and mandate of the Zonal Cultural Centres are said to be the promotion and preservation of folk, tribal, and local arts. But are these artists treated at par with the classical artists in terms of remuneration, travel, and hotel facilities? Are they graded by the Doordarshan and empanelled by the ICCR?

Sir, why are the Zonal Cultural Centres not recruiting the required staff for the past several years?

माननीय अध्यक्ष : आप सभी शॉर्ट में प्रश्न पूछिए और शॉर्ट में जवाब दीजिए। सभी प्रश्नों के नम्बर नहीं आते हैं। रोज 20 प्रश्न लगते हैं।

SHRI BENNY BEHANAN : Sir, how many artists are repeated by the Sangeet Natak Akademi during their events for the last five years?

Many a time, the programmes are given to the Board Members and their relatives. So, can you give the details of the programmes given by the Sangeet Natak Akademi Board Members and their relatives?

श्री गजेन्द्र सिंह शेखावत : माननीय अध्यक्ष महोदय, माननीय सदस्य का प्रश्न मूल प्रश्न से हट कर थोड़ा दूर चला गया है। आपका प्रश्न जोनल कल्चर सेंटर्स से संबंधित था, लेकिन आपने संगीत नाटक अकादमी से संबंधित जो कलाकार हैं, जिनकी ग्रेडिंग संगीत नाटक अकादमी ने की है या जिनका दूरदर्शन ने ग्रेडिंग किया है, उनको दिए गए प्रोग्राम्स की सूची मांगी है। यह बहुत विस्तृत सूची है। क्योंकि भारत सरकार के संगीत नाटक अकादमी जेडसीसीज बहुत सारे कार्यक्रम कराती हैं कि किन आर्टिस्ट्स को क्या प्रोग्राम्स दिए गए हैं।

माननीय अध्यक्ष : आप इनको यह भेज दीजिएगा।

श्री गजेन्द्र सिंह शेखावत : माननीय सदस्य कभी भी मेरे कार्यालय समय निकाल कर आएँ।

माननीय अध्यक्ष : आप इनको कार्यालय में मत बुलाया कीजिए। इनको डिटेल्स भेज दिया कीजिए।

श्री गजेन्द्र सिंह शेखावत : मैं उनके साथ सारी सूची साझा करके अपने-आप को प्रसन्न महसूस करूँगा।

माननीय अध्यक्ष : आप सदन में कभी भी कार्यालय में बुलाने की बात करना बंद कर दीजिए। आप कह दीजिए कि मैं आपको सूचना भेज दूँगा। आप कार्यालय में बुलाने की बात पर्सनल करते रहें।

श्री कीर्ति आज़ाद : अध्यक्ष महोदय, हम यह जानते हैं कि जेडसीसी कल्चरल एक्टिविटीज में बहुत ही महत्वपूर्ण रोल अदा करता है, लेकिन बहुत बार यह पाया गया है और कई बार जब हम लोग कमेटी के टूर पर भी जाते हैं तो कल्चरल प्रोग्राम्स होते हैं, उसमें अधिकतर प्रोफेशनल्स होते हैं, जिनको बुलाया जाता है, लेकिन स्थानीय लोग वहां नहीं आ पाते हैं।

मैं माननीय मंत्री जी से आपके माध्यम से जानना चाहता हूँ कि स्थानीय लोगों को बढ़ावा देने के लिए, वहां के ऑथेंटिक जो नृत्य, गान या दूसरे कलचर हैं, उसको बढ़ावा देने के लिए सरकार क्या कर रही है?

माननीय अध्यक्ष: माननीय सदस्य, आप भी तो किसी कमेटी के चेयरमैन हैं।

... (व्यवधान)

श्री कीर्ति आज़ाद : मैं उसी कमेटी में गया था, इसलिए यह प्रश्न पूछा है। मैं इससे पहले भी वर्ष 1999 से टूर में जाता रहा हूँ।

श्री गजेन्द्र सिंह शेखावत : माननीय सदस्य ने कहा है कि स्थानीय लोगों को मौका नहीं दिया जाता है, मैं इस बात से बिल्कुल सहमत नहीं हूँ। मुझे लगता है कि माननीय सदस्य को सूचना का अभाव है। मैं आग्रह करूँगा कि माननीय सदस्य एक बार जोनल कल्चरल सेंटर्स में जाकर और ज्यादा गहराई से कार्यक्रमों को देखें। जोनल कल्चरल सेंटर्स प्राथमिक रूप से सारे ट्राइबल्स, लोकल्स और वहां की डिफरेंट आर्ट फॉर्म्स को सपोर्ट करने के लिए काम करते हैं। पिछले वर्षों में जोनल कल्चरल सेंटर्स ने बहुत काम किया है। ये सेंटर्स केवल प्रेजेंट आर्टिस्ट्स को ही नहीं, बल्कि इसके अतिरिक्त जोनल

कल्चरल सेंटर्स लोकल आर्टिस्ट्स को सपोर्ट करने के लिए डिफरेंट तरह की एक्टिविटीज चलाते हैं, मानेरिली सपोर्ट करते हैं और प्रोग्राम देकर सपोर्ट करते हैं। इसके साथ-साथ हम ऐसी वैनिशिंग आर्ट्स, जो लगभग समाप्ति की ओर चली गई थीं, उनको आइडेंटिफाई करके प्रमोट करने का काम भी करते हैं।

मैं माननीय सदस्य और सदन के संज्ञान में लाना चाहता हूं और निवेदन करना चाहता हूं कि पंजाब के बाजीगर जो अपनी कला दिखाते थे, उनका अस्तित्व समाप्त हो गया था और उनकी विद्या समाप्त हो गई थी। हमने पिछले वर्षों में पंजाब और हरियाणा के बाजीगरों को सपोर्ट करने के लिए गुरु-शिष्य परंपरा के साथ जोड़कर 62 लोगों को आइडेंटिफाई किया, शोज आर्गेनाइज कराए और उनकी विद्या को पुनर्स्थापित करने का काम किया। इसी तरह से हिमाचल प्रदेश के रूबाना और खंजरी डाइंग इंस्ट्रूमेंट्स के आर्टिस्ट्स के रिवाइवल के लिए काम किया। थारू-बुस्का ट्राइबल डांस, उत्तराखंड का है, इसके रिवाइवल का काम किया। इसकी बहुत लंबी सूची है।

हम जेडसीसीज के माध्यम से स्थानीय कलाकारों और स्थानीय विद्याओं को प्रमोट करने का काम करते हैं। हम संस्कृति की वि विद्याएं, जो लुप्त हो रही हैं या जिन्हें हैंडहोल्डिंग की आवश्यकता है, को कम्पलीट सपोर्ट करने, गुरु-शिष्य परंपरा के तहत नए लोगों को जोड़ने और उनको मार्केट एक्सेस प्रोवाइड करने तक की व्यवस्था कराते हैं।

DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN : Thank you very much, Speaker Sir.

Sir, the recent archaeological findings from Sivagalai in Tamil Nadu have revolutionized our understanding of India's iron age. Scientific evidence now confirms that iron's melting in Tamil Nadu dates back to 2172 B.C. predating its emergence in the Gangetic plains. Our Chief Minister has substantiated the evidence scientifically and has proposed a plan to set up a historical museum also in that regard.

Sir, through you, I would like to know from the Union Minister whether our Union Government will acknowledge this and recognise it as a world heritage centre and take it up to the world's cultural scenario.

Thank you very much.

श्री गजेन्द्र सिंह शेखावत : माननीय अध्यक्ष जी, माननीय सदस्य का प्रश्न मूल प्रश्न से हटकर है। माननीय सदस्य द्वारा कल्चरल सेंटर्स के प्रश्न पर आर्कियोलॉजिकल फाइंडिंग्स की चर्चा की गई है, जो कि अभी तक प्राइमरिली विषय अखबारों और समाचारों के विभिन्न चैनलों के माध्यम से हम सबके संज्ञान में आया है।

मैं मोटे तौर पर इतना ही कह सकता हूं कि अभी तक जिन फाइंडिंग्स की बात माननीय सदस्य ने कही है और जिसकी चर्चा माननीय मुख्यमंत्री जी ने डिफरेंट चैनल्स पर की है, इसका साइंटिफिक वैलिडेशन किसी तरह से नहीं हुआ है। साइंटिफिक वैलिडेशन की अपनी एक व्यवस्था है, वैलिडेशन कम्प्लीट होने के बाद ही इस तरह के विषय पर किसी तरह की टिप्पणी करना अनुकूल होगा।

माननीय अध्यक्ष: प्रश्न संख्या 224,

श्री गौरव गोगोई।

असम में घटता वन क्षेत्र

***224.श्री गौरव गोगोई:**

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को राष्ट्रीय हरित अधिकरण (एनजीटी) के हाल के निर्देश की जानकारी है जिसमें असम में घटते वन क्षेत्र के संबंध में केंद्र से जवाब मांगा गया है;

(ख) सरकार द्वारा विगत पांच वर्षों के दौरान उक्त राज्य में वनों की कटाई और वन क्षरण की समस्या के समाधान के लिए क्या कदम उठाए गए हैं;

(ग) असम में विशेषकर पारिस्थितिकी रूप से संवेदनशील क्षेत्रों में पर्यावरण संरक्षण कानूनों का अनुपालन सुनिश्चित करने के लिए कार्यान्वित किए जा रहे उपायों का ब्यौरा क्या है;

(घ) क्या सरकार ने हाल ही में उक्त राज्य में वनों की कटाई के कारण पड़ने वाले प्रभाव के बारे में कोई आकलन किया है और यदि हां, तो इस संबंध में मुख्य निष्कर्षों का ब्यौरा क्या है; और

(ङ) असम में समाप्त हुए वन क्षेत्र को बहाल करने तथा पर्यावरण की और क्षति को रोकने के लिए क्या विशिष्ट कार्रवाई की जा रही है

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS(SHRI KIRTI VARDHAN SINGH):

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

STATEMENT

(a) The National Green Tribunal's (NGT) has impleaded the Ministry of Environment, Forest and Climate Change in Original Application (O.A.) No. 20/2025, related to state of Assam.

(b)to(e) The protection and management of forest and tree resources is primarily the responsibility of the State Governments/Union Territory Administrations. There are legal frameworks for the protection and management of forest and tree resources of the country, which include, the Indian Forest Act, 1927; Van (SanrakshanEvamSamvardhan) Adhiniyam, 1980; the Wildlife (Protection) Act, 1972; and the State Forest Acts and Rules.

The Ministry of Environment, Forest and Climate Change issues advisories to State Governments/UT Administrations to protect forests and wildlife, as

per the provisions of the law. Further, in order to protect forests, various measures are taken by the State Forest Departments, which include survey and demarcation of forest areas, fixing of pillars along forest boundary and regular patrolling by field staff to guard against illicit felling of trees. It is a result of the comprehensive action taken regarding protection and conservation of forests as well as afforestation efforts that India's forest cover has increased from 6,98,712.36 square kilometer to 7,15,342.61 square kilometer and the tree cover from 91,267 square kilometer to 1,12,014.34 square kilometer during last decade between ISFR (India State of Forest Report) 2013 to ISFR 2023.

In addition, the Ministry provides technical and financial support to the States /UTs for protection, conservation and management of forests in the country through various centrally sponsored schemes. For afforestation, the Government has provided funds under various schemes and programmes, which include National Mission for a Green India (GIM), Integrated Development of Wildlife Habitats, Nagar Van Yojana (NVY). These funds support the efforts of the States and UTs for ecological restoration through afforestation in and outside forest areas, forest landscape restoration, habitat improvement, soil and water conservation measures, and protection etc.

The State Government of Assam has reported that various steps for ecological restoration, prevention of environmental damages and addressing

the forest degradation have been taken through protection, conservation, and restoration of forests in last five years. The details are as under:

(i) Under Externally Aided Project, namely, Assam Project on Forest and Biodiversity Conservation (APFBC) Phase-II, plantation over 12,032 Ha has been raised since 2019-2020.

(ii) In addition to this, under the CAMPA scheme, plantation over 10,759.145 Ha has been completed since 2020-2021.

(iii) More than 10,000 Ha of forest area in Reserve Forests and Wildlife Sanctuary has been made encroachment free.

Enhanced protection measures by raising a new battalion of Assam Forest Protection Force (AFPF) and recruitment of approximately 2000 no. of forest frontline staffs in the year 2023 has been taken.

(v) In the mega plantation drive called AmritBrikshyaAndolan, a total of 4.31 crore seedlings were planted outside the forest areas during 2023 and 2024.

The Van (SanrakshanEvamSamvardhan) Adhiniyam, 1980 restricts de-reservation of forests or non-forestry use of any forestland for any purpose, other than reafforestation. Hence, deforestation in forest area is not a permissible activity.

In addition, while regulating the diversion of forest land for various developmental purposes under the Van (SanrakshanEvamSamvardhan) Adhiniyam, 1980; a balance between conservation and development is ensured with appropriate mitigation measures which includes the

Compensatory Afforestation (CA), payment of Net Present Value (NPV), Soil and Moisture Conservation Works, and the site specific conservation plan.

The State Government of Assam has also informed that Eco-Sensitive Zones (ESZ) around all Protected Areas of Assam are maintained strictly according to the guidelines issued by the Ministry of Environment, Forest and Climate Change, Government of India under the Environment (Protection) Act, 1986 and the rules made thereunder. Eco-Sensitive Zone for eight Protected Areas have been notified.

श्री गौरव गोगोई : माननीय अध्यक्ष, उत्तर में इकोनामिक सेंसिटिव जोन का उल्लेख किया गया है। इकोनामिक सेंसिटिव जोन में कुछ एक्टिविटीज प्रोहिबिटेड होती हैं। असम में एक इकोनामिक सेंसिटिव जोन हूलोंगापार गिबन सेंचुरी है। इसका ड्राफ्ट नोटिफिकेशन वर्ष 2018 में निकला था कि कौन सी एक्टिविटीज प्रोहिबिटेड हैं। इसमें तेल और गैस का विवरण था - setting of industries including new oil and gas exploration causing pollution. इसका ड्राफ्ट नोटिफिकेशन एनेक्सचर में है।

यह वर्ष 2018 के नोटिफिकेशन में है। लेकिन वर्ष 2019 में जब दोबारा फाइनल नोटिफिकेशन आता है कि इकोनामिक सेंसिटिव जोन हूलोंगापार गिबन सेंचुरी में कौन सी ऐसी प्रोहिबिटेड एक्टिविटीज हैं, तो तेल और गैस गायब हो जाता है। उसमें सिर्फ सैटिंग ऑफ इंडस्ट्रीज कॉजिंग पॉल्यूशन आ जाता है। ऑयल एंड गैस एक्सप्लोरेशन, जो पहले एक्सक्लूसिवली मेन्शनड था, उसको हटाया जाता है।

आप समझ सकते हो कि हूलोंगापार गिबन सेंचुरी में एक बड़ी तेल कंपनी एक्सप्लोरेशन करना चाहती है। हम यह जानना चाहते हैं कि ऑयल और गैस नोटिफिकेशन से कैसे हटा? हम यह जानना चाहते हैं कि मान लीजिए कि तेल मिला तो तेल का एक्सट्रैक्शन करेंगे, तेल का प्रोडक्शन होगा। सेंट्रल पॉल्यूशन कंट्रोल बोर्ड साफ-साफ कहता है कि रेट कैटेगरी लिस्ट है। ऑफशोर एक्सट्रैक्शन ऑफ ऑयल एंड गैस रेट कैटेगरी लिस्ट में आता है, जो इकोनामिक सेंसिटिव जोन में अलाऊड नहीं है। मैं

यही जानना चाहता हूं कि नेशनल बोर्ड ऑफ वाइल्डलाइफ ने जब ऑयल प्रोडक्शन हो ही नहीं सकता है, तो इकोनॉमिक सेंसेटिव जोन में आप ऑयल एक्सप्लोरेशन क्यों अलाऊ कर रहे हैं?

श्री कीर्ति वर्धन सिंह : सर, माननीय सदस्य का जो सवाल है, जो मूल प्रश्न है, वह फॉरेस्ट कवर असम में डिक्लाइन हुआ है, उसको लेकर है। अब माननीय सदस्य एक स्पेसिफिक इकोनॉमिक जोन की बात कर रहे हैं, इको सेंसेटिव जोन की बात कर रहे हैं। उसके बारे में मैं डिटेल लेकर बता दूंगा। लेकिन जहां तक डेवलपमेंट का सवाल है, हमारे देश के लिए खासकर नॉर्थ ईस्ट रीजन बहुत ही खास महत्व रखता है। वहां का डेवलपमेंट हम लोगों के लिए एक प्रायोरिटी है। मैं माननीय हाउस को बताना चाहता हूं कि पिछले 11 सालों में हमारे नॉर्थ ईस्ट का जो डेवलपमेंट इंडेक्स है, वह 8 परसेंट हो गया है और वह अपने नेशनल एवरेज इंडेक्स से बहुत ज्यादा है।

Sir, the development of northeastern region is a very important priority for us. जो कुछ भी डेवलपमेंट के नाम पर, चाहे इको सेंसेटिव जोन्स हों, फॉरेस्ट एरियाज़ हों, उसका एक नियम-कानून है, एक प्रोसीजर है। जो वन (संरक्षण एवं संवर्धन) अधिनियम, 1980 है, उसमें स्पेसिफिक गाइडलाइंस प्रोवाइडेड हैं कि कोई भी डेवलपमेंट एक्टिविटी किस ढंग से की जाएगी, उसके क्या रूल्स फॉलो किए जाएंगे। अगर उससे हमारे फॉरेस्ट को या एनवायरनमेंट को नुकसान होता है तो उसके मिटिगेशन के लिए हम लोग क्या-क्या प्रोसेस करेंगे।

श्री गौरव गोगोई : अध्यक्ष महोदय, इस सदन में आज हम कैबिनेट मिनिस्टर श्री भूपेन्द्र यादव जी को मिस कर रहे हैं। अगर वे उपस्थित होते तो आज हमारे प्रश्न का उत्तर मिलता। ... (व्यवधान)

माननीय अध्यक्ष : उनके पिताजी एक्सपायर हो गए हैं।

... (व्यवधान)

श्री गौरव गोगोई : आज जब यह सवाल है तो उनको उपस्थित होना चाहिए। ... (व्यवधान)

माननीय अध्यक्ष : आप एक मिनट रुकिये।

... (व्यवधान)

श्री गौरव गोगोई : एमओएस सवाल का जवाब दे सकते हैं, लेकिन आज वे उपस्थित क्यों नहीं हैं?

माननीय अध्यक्ष : आप एक मिनट रुकिये ।

... (व्यवधान)

SHRI K. C. VENUGOPAL : He is right... (*Interruptions*) The senior Minister should be present here... (*Interruptions*)

श्री गौरव गोगोई : वे उत्तर दे सकते हैं । ... (व्यवधान)

माननीय अध्यक्ष : वेणुगोपाल जी, आप एक मिनट रुकिये । गौरव जी, एक मिनट रुकिये ।

उनके पिताजी एक्सपायर हो गए हैं । उनकी सूचना मुझे दे दी है, इसलिए राज्य मंत्री जवाब दे रहे हैं ।

श्री गौरव गोगोई : अध्यक्ष महोदय, हमारी संवदेना उनके साथ है और उनके परिवार के साथ है ।

मेरा दूसरा सवाल है कि Assam's forest cover has reduced by 86.66 square kilometres between 2021 and 2023. यह इंडिया स्टेट ऑफ फॉरेस्ट रिपोर्ट का है । जितनी भी गतिविधियों का उल्लेख आदरणीय मंत्री जी ने किया है, हो सकता है कि राज्य सरकार इनकी एडवाइजरी का पालन नहीं कर रही हो या यह जो फंड भेज रहे हैं, उसका राज्य सरकार दुरुपयोग कर रही हो । क्योंकि फॉरेस्ट कवर पिछले तीन-चार सालों में बढ़ा नहीं है, बल्कि घटा है । इंडियन स्टेट ऑफ फॉरेस्ट रिपोर्ट कहती है कि Assam's forest cover has reduced by 86.66 square kilometres between 2021 and 2023. As per Assam Science Technology and Environment Council, Assam has lost 83.92 square kilometres of forest and tree cover over two years. सबसे ज्यादा कहां घट रहा है? सबसे ज्यादा कार्बी आंगलोंग, दीमा हसाओ में घट रहा है, जहां पर सिवियर डिग्रेडेशन हो रहा है, क्योंकि वहां पर जंगल काटे जा रहे हैं और अवैध कोयला खनन हो रहा है ।

मैं सरकार से जानना चाहता हूं कि कार्बी आंगलोंग और दीमा हसाओ में अवैध कोयला खनन के द्वारा ज्यादातर फॉरेस्ट घट रहे हैं, क्या वहां पर सेंट्रल टीम जाएगी? क्या सरकार वहां पर इन्क्वायरी बैठायेगी और डिस्ट्रिक्ट फॉरेस्ट ऑफिसर का क्या रोल रहा है? क्या उन पर इनवैस्टिगेशन होगी?

श्री कीर्ति वर्धन सिंह : माननीय अध्यक्ष महोदय, मैं आपके माध्यम से यह जानकारी में लाना चाहता हूँ कि जहाँ तक असम के रिकॉर्डेड फॉरेस्ट एरिया और फॉरेस्ट कवर की बात है, तो पिछले 10 वर्षों में असम में जो डिकेडल गेन हुआ है, वह घटा नहीं है, बल्कि 748.65 किलोमीटर बढ़ा है which is 2.72 per cent of the total forest cover in Assam.

सर, माननीय सदस्य का कंसर्न सही है कि पिछले साल में यह कम हुआ है, लेकिन कितना कम हुआ है, यह केवल 0.038 परसेंट कम हुआ है। इसके साथ-साथ, टी-कवर बढ़ाने के लिए बहुत सारे स्टेप्स भी ले रहे हैं। वर्ष 2020-21 के बीच, कैम्पा प्लांटेशन से हम लोगों ने 10,759 हेक्टेयर कवर किया है। इसी तरह से, फॉरेस्ट कवर के लिए यहाँ पर न्यू बटालियन ऑफ असम फॉरेस्ट प्रोटेक्शन फोर्स बनायी गई है, जिसमें दो हजार फॉरेस्ट फ्रंटलाइन स्टाफ्स रिक्रूट किये गये हैं। जहाँ तक असम की बात है, Kaziranga also occupies a very special place in Assam. वहाँ पर हम लोगों ने न केवल पोएचिंग खत्म कर दी है, बल्कि वहाँ सैंकड़ों किलोमीटर्स अवैध एंक्रोचमेंट्स भी खाली कराए गये हैं। The Government of India is taking various steps. It is also partly the responsibility of the State Forest officials to carry out these acts.

हम लोग एक अडवाइज़री बॉडी हैं, हम लोग फाइनेंशियल एसिस्टेंस देते हैं। इसके साथ, माननीय सदस्य ने जो कंसर्न रज किया है, वह सही है, यह कम हुआ है, लेकिन मार्जिनल कम हुआ है। यह क्यों कम हुआ है, इसका इन्वेस्टिगेशन भी हम लोग कर रहे हैं।

ADV. FRANCIS GEORGE : Sir, in Assam, if degradation of forests is the problem, in Kerala, it is the aggregation of forests.

According to the latest India State of Forest Report, Kerala's forest cover is 29.66 per cent, and the green cover is 64.26 per cent compared to the All-India average of 23.59 per cent and 9.34 per cent respectively.

We have a serious problem of human-animal conflict in Keala. Every day, somebody is getting killed. The people living near the forest fringes are getting

killed and crops are being destroyed. There is nothing being done to protect the poor people. On the one hand the State Government is saying that the provisions of the Wild Life (Protection) Act, 1972 do not permit the State to take decisive action and on the other hand the Centre is saying that the State Chief Wildlife Warden can act according to the situation.

Sir, I would like to know from the hon. Minister whether the Wild Life (Protection) Act, 1972 would be amended in case of need. Also, my request is that the House should discuss this matter. A Short Duration Discussion should be taken up in this House on this issue. Will the hon. Minister answer my question?

श्री कीर्ति वर्धन सिंह : माननीय अध्यक्ष जी, माननीय सदस्य ने दो विषय रखे हैं। एक तो केरल में जो फॉरेस्ट डीग्रेड हो रहा है और दूसरा मैन-एनिमल कांफ्लिक्ट का।

सर, डीग्रेडेशन की बहुत सी वजहें हो सकती हैं।... (व्यवधान)

माननीय अध्यक्ष : ये बता रहे हैं कि इंक्रीज हो रहा है।

श्री कीर्ति वर्धन सिंह : सर, जहाँ तक मैन-एनिमल कांफ्लिक्ट की बात है, तो यह सही बात है कि पूरे देश में ऐसे इंस्टांसेज बढ़ रहे हैं। हम लोगों की सरकार पर्याप्त कम्पेनसेशन देने की हमेशा कोशिश करती है और देती भी है। इसके लिए हमारा डिपार्टमेंट एक मैनेजमेंट प्लान बनाता है।... (व्यवधान)

माननीय अध्यक्ष : आप जवाब दें, उधर न देखें।

श्री कीर्ति वर्धन सिंह : सर, माननीय सदस्य ने जो कहा, the programme that he wants to know, I beg to say that यह जो मूल सवाल था, वह टी-कवर फॉरेस्ट और असम समेत नॉर्थ-ईस्ट स्टेट्स के बारे में था। अगर माननीय सदस्य यहाँ पर मैन-एनिमल कांफ्लिक्ट की बात कर रहे हैं, तो जैसा कि मैंने कहा, यह सही बात है, इसके लिए हम लोग प्रोग्राम बना रहे हैं, प्रॉविजन्स कर रहे हैं, इसकी जिओ टैगिंग की बात हो रही है, सैटेलाइट टेक्नोलॉजी यूज कर रहे हैं, and we are putting this process in action.

माननीय अध्यक्ष : प्रश्न संख्या 225,

श्री के.सी. वेणुगोपाल ।

**PROPOSAL FOR AUCTION OF SAND BLOCKS FOR OFFSHORE MINING IN
KERALA**

225*. SHRI K. C. VENUGOPAL:

Will the **MINISTER OF ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether a comprehensive Environmental Impact Assessment (EIA) was conducted prior to the Centre's proposal to auction sand blocks for offshore mining in the State of Kerala and if so, the details of key findings thereof along with the degradation of coastal ecosystems;
- (b) whether the Government has taken steps to address the concerns among local fishing communities particularly the disruption of fish breeding grounds and migratory patterns essential for sustaining traditional livelihoods, if so, the details thereof;
- (c) whether the Government has coordinated with State Authorities and Environmental Experts to assess the long-term environmental and socio-economic impacts of the proposed offshore sand mining and whether it prompted any consideration to recall or suspend the proposal until adequate safeguards are in place, if so, the details thereof; and
- (d) the action plan proposed by the Government to ensure that the ecological integrity of Kerala's coastal regions is preserved?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

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

STATEMENT

(a) to (d) As per the information received from the Ministry of Mines, the first tranche of the auction for 13 offshore blocks was launched on 28/11/2024, for the grant of composite licenses (exploration-cum-production leases) under the Offshore Areas Mineral (Development and Regulation) Act, 2002. This includes three offshore blocks for construction sand off the coast of Kerala, beyond territorial waters.

The Offshore Areas Mineral (Development and Regulation) Act, 2002, along with the rules made thereunder, contains adequate provisions to safeguard ecological balance, biodiversity, and protect the interests of fishermen. In accordance with the Offshore Areas Mineral Conservation and Development Rules, 2024, no production operations will be undertaken except in accordance with an approved production plan. The concerns of fishermen and local communities will be specifically addressed during the preparation of the production plan and Environmental Management Plan (EMP), which every lessee is required to submit before commencing exploration or production activities. These plans will likely include:

- Fisheries impact assessment studies to minimize disruption to fishing activities.

- Navigation safety measures to ensure that fishing zones and marine routes remain accessible.
- Environmental conservation strategies to protect marine ecosystems.

Section 16A of the Offshore Areas Mineral (Development and Regulation) Act, 2002, provides for the establishment of the Offshore Areas Mineral Trust, a non-profit, autonomous body. The Offshore Areas Mineral Trust was established through S.O. 3246(E) dated 09/08/2024. Coastal States have been included as members of the Governing Body and Executive Committee of the Trust. The funds accruing to the Trust will be used for research, administration, studies, and related expenditures concerning offshore areas, as well as for the mitigation of any adverse ecological impacts resulting from operations in these areas. The Trust will also provide relief in the event of disasters in offshore areas and work for the welfare of individuals and communities affected by exploration or production operations.

The Government of Kerala, based on the recommendation of Kerala Coastal Zone Management Authority (KCZMA), had submitted the proposal for updation of CZMP as per CRZ Notification 2019. The Ministry has based on such recommendations approved the Coastal Zone Management Plan (CZMP) for Kerala and as on date provisions of CRZ Notification 2019 are in force. The mining of sand, rocks, and other substrata materials is prohibited within the Coastal Regulation Zone (CRZ), which extends up to 12 nautical miles from the Low Tide Line (LTL) on the seaward side, as per the CRZ Notifications of 2011 and 2019. Additionally, the provisions of the Environment Impact Assessment (EIA)

Notification, 2006, as amended, apply up to the limit of territorial waters, i.e., 12 nautical miles.

SHRI K. C. VENUGOPAL : Thank you very much hon. Speaker for giving me an opportunity to reflect the pain and agony which the fisher folk of this country, especially from the State of Kerala, are facing.

The issue is that the offshore mining has been permitted by the Central Government. The tender processes have also been started. This mining is being started from Kollam Parappu area, which is represented by Premachandranji, to the areas of Allappuzha, which is my constituency. This is the area where maximum fish-breeding is happening. This is the area where most of our minerals are found.

Sir, without conducting a proper environmental study, how can the Government go for this type of tender procedure? The fishermen are in great pain. For the last three months, they are on agitation. ... (*Interruptions*) I also went for agitation against deep sea mining. ... (*Interruptions*) When the Government is taking a decision, at least, they should consult the stakeholders. When it comes to offshore mining, the fisher folk is one of the major stakeholders. Nobody consulted the fishermen; nobody consulted the experts. Without doing that study, how can the Government go for that? Now, the Government is saying that they will first do the tender, and after that, the company which gets the tender will do the Environmental Impact Assessment. What logic is this?

So, my direct question to the hon. Minister, through you, is, whether the Government is going to stop this offshore mining, especially in Kerala.

श्री कीर्ति वर्धन सिंह : सर, माननीय सदस्य का ऑफशोर एरिया माइनिंग का सवाल है। मैं आपके

माध्यम से उनकी जानकारी में लाना चाहता हूँ कि यह एक्ट वर्ष 2002 में इंट्रोड्यूस हुआ था। This was meant to provide development and regulation of mineral resources in territorial waters, continental shelf, the Exclusive Economic Zone, and other maritime zones जो इंडिया के अंडर आते हैं। इसे हम लोगों ने वर्ष 2023 में अमेन्ड किया था। जहां तक माननीय सदस्य के सवाल की बात है, उन्होंने जो कन्सर्न रेज किया है, कि फिशरमैन का क्या होगा, ब्रीडिंग ग्राउंड का क्या होगा और कन्सल्टेशन हुआ या नहीं हुआ? मैं इन सारे सवालों के जवाब देना चाहता हूँ। सारे कन्सल्टेशन्स हुए थे। जब ये 13 ब्लॉक्स आइडेंटिफाई हुए थे, उसके बाद all the Ministries concerned were consulted, including nine coastal States. The offshore mining blocks have been carefully selected, ensuring that these protected areas and fishing areas remain unaffected. ... (*Interruptions*) मैं जानता हूँ कि केरल असेम्बली ने इसके अगेन्स्ट एक रेजोल्यूशन पास किया था। I will take one minute of yours.

Sir, the consultative process has happened with the State Governments and various Central Ministries concerned, and the same was done at various stages at the time of the amendment in the Act itself. अमेन्डमेंट्स के साथ ही हुए थे, जब रूल्स फॉर्मेशन और ऑक्शन हुआ था, उस समय भी हुआ था। जहां तक माइनिंग के ऑपरेशन का सवाल है, इसमें जी1 से लेकर जी4 तक स्टेजेज हैं। इसमें बहुत क्लियरली डिफाइन्ड है कि जितने भी इनवायर्नमेंटल सेफगार्ड्स की जरूरत है, अभी की स्टेज पर only the auction process has been initiated. Adequate provisions are there in the Act and also in the rules to address environmental concerns and these concerns will be addressed when they arise. Further, the environmental protection and conservation are an integral part.

सर, यह Offshore Areas Mineral Conservation and Development Rules, 2024 में इम्बैडिड है। At various stages, from pre-production to production and operation, हर स्टेज पर प्रिस्क्राइब्ड है कि कैसे सेफगार्ड्स हम लोगों को रखने हैं। अगर कोई भी रिक्वायर्मेंट होगी, it

will be addressed when it arises. ... (व्यवधान) सर, मैं एक बात बताना भूल गया था। ... (व्यवधान)

माननीय अध्यक्ष : आप उस बात को सप्लिमेंट्री प्रश्न के जवाब के साथ बता दीजिएगा।

... (व्यवधान)

SHRI K. C. VENUGOPAL : Sir, when a poor fisherman goes for constructing a small hut on the sea coast, there are CRZ norms. The Government is stopping them that they cannot construct a small hut in that area. Now, you are going to have maximum impactful mining in the offshore.

Sir, the study report of the Cochin Fisheries University along with the Aquatic Department has been released. That study report clearly tells that it is going to affect fish breeding very severely. The entire fishermen community is agitated. You cannot do mining.

Hon. Speaker Sir, as a responsible Member from Kerala, I can say this on the floor of the House; please pardon me. We will never allow this type of mining in Kerala. Definitely, we will not allow this. Now, you are saying that you will conduct a study afterwards. Why do you not stop this tender procedure and conduct an independent impartial study? Otherwise, we will definitely not allow this mining. It is going to affect the fishermen community. I think, the senior Minister is not here. I have given the letter to the hon. Prime Minister also. The Government has to come forward for serious action to stop this mining activity.

श्री कीर्ति वर्धन सिंह : सर, माननीय सदस्य ने फिशरमैन के कन्सर्न्स की बात की है। वह उनके प्रश्न के पहले पार्ट में भी था और अभी उन्होंने जो कहा है, मैं उसका जवाब देना चाहूंगा।

आपने सीआरज़ेड की बात की है। हमारे देश का जो कोस्टल रेगुलेशन ज़ोन है, वह अपने कोस्ट

से केवल 12 नॉटिकल माइल्स तक एक्सटेंड करता है। उसके बाद हम लोगों का एक्सक्लूजिव इकोनॉमिक ज़ोन आ जाता है। यह जो माइनिंग हो रही है, it is beyond the CRZ, उससे पांच-छः किलोमीटर और आगे है।

उससे 5-6 किलोमीटर और आगे है। वहाँ पर पानी की डेप्थ बहुत ज्यादा है और जो फिशिंग एक्टिविटी हमारे देश में होती है, वह बेसिकली कोस्ट लाइन के पास में होती है।

सर, दूसरी बात यह है कि वहाँ पर एक बहुत बड़ा फिश बीडिंग ग्राउंड भी है।

माननीय अध्यक्ष : माइंस तो स्टेट का विषय है। उन्होंने बताया है कि केरल राज्य सरकार का है।

... (व्यवधान)

श्री कीर्ति वर्धन सिंह : सर, एक मिनट। वैसे तो यह प्रश्न कायदे से मिनिस्ट्री ऑफ माइंस का था, लेकिन यह हमें ऐड्रेस है तो हम इसका संतोषजनक जवाब देने की पूरी कोशिश करेंगे।... (व्यवधान) जहाँ तक हमारी मिनिस्ट्री का सवाल है, हम लोगों का एनवायरनमेंट कंसर्न वह विद इन सीआरजेड जोन तक जाता है, जो कि केवल 12 नॉटिकल माइल तक है।... (व्यवधान) यह माइनिंग जोन सीआरजेड जोन के भी बाहर है।... (व्यवधान) मैं एक बात और आपके ध्यान में लाना चाहता हूँ कि केरल गवर्नमेंट ने, आप सही कह रहे हैं कि उन्होंने एक रेजोल्यूशन पास किया है कि नहीं होना चाहिए, आदि, लेकिन मैं केरल गवर्नमेंट का ही एक सर्कुलर दिनांक 20/12/2018 का रखना चाहता हूँ, wherein the Government of Kerala wishes to encourage the import of sand from other countries.

सर, यही सरकार इसमें कह रही है कि वहाँ सैंड की इतनी कमी है कि इम्पोर्ट करने के लिए उन्होंने पास किया है। ये जो सैंड ब्लॉक्स हैं, ये वही बिल्डिंग क्वालिटी सैंड के ही हैं। इससे सबसे ज्यादा फायदा तो केरल सरकार को ही होने वाला है, केरल राज्य को होने वाला है। So, I do not understand these baseless concerns which are being raised.(Interruptions)

Thank you, Sir.

SHRI K. C. VENUGOPAL : Sir, this is an irresponsible answer from the Minister.

....(Interruptions)

माननीय अध्यक्ष : ठीक है, मैं देखता हूँ।

... (व्यवधान)

माननीय अध्यक्ष : ये बैठेंगे तो मैं आपको बुलाऊँगा। एन.के.प्रेमचन्द्रन जी को प्रश्न पूछने दीजिए।

... (व्यवधान)

माननीय अध्यक्ष : एन.के.प्रेमचन्द्रन जी।

SHRI N. K. PREMACHANDRAN : Thank you very much, Speaker, Sir. I fully endorse the views expressed by my colleague, Shri K. C. Venugopal. It is a catastrophe that is going to happen in the coastal area of the State of Kerala. Let me explain it because this comes under my constituency, Kollam and Shri K.C. Venugopal's constituency, Alappuzha.

The proposed area for mining is 342 square kilometre of sea area, and this is from 32 nautical miles to 61 nautical miles from the coastal area where the 85 kilometres of length of Kollam Parappu, which is also known as Quilon Bank, has abundant fish wealth. The area which is proposed for sea sand mining is the area where we are having abundant fish wealth. The Kollam area is having one-fourth of the total production of the fish wealth.

In such a situation, how can it be done without conducting an environmental impact assessment?(Interruptions) We are seeking protection from the hon. Speaker because the answer shows that the environmental impact assessment will be done after the bidding process. The contractor or the bidding company will conduct the process.(Interruptions)

माननीय अध्यक्ष : आप प्रश्न पूछिए।

SHRI N. K. PREMACHANDRAN : Sir, the (b) part of my supplementary question

is with regard to COP-27. The COP-27 Conference was held in Egypt. Many countries which have experienced sand mining, faced its adverse effects.

....(Interruptions)

माननीय अध्यक्ष : माइंस अलॉटमेंट वन विभाग ने थोड़े ही किए हैं।

श्री कीर्ति वर्धन सिंह : सर, जो एनवायरनमेंट इम्पैक्ट असेसमेंट की स्टडी है, वह बिफोर माइनिंग ऑपरेशन की जायेगी। उसके बेसिस पर ही हम लोग या जो माइनिंग विभाग है, वह परमीशन देगा कि माइनिंग हो या न हो। Before the operation, the environmental study will be carried on. It will be vetted by the Ministry. इंस्टीट्यूट ऑफ ओसोनोग्राफी भी इसे देखेगा। उसके बाद ही माइनिंग की क्लियरेंस दी जायेगी या नहीं दी जायेगी, यह तय होगा।

माननीय अध्यक्ष : यह बात क्लियर हो गई है।

... (व्यवधान)

माननीय अध्यक्ष : प्रश्न संख्या 226,

श्री सुरेश कुमार कश्यप।

ई-श्रम पोर्टल के बारे में जागरूकता

***226. †श्री सुरेश कुमार कश्यप:**

श्री मुकेश राजपूत:

क्या **श्रम और रोजगार** मंत्री यह बताने की कृपा करेंगे कि:

- (क) पंजीकृत श्रमिकों के लिए ई-श्रमपोर्टल से जुड़ी वित्तीय सहायता या कल्याणकारी योजनाओं का ब्यौरा क्या है तथा हिमाचल प्रदेश में पंजीकृत श्रमिकों की संख्या कितनी है;
- (ख) सरकार द्वारा उक्त ई-श्रमपोर्टल के बारे में जागरूकता बढ़ाने तथा विशेषकर हिमाचल प्रदेश के ग्रामीण और पर्वतीय क्षेत्रों में असंगठित क्षेत्र के श्रमिकों के पंजीकरण को प्रोत्साहित करने के लिए अपनाई गई योजना और कार्यनीतियां क्या हैं;

- (ग) यदि हां, तो भविष्य में ई-श्रमपोर्टल में क्या प्रमुख सुधार करने या इसे किस प्रकार अद्यतन किए जाने का प्रस्ताव है; और
- (घ) असंगठित क्षेत्र के श्रमिकों की बदलती जरूरतों को पूरा करने के लिए उक्त प्रणाली को किस प्रकार विकसित किए जाने की संभावना है?

श्रम और रोजगार मंत्री; तथा युवक कार्यक्रम और खेल मंत्री (डॉ. मनसुख मांडविया):

(क)से (घ) विवरण सभा पटल पर रख दिया गया है ।

विवरण

(क) से (घ) श्रम और रोजगार मंत्रालय ने असंगठित कामगारों (एनडीयूडब्ल्यू) का आधार से जुड़ा एक व्यापक राष्ट्रीय डेटाबेस बनाने के लिए दिनांक 26 अगस्त 2021 को ई-श्रम पोर्टल (eshram.gov.in) का शुभारंभ किया है। ई-श्रम पोर्टल का लक्ष्य असंगठित कामगारों को स्व-घोषणा के आधार पर एक यूनिवर्सल एकाउंट नंबर (यूएएन) जारी करके उनका पंजीकरण और सहायता करना शामिल है।

ई-श्रम पोर्टल पर दिनांक 9 मार्च 2025 तक की स्थिति के अनुसार, 30.70 करोड़ से अधिक असंगठित कामगारों ने पंजीकरण करा लिया है, जिसमें हिमाचल प्रदेश राज्य के 19.89 लाख से अधिक असंगठित कामगार शामिल हैं।

असंगठित कामगारों को विभिन्न सामाजिक सुरक्षा योजनाओं तक पहुँच प्रदान करने के लिए ई-श्रम को वन-स्टॉप-सॉल्यूशन के रूप में विकसित करने के बजट घोषणा के विजन को ध्यान में रखते हुए, श्रम और रोजगार मंत्रालय ने दिनांक 21 अक्टूबर 2024 को ई-श्रम- “वन-स्टॉप-सॉल्यूशन” की शुरुआत की। ई-श्रम- “वन-स्टॉप-सॉल्यूशन” में विभिन्न सामाजिक सुरक्षा/कल्याणकारी योजनाओं को एक ही पोर्टल अर्थात् ई-श्रम पर एकीकृत करना आवश्यक है। यह ई-श्रम पर पंजीकृत असंगठित कामगारों को सामाजिक सुरक्षा योजनाओं तक पहुँच प्रदान करने और ई-श्रम द्वारा अब तक उनके द्वारा प्राप्त लाभों/सुविधाओं को देखने में सक्षम बनाता है।

अबतक, विभिन्न केंद्रीय मंत्रालयों/विभागों की 13 योजनाओं को ई-श्रम के साथ पहले ही एकीकृत/मैपिंग किया जा चुका है, जिनमें प्रधान मंत्री स्ट्रीट वेंडर्स आत्मनिर्भर निधि (पीएम-स्वनिधि),

प्रधान मंत्री सुरक्षा बीमा योजना (पीएमएसबीवाई), प्रधान मंत्री जीवन ज्योति बीमा योजना (पीएमजेबीवाई), राष्ट्रीय पारिवारिक लाभ योजना (एनएफबीएस), महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी अधिनियम (मनरेगा), प्रधान मंत्री आवास योजना - ग्रामीण (पीएमएवाई-जी), आयुष्मान भारत - प्रधान मंत्री जन आरोग्य योजना (एबी -पीएमजेवाई), प्रधानमंत्री आवास योजना- शहरी (पीएमएवाई-यू) और प्रधानमंत्री मत्स्य सम्पदा योजना (पीएमएमएसवाई), प्रधानमंत्री किसान मान धन योजना (पीएम -केएमवाई) शामिल हैं।

पंजीकरण प्रक्रिया में चुनौतियों का समाधान करने तथा हिमाचल प्रदेश के ग्रामीण एवं पहाड़ी क्षेत्रों सहित असंगठित श्रमिकों के बीच जागरूकता बढ़ाने के लिए मंत्रालय द्वारा उठाए गए कदम इस प्रकार हैं:

- i. राज्यों/संघ राज्य क्षेत्रों के साथ समय-समय पर समीक्षा बैठक आयोजित करना।
- ii. कॉमन सर्विस सेंटर (सीएससी) के साथ नियमित बैठक।
- iii. रोजगार और कौशल के अवसर प्रदान करने के लिए, ई-श्रम को राष्ट्रीय करियर सेवा (एनसीएस) और स्किल इंडिया डिजिटल पोर्टल के साथ एकीकृत किया गया है।
- iv. पेंशन योजना के तहत नामांकन की सुविधा के लिए, ई-श्रम को प्रधानमंत्री श्रम योगी मान-धन (पीएम-एसवाईएम) के साथ एकीकृत किया गया है।
- v. सरकारी योजनाओं की एक ही स्थान पर जानकारी प्राप्त करने के लिए ई-श्रम को माईस्कीम पोर्टल के साथ एकीकृत किया गया है।
- vi. जागरूकता पैदा करने के लिए एसएमएस अभियान।
- vii. ई-श्रम पर पंजीकरण के लिए कामगारों के बीच जागरूकता बढ़ाने के लिए सोशल मीडिया प्लेटफॉर्म का भी उपयोग किया जा रहा है। असंगठित कामगारों हेतु सहायताप्राप्त पंजीकरण की सुविधा के लिए राज्य सेवा केंद्रों (एसएसके) और कॉमन सर्विस सेंटर की सेवाओं को शामिल किया गया।

viii. ई-श्रम को न्यू-ऐज गवर्नेन्स के लिए एकीकृत मोबाइल एप्लिकेशन (उमंग ऐप) भी आरंभ किया गया है, ताकि श्रमिकों के बीच पहुंच बढ़ाई जा सके और उनके मोबाइल पर सुविधानुसार पंजीकरण/अद्यतन करने की सुविधा प्रदान की जा सके।

ix. ई-श्रम पोर्टल की पहुंच बढ़ाने के लिए, श्रम और रोजगार मंत्रालय ने दिनांक 7 जनवरी 2025 को भाषिणी प्लेटफॉर्म का उपयोग करके ई-श्रम पोर्टल पर बहुभाषी कार्यात्मकता शुरू की। इस वृद्धि से अब कामगार 22 भारतीय भाषाओं में ई-श्रम पोर्टल का उपयोग कर सकते हैं। इससे पहुंच में सुधार होगा है और सभी के लिए समान पहुंच को बढ़ावा मिलेगा।

असंगठित कामगारों के लिए ई-श्रम और इससे संबंधित सेवाओं की उपलब्धता और पहुंच बढ़ाने के लिए, श्रम और रोजगार मंत्रालय ने दिनांक 24 फरवरी 2025 को आधिकारिक तौर पर ई-श्रम मोबाइल एप्लिकेशन की शुरुआत की है। यह एप्लिकेशन ई-श्रम प्लेटफॉर्म के साथ एकीकृत कल्याणकारी योजनाओं तक सही समय पर पहुंच की सुविधा प्रदान करता है, जिससे पहुंच और उपयोगकर्ता की सुविधा दोनों में काफी बढ़ोतरी होती है।

असंगठित क्षेत्र के कामगारों की आवश्यकताओं को पूरा करने के लिए पोर्टल पर नामांकन एक सतत प्रक्रिया है। आवश्यकतानुसार पोर्टल में सम्यक सावधानी बरतने के साथ परिवर्तन किए जा रहे हैं।

श्री सुरेश कुमार कश्यप : अध्यक्ष जी, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहूंगा कि ई-श्रम पोर्टल पर रजिस्ट्रेशन के लिए क्या मापदंड हैं? रजिस्ट्रेशन के लिए किन दस्तावेजों की आवश्यकता होती है तथा असंगठित क्षेत्र में कामगारों के डेटा का उपयोग किस प्रकार से किया जाता है? जैसा उत्तर में बताया गया कि देश में 30.70 करोड़ वर्कर्स असंगठित क्षेत्र में काम करते हैं और मेरे प्रदेश में 19.89 वर्कर्स असंगठित क्षेत्र में काम करते हैं। ई-श्रम पोर्टल वन स्टॉप सोल्यूशन के माध्यम से किस प्रकार से रजिस्टर्ड कामगारों की सहायता हो सकती है तथा रजिस्ट्रेशन के बाद पंजीकृत कामगार को कैसे पता चलेगा कि वह किस स्कीम के लिए नामांकित है?

डॉ. मनसुख मांडविया : अध्यक्ष जी, माननीय सदस्य ने ई-श्रम पोर्टल में रजिस्ट्रेशन के बारे में प्रश्न

पूछा है। देश में पहली बार वर्ष 2021 में असंगठित क्षेत्र के लोगों की सूची बनाने का काम हुआ। कई प्रकार के अलग-अलग सेक्टर्स होते हैं और अलग-अलग सेक्टर्स में काम करने वाले असंख्य लोग होते हैं, उनमें से तीस व्यापक सेक्टर में 400 व्यवसायी लोगों की सूची बनाने का सरकार ने एफर्ट किया। मुझे बताते हुए खुशी हो रही है कि आज ई-श्रम पोर्टल पर 30 करोड़ 77 लाख रजिस्ट्रेशन हुए हैं। ये असंगठित क्षेत्र के व्यवसायी लोग हैं। इन्हें एक ई-श्रम नम्बर मिलता है। इस नम्बर के आधार पर उसकी पहचान होती है।

माननीय सदस्य ने दूसरा प्रश्न पूछा है कि ई-श्रम पोर्टल पर वे रजिस्टर्ड तो हो गए, लेकिन रजिस्टर्ड होने से उन्हें क्या फायदा मिलेगा? ई-श्रम पोर्टल पर असंगठित क्षेत्र के श्रमिक रजिस्टर्ड हो जाते हैं, उन्हें भारत सरकार की कई स्कीम्स के साथ जोड़ा गया है ताकि ऐसे लोगों की मैपिंग करने की सरकार को भी सुविधा रहेगी और उन्हें स्वयं भी पता रहेगा कि वे किस योजना के लिए एलिजिबल हैं। इसके लिए वन नेशन वन राशन कार्ड, प्रधान मंत्री सुरक्षा बीमा योजना, प्रधान मंत्री जीवन ज्योति बीमा योजना, आयुष्मान भारत जैसी योजनाओं के तहत जो कि 13 योजनाएं हैं, इन योजनाओं के लिए एक ही प्लेटफार्म पर मैपिंग से पता चलता है कि वह किस योजना के लिए एलिजिबल है। उदाहरण के लिए जैसे गांव में कोई गरीब परिवार का व्यक्ति है, उसने ई-श्रम पोर्टल पर रजिस्ट्रेशन किया, तो तुरंत ही हाउसिंग मंत्रालय, ग्राम विकास मंत्रालय चैक करेगा और जानकारी फ्लैग होगी कि उसके पास आवास नहीं है तो तुरंत उससे अप्रोच करके लास्ट माइल व्यक्ति तक उस योजना का फायदा पहुंच सकता है।

माननीय अध्यक्ष : ई-श्रम पोर्टल पर रजिस्ट्रेशन करने से उसे प्रधान मंत्री आवास योजना का लाभ कैसे मिलेगा?

डॉ. मनसुख मांडविया : अध्यक्ष जी, ई-श्रम पोर्टल पर रजिस्ट्रेशन करने से ग्राम विकास मंत्रालय को मैपिंग से पता चलेगा कि यह श्रमिक है, जिसके पास आवास नहीं है। मैपिंग करने के बाद तुरंत उसे इंटिमेट करेंगे कि आप इस योजना के लिए एलिजिबल हैं और आप फार्म भरके इस योजना का लाभ ले सकते हैं।

DR. PRABHA MALLIKARJUN : We are aware of the fact that a large number of

workers in the unorganised sector continue to work past the age of 60 years.

Sir, my question to the hon. Minister, through you, is this. Has the Government restricted e-Shram portal registration to workers aged 16 to 59 years? Has the Government conducted any assessment on the exclusionary impact of the age limit, that is, above 60 years? Are there any plans to extend eligibility to ensure social security coverage for senior workers?

डॉ. मनसुख मांडविया : अध्यक्ष जी, कोई श्रमिक ई-श्रम पोर्टल पर रजिस्ट्रेशन करता है तो वह कई योजनाओं का लाभ लेने के लिए एलिजिबल होता है। हमने ई-श्रम पोर्टल को नेशनल करियर सर्विस पोर्टल के साथ भी इंटीग्रेट किया है ताकि ई-श्रम पोर्टल के लाभार्थी अपनी एलिजिबिलिटी और योग्यता के अनुसार नेशनल करियर सर्विस पोर्टल पर जॉब ऑपॉर्चुनिटी को इनकैंश कर सकता है। माननीय सदस्य ने विशेष रूप से पूछा है कि उसकी 60 साल की एज हो जाने के बाद उसे क्या किसी तरह का लाभ मिल सकता है? मैं आपके द्वारा माननीय सदस्या के संज्ञान में लाना चाहता हूं कि कई योजनाएं हैं, पेंशन योजना भी है जैसे प्रधान मंत्री श्रमयोगी मानधन योजना है। जब वे काम करते हैं, तब इस योजना के तहत पेंशन फंड में पैसा जमा कराया हो, तो 50 परसेंट पैसा राज्य सरकार देती है और दोनों को मिला कर 60 वर्ष के बाद 3 हजार रुपये की पेंशन भी उपलब्ध कराई जाती है।

WRITTEN ANSWERS TO QUESTIONS**(i) Starred Question Nos. 201 to 220 (13.03.2025)****WATER SECURITY WORK PLAN*****201. SHRI SUDHEER GUPTA****SHRI CHAVAN RAVINDRA VASANTRAO**

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Union Government has given approval to water security work plan for Uttar Pradesh, Maharashtra and Gujarat in the first phase of its plan and if so, the details thereof;

(b) the salient features, aims and objectives of the said plan;

(c) whether the Government proposes to include Madhya Pradesh under the said work plan for second phase and if so, the details thereof; and

(d) whether the Union Government has sought any status report from the State Governments regarding implementation of said plan in their States and if so, the details thereof indicating the names of the States that have submitted their report?

THE MINISTER OF JAL SHAKTI (SHRI C. R. PATIL):

(a) Water is a State subject and the Central Government supplements the efforts of the States through technical and financial support. The State of Uttar Pradesh has developed the River Basin Assessment and Plan for their all major River Basins. The State of Maharashtra has prepared Integrated State Water Plan for Godavari, Mahanadi, Krishna, W.F.R, Tapi and Narmada Basin. The State of Gujarat has prepared Action Plan for Sabarmati River Basin (INDIA). All the three plans have been accepted.

(b) The State Specific Action Plan (SSAPs) was envisioned as a comprehensive policy for integrated water resource management to promote a sustainable outlook on water governance aligned with the State Action Plan on Climate Change (SAPCCs) formulated by the States under the National Action Plan for Climate Change (NAPCC). The 'Framework for SSAP for the Water Sector' was developed in 2015 and consequently SSAPs were taken up as a strategy in 2016 under Goal-5 of the National Water Mission. The State Specific Action Plans essentially consist of three stages viz. Draft Status Report, Interim Report and Final Report. NWM provides grants to all the States/UTs for the formulation of the SSAPs with the approval of competent authority. A sanction to the tune of Rs. 50 lakhs for 'Major' States and Rs. 30 lakhs for 'Minor' States is provided.

(c) The State of Madhya Pradesh is already included under SSAP. An amount of Rs. 50 lakh has been sanctioned, out of which, amount of Rs. 20 lakh and Rs.15 lakh have been released in 2016 and 2023 respectively.

(d) The list of States/UTs which have submitted their reports under various stages of SSAP is enclosed as **Statement**

STATEMENT

The list of States/UTs which have submitted their reports under various stages of the State Specific Action Plan

List of States/UTs
Bihar, Himachal Pradesh, Kerala, Punjab, Rajasthan, Goa, Jammu and Kashmir, Andhra Pradesh, Assam, Karnataka, Madhya Pradesh, Tamil Nadu, West Bengal, Arunachal Pradesh, Chhattisgarh, Manipur, Meghalaya, Mizoram, Nagaland,

Sikkim, Haryana, Andaman and Nicobar, Chandigarh, Tripura, Uttarakhand, Uttar Pradesh, Maharashtra and Gujarat

CRISIS IN CASHEW INDUSTRIES

***202. SHRI N K PREMACHANDRAN:**

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) whether the Government proposes to protect the Micro, Small and Medium Enterprises (MSMEs) from the present crisis and if so, the action taken thereon;
- (b) whether the Government proposes to implement any special programme to save the MSME Cashew Industries and if so, the details thereof;
- (c) whether the Government proposes to direct the banks for implementing the decision of the State Level Bankers Committee (SLBC), Kerala to revive the cashew industries which are MSMEs and if so, the action taken thereon;
- (d) whether it has come to the notice of the Government that suicide in cashew industry sector is increasing due to stringent action of the banks violating the decision of the SLBC and if so, the action taken thereon; and
- (e) whether the Government proposes to implement any special programme for settling the NPA of MSME Cashew Industries and if so, the action taken thereon?

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI JITAN RAM MANJHI):

(a) and (b) With a view to revitalize the cashew sector in Kerala and to protect the MSME, the Government of Kerala constituted an Expert Committee in October 2022 to undertake a systematic assessment of the cashew sector. It recommended that the currently functioning private cashew processing units may reduce their viability gap by taking advantage of four existing schemes viz. Continued Operation Linked Stimulus Programme; Women Friendly Physically Infra Creation/ Upgradation; Modernization/ Upgradation of Shelling Units and Scheme for Assistance for Capital Grants for the Revival of Small and Medium Cashew Units.

Further, the Government of Kerala has introduced various schemes to support the Cashew sector which inter alia includes, Entrepreneur Support Scheme; One Family One Enterprises; Margin Money Grant to Nano Units; Scheme for Revival of MSMEs with Stressed Asset, Defunct MSME Units and Cashew Processing Units and One-Time Settlement scheme (OTS).

(c) The issue of revival of cashew industries which are MSME have been made as special agenda in the State Level Bankers' Committee (SLBC) meeting. In the last meeting held in the month of November 2024, the issue was taken up and all banks were directed to put coordinated efforts for the rejuvenation of cashew sector. Further, it was decided to develop a common Standard Operating Procedure (SOP) for settling the loan accounts and propose the extension date of One-Time Settlement scheme (OTS) till December 2025.

(d) As reported by Government of Kerala, five individuals associated with the industry have committed suicide due to overwhelming financial liabilities.

(e) The Government of Kerala introduced One-Time Settlement scheme (OTS) for helping the banks reduce NPA and rejuvenate the cashew sector in Kerala. In the last State Level Bankers' Committee (SLBC) meeting on November 24, it was decided that banks will take up the proposal of One-Time Settlement to individual bank boards for approval.

DISCONTINUATION OF UDAN ROUTES

***203. SHRI JAGDAMBIKA PAL**

DR. RAJESH MISHRA

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) whether the Government is aware that the disruptions caused due to COVID-19, global engine issues and airline shutdowns have led to the discontinuation of 114 UDAN routes;
- (b) if so, the details thereof along with the measures taken by the Government to address such issues;
- (c) the details on the process along with the timeline set for re-bidding and re-awarding the said discontinued routes; and
- (d) the corrective steps being taken by the Government to mitigate the impact of the poor weather conditions and operational constraints on UDAN flight cancellations?

THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU):

- (a) to (c) Under the Regional Connectivity Scheme-Ude Desh ka Aam Nagrik (RCS-UDAN), 114 RCS routes have been discontinued due to various reasons such as COVID-19 pandemic, grounding of many aircraft due to supply chain issues,

shutting down of airlines and low passenger demand on some routes. ; The Government regularly monitors the routes that have ceased operations under UDAN and conducts special bidding rounds to operationalize such routes. Routes that were discontinued due to various reasons as mentioned above have been re-bid, awarded and operationalized in the subsequent rounds. Out of the 114 such routes that were discontinued, 26 routes are currently operational under the scheme after being awarded to other Selected Airline Operators (SAOs) in subsequent bidding rounds. Additionally, 20 routes are also being commercially operated by other airlines outside the UDAN scheme, without Viability Gap Funding (VGF) or any other concessions. 42 routes are not fulfilling the criteria of being an RCS route for rebidding as both the airports connecting the route are served airports. Further, the operationalization of balance 26 routes which are eligible and fulfil the criteria of an RCS route shall be considered as per UDAN provisions, upon receipt of valid bids. ; (d) In the event of flight cancellations, including UDAN Flights, DGCA has issued Civil Aviation Requirement (CAR) Section 3, Series M, Part IV titled as "Facilities to be provided to passengers by airlines due to denied boarding, cancellation of flights and delays in flights". As per the provision specified in the aforementioned CAR, following facilities shall be offered to the affected passengers: (i) Meals and refreshments in relation to waiting time to the passengers, who have checked in on time and the airline expects a delay of two hours or more of its original announced scheduled time of departure or a revised time of departure.; Flight Delay upto 2 hour - Drinking Water; Between 2 to 4 hours - Tea / Coffee with snacks / refreshment; More than 4 hours - Meals (ii)

Hotel accommodation, including transfers, in case there is overnight delay.; (iii) If the excepted delay is more than 6 hours, airlines shall offer an option of either an alternate flight / full refund.; Further, to reduce cancellations due to low visibility in poor weather conditions, AAI is increasingly adopting technologies like Special VFR, IFR and RNP procedures at airports.

जल जीवन मिशन के अंतर्गत नल से जल के कनेक्शन

*204. श्री मनोज कुमार:

क्या जल शक्ति मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या जल जीवन मिशन (जेजेएम) सभी ग्रामीण घरों में नल से जल की आपूर्ति करने के लिए आरंभ किया गया था और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार का सासाराम संसदीय निर्वाचन क्षेत्र के गांवों में उन क्षतिग्रस्त और खोदी गई सड़कों की मरम्मत करने का विचार है जो उक्त जल आपूर्ति संबंधी बुनियादी ढांचे के निर्माण के दौरान क्षतिग्रस्त हो गई थीं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार का उक्त निर्वाचन क्षेत्र में स्थित कैमूर पहाड़ियों को 24 घंटे जलापूर्ति के लिए कोई योजना तैयार करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) सरकार द्वारा इस मिशन से संबंधित कार्यों को शीघ्र पूरा करने के लिए क्या कदम उठाए गए हैं/उठाए जा रहे हैं?

जल शक्ति मंत्री (श्री सी. आर. पाटिल):

(क) भारत सरकार देश के सभी ग्रामीण परिवारों को निर्धारित गुणवत्ता और नियमित तथा दीर्घकालिक आधार पर पर्याप्त मात्रा (55 एलपीसीडी) में सुरक्षित और पीने योग्य नल जल आपूर्ति का प्रावधान करने के लिए प्रतिबद्ध है। इस दिशा में, भारत सरकार ने अगस्त, 2019 में जल जीवन मिशन (जेजेएम) शुरू किया जिसे राज्यों/संघ राज्य क्षेत्रों की भागीदारी से लागू किया जाना है। जेजेएम के

शुभारंभ के बाद से देश में ग्रामीण परिवारों की नल जल तक पहुंच बढ़ाने की दिशा में महत्वपूर्ण प्रगति हुई है। अगस्त 2019 में जेजेएम की शुरुआत में, केवल 3.23 करोड़ (16.8%) ग्रामीण परिवारों के पास नल जल कनेक्शन होने की सूचना थी। अब तक, राज्यों/संघ राज्य क्षेत्रों द्वारा दी गई सूचना के अनुसार, 10.03.2025 तक, लगभग 12.28 करोड़ और ग्रामीण परिवारों को जेजेएम के तहत नल जल कनेक्शन प्रदान किए गए हैं। इस प्रकार, 10.03.2025 तक, देश के 19.42 करोड़ ग्रामीण परिवारों में से लगभग 15.51 करोड़ (79.91%) परिवारों के पास नल जल आपूर्ति होने की सूचना है।

(ख) जल राज्य का विषय है, अतः राज्यों को पेयजल आपूर्ति स्कीमों की आयोजना, डिजाइन, अनुमोदन, कार्यान्वयन और संचालन एवं अनुरक्षण का अधिकार दिया गया है। इस प्रकार, जल जीवन मिशन के अंतर्गत शुरू की गई ग्रामीण जल आपूर्ति स्कीमों के कार्यान्वयन की जिम्मेदारी राज्य/संघ राज्य क्षेत्र सरकारों की होती है, जिसमें *अन्य बातों के साथ-साथ* ऐसी सड़कों की मरम्मत अथवा निर्माण करना भी शामिल है जो जल आपूर्ति पाइपलाइन बिछाते समय क्षतिग्रस्त होती हैं और जल जीवन मिशन के अंतर्गत उपलब्ध निधियों का उपयोग इनकी मरम्मत के लिए किया जा सकता है। इसके अतिरिक्त, ग्रामीणों को होने वाली किसी कठिनाई से बचने के लिए राज्यों को सलाह दी गई है कि वे ग्रामीण जल योजनाओं को इस प्रकार से शुरू करें जिससे सड़कों/राजमार्गों जैसी अवसंरचना को कम से कम क्षति हो और जल आपूर्ति प्रणालियों के लिए पाइपलाइन बिछाते समय क्षति होने पर सड़कों/राजमार्गों को तत्काल ठीक किया जाए।

इसके अलावा, बिहार की राज्य सरकार ने सूचित किया है कि सासाराम संसदीय निर्वाचन क्षेत्र में, जहां पाइपलाइन बिछाने का काम पूरा हो गया है वहां सड़क की मरम्मत का काम पूरा हो गया है। जिन क्षेत्रों में पाइप लाइन बिछाने का कार्य चल रहा है, वहां पाइप लाइन बिछाने का कार्य पूरा होने के तुरंत बाद सड़क की मरम्मत का काम पूरा कर लिया जाएगा।

(ग) बिहार राज्य सरकार द्वारा दी गई सूचना के अनुसार, कैमूर हिल्स में औधुरा ब्लॉक की 6 पंचायतों अर्थात् सदाकी, सरोदाग, अथान, अधौरा, बडवांकला और डुमरावन में सतही जल पर आधारित एक

बहु-ग्राम योजना प्रस्तावित की गई है ताकि 70 लीटर प्रति व्यक्ति प्रतिदिन (एलपीसीडी) की सेवा प्रदान की जा सके।

(घ) देश के सभी ग्रामीण परिवारों हेतु नल जल कनेक्शन के प्रावधान में तीव्रता लाने के लिए, जेजेएम के जमीनी कार्यान्वयन की गति में तेजी लाने के लिए ठोस प्रयास किए गए हैं। इनमें नियमित आधार पर राज्य सरकार के साथ उच्च स्तरीय संयुक्त समीक्षा बैठकें आयोजित करना और विभाग से बहु-विषयक टीमों का दौरा करना शामिल है ताकि उन क्षेत्रों को प्रकटित किया जा सके जिन पर कार्यान्वयन में तेजी लाने के लिए ध्यान देने की आवश्यकता है, ताकि सभी परिवारों हेतु समयबद्ध तरीके से नल जल आपूर्ति का प्रावधान किया जा सके। पारदर्शिता लाने और प्रभावी निगरानी के लिए, एक ऑनलाइन 'जेजेएम डैशबोर्ड' बनाया गया है, जो राज्य/संघ राज्य क्षेत्र, जिला और ग्राम-वार प्रगति के साथ-साथ ग्रामीण घरों में नल जल आपूर्ति के प्रावधान की स्थिति उपलब्ध कराता है।

इसके अलावा, माननीय वित्त मंत्री ने बजट भाषण 2025 के दौरान जेजेएम को वर्धित परिव्यय के साथ 2028 तक बढ़ाने की घोषणा की। इस विस्तारित अवधि में स्थिरता और नागरिक-केंद्रित जल सेवा सुपुर्दगी सुनिश्चित करने के लिए "जन भागीदारी" के माध्यम से ग्रामीण पाइपगत जलापूर्ति योजनाओं की अवसंरचना की गुणवत्ता और संचालन तथा रखरखाव (ओ एंड एम) को प्राथमिकता देकर जेजेएम के तहत शेष कार्यों को पूरा करने पर ध्यान केंद्रित किया जाएगा।

झारखंड में किसानों को सिंचाई हेतु उपलब्ध साधन

***205. श्री मनीष जायसवाल:**

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) झारखंड में किसानों को सिंचाई के क्या-क्या विभिन्न साधन उपलब्ध हैं; और

(ख) सरकार द्वारा लिफ्ट सिंचाई के लिए किए जा रहे कार्यों का ब्यौरा क्या है?

जल शक्ति मंत्री (श्री सी. आर. पाटिल):

(क) जल संसाधन परियोजनाओं की आयोजना, वित्तपोषण, निष्पादन और रखरखाव राज्य सरकारों द्वारा स्वयं उनके अपने संसाधनों और प्राथमिकताओं के अनुसार किया जाता है। भारत सरकार की

भूमिका इस मंत्रालय की चल रही योजनाओं के अंतर्गत कुछ चिह्नित परियोजनाओं को प्रेरक के रूप में तकनीकी सहायता प्रदान करने और आंशिक वित्तीय सहायता प्रदान करने तक सीमित है। झारखंड सरकार द्वारा उपलब्ध कराई गई सूचना के अनुसार, राज्य में 24.25 लाख हेक्टेयर क्षेत्र की सिंचाई क्षमता में से 2.53 लाख हेक्टेयर क्षेत्र में 105 पूर्ण की गई वृहद और मध्यम सिंचाई योजनाओं के माध्यम से सिंचाई उपलब्ध कराई जा रही है, 4.44 लाख हेक्टेयर भूमि 27 चल रही वृहद एवं मध्यम सिंचाई योजनाओं से सिंचित किया जाना परिकल्पित है तथा लघु सिंचाई योजनाओं के माध्यम से 3.33 लाख हेक्टेयर क्षेत्र सिंचित किया जा रहा है।

(ख) भारत सरकार की प्रधान मंत्री कृषि सिंचाई योजना- त्वरित सिंचाई लाभ कार्यक्रम के अंतर्गत, लिफ्ट सिंचाई घटक सहित कुल 23 जल संसाधन परियोजनाओं को केन्द्रीय सहायता प्रदान की जा रही है। इनमें से 9 परियोजनाएं पूरी हो चुकी हैं और 14 परियोजनाएं कार्यान्वयन के अधीन हैं।

झारखंड सरकार द्वारा प्रदान की गई सूचना के अनुसार, झारखंड में 6 वृहद और मध्यम लिफ्ट सिंचाई योजनाएं कार्यान्वयन के अधीन हैं। इसका ब्यौरा **विवरण** में दिया गया है। इसके अलावा, लघु सिंचाई के अंतर्गत झारखंड में 10,562 हेक्टेयर की परिकल्पित सिंचाई क्षमता के साथ 26 लिफ्ट सिंचाई योजनाएं चल रही हैं।

विवरण

झारखंड में चल रही प्रमुख और मध्यम लिफ्ट सिंचाई योजनाओं का ब्यौरा

क्रम सं.	योजना का नाम	कृषि योग्य कमान क्षेत्र (हेक्टेयर में)
1	सोन-कन्हर पाइपलाइन सिंचाई योजना	22,000
2	मसलिया-रणेश्वर मेगा लिफ्ट सिंचाई योजना	22,326
3	सिकटिया मेगा लिफ्ट सिंचाई योजना	13,164
4	पलामू पाइपलाइन सिंचाई योजना (संवर्धन योजना)	-
5	पिरटांड मेगा लिफ्ट सिंचाई योजना	8,531
6	भीमखंड माइक्रो लिफ्ट सिंचाई योजना	1,000

TOOLKIT FOR SWACHH SURVEKSHAN, 2025

***206. DR. MALLU RAVI:**

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state?

(a) whether the Government has introduced a new toolkit for ninth edition of Swachh Survekshan to promote urban sanitation through citizen engagement and third-party validation; and

(b) if so, the details thereof including the key features of the toolkit and its expected impact on urban cleanliness?

THE MINISTER OF HOUSING AND URBAN AFFAIRS; AND MINISTER OF POWER (SHRI MANOHAR LAL):

(a) and (b) The toolkit for 9th edition of Swachh Survekshan with the theme 'Reduce, Reuse, Recycle' has been launched on 17th January, 2025 by MoHUA. ULBs must regularly update their monthly Management Information System (MIS), which will be validated through citizen feedback before final rankings are determined by third-party assessors. After launch of the toolkit, the field assessments have begun on 15th February, 2025.

The 9th edition emphasize on parameters such as visual cleanliness, waste segregation, collection and transportation, waste processing, landfill management, dumpsite remediation, waste water treatment, reuse, and faecal sludge management. This edition incorporates new features as detailed under:

1. Separate matrix of indicators for evaluation of cities based on population – The cities has been divided into 5 categories based on their population for ranking.

Very Small Cities	Small Cities	Medium Cities	Big Cities	Million plus Cities
< 20,000	20,000 <50,000	50,000 < 3 lakh	3 lakh < 10 lakh	10 lakh or more

2. Simplified indicators in 10 sections–Scoring under Swachh Survekshan, 2024 has been divided in 10 sections viz. Visible Cleanliness (15%), Segregation, Collection and Transportation of waste (10%), Solid Waste Management (15%), Access to Sanitation (10%), Used Water Management (10%), Mechanization of desludging services(5%), Advocacy for Swachhata (15%), Ecosystem Strengthening and Institutional Parameters (10%), Overall Welfare of Sanitation Workers(5%) and Citizen Feedback and Grievance Redressal (5%)
3. Introduction of “Super Swachh League” - Super Swachh League is introduced to recognize cities that demonstrate extraordinary performance. Based on their previous Swachh Survekshan Ranking (SS21, SS22 and SS23) have become a part of this league for the current year. They will be assessed on parameters additional to those in the Swachh Survekshan.
4. New indicators for Project grounding, CTUs transformation introduced – to evaluate the ULB's adherence to mapping all sanctioned projects under SBM and Cleanliness Target Units (CTUs) identified and improved during the Swachhta Hi

Seva campaign remain free from garbage hotspots and unattended waste, maintaining a clean and hygienic environment.

5. Special focus on tourists and high footfall places - to ensure cleanliness and proper maintenance of high footfall areas such as Tourist attractions, Monuments and parks, Street food zones, Vending zones within the ULB's jurisdiction.

6. Introduction of school level assessment - to inculcate the habit of maintaining Swachhata among the students from their younger days to bring in a generational change in the country.

Swachh Survekshan 2024 Toolkit having detailed bifurcation related to scoring and validation matrix in respect of all indicators of Swachh Survekshan 2024 is available at: <https://sbmurban.org>.

राष्ट्रीय राजमार्ग-727 को चार लेन का बनाना

*** 207. श्री सुनील कुमार:**

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या बगहा से छपवा तक राष्ट्रीय राजमार्ग-727 को चार लेन का राजमार्ग बनाए जाने का विचार है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या बगहा से बेतिया तक चार लेन की सड़क के निर्माण को प्रथम चरण के तहत मंजूरी दी गई है, यदि हां, तो इसके प्रस्तावित नए संरेखण का ब्यौरा क्या है;

(ग) क्या सरकार का उक्त चार लेन वाली सड़क पर यातायात की भीड़ कम करने के लिए बगहा और बेतिया दोनों स्थानों पर बाईपास बनाने का विचार है; और

(घ) यदि हां, तो उक्त सड़क के लिए निविदा प्रक्रिया कब तक आरंभ होने की संभावना है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (घ) सड़क परिवहन और राजमार्ग मंत्रालय में सरकार ने राष्ट्रीय राजमार्ग (एनएच)-727 के छपवा-बेतिया-बगहा खंड (90 किमी) की विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने का कार्य शुरू कर दिया है, जो वर्तमान में 2 लेन एनएच मानकों के अनुरूप है। छपवा-बेतिया खंड के लिए डीपीआर परामर्श के लिए बोलियां आमंत्रित की गई हैं। बेतिया-बगहा खंड की डीपीआर तैयार करने के लिए परामर्शदाता की नियुक्ति कर दी गई है।

LOSS OF WILDLIFE HABITATS DUE TO RIVER INTERLINKING PROJECTS***208. SHRI RAJIV PRATAP RUDY:**

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the river interlinking projects undertaken by the Government have resulted in the loss of tiger reserves and wildlife habitats;
- (b) if so, the details thereof including the tiger reserves affected and the extent of habitat loss in each reserve;
- (c) the ecological and environmental impact assessments conducted before the implementation of these projects;
- (d) whether the Government has considered/is planning to implement measures to ensure that future river interlinking projects are designed in a manner that prevents the loss of wildlife habitats, including tiger reserves and if so, the details thereof;
- (e) the steps taken/being taken by the Government to mitigate the adverse impacts of existing river interlinking projects on biodiversity and to restore habitats already affected; and

(f) whether the Government is collaborating with other departments or organizations to adopt eco-sensitive designs and approaches for infrastructure development in wildlife-rich areas and if so, the details thereof?

THE MINISTER OF JAL SHAKTI (SHRI C. R. PATIL):

(a) and (b) The Government of India formulated the National Perspective Plan (NPP) in the year 1980 for the transfer of water from water-surplus basins to the water-deficit basins/ regions of the country. Under the NPP, 30 Interlinking of Rivers (ILR) projects have been identified. The Ken-Betwa Link Project (KBLP) is the first ILR project under the NPP, that is under implementation. The total tiger habitat in and around the Panna Tiger Reserve (PTR), Madhya Pradesh to be under submergence and for logistic usage in the Ken Betwa Link Project is about 6017 hectares (5761 hectares and 256 hectares respectively).

(c) to (e) For every ILR project, a study for detailed Environmental Impact Assessment (EIA) is undertaken at the stage of preparation of Feasibility Reports (FRs) and Detailed Project Reports (DPRs). An EIA study aims at the identification of the positive and negative impacts of the project on the physical, biological, and socio-economic environment. Detailed studies on soil type, climate type, groundwater quality, biological environment, floral diversity, forests and wildlife, groundwater recharge, change of hydrological regime of the river, public health aspects, employment potential generated, project affected families, submergence area, etc. and other socio-economic characteristics are done at the stage of preparation of DPRs and the Environment Management Plan (EMP) to mitigate the assessed environmental, ecological and wildlife impacts.

As regards the Ken-Betwa Link Project, which is the first ILR project under implementation, detailed EIA studies done for the project and the mitigation measures as proposed in the DPR have been examined and analyzed thoroughly by the Expert Advisory Committee (EAC) of the Ministry of Environment, Forest and Climate Change (MoEFandCC) and the National Board of Wild Life (NBWL), while communicating the Environmental and Wildlife clearances to the project. Further, as per the directions of the NBWL, an Integrated Landscape Management Plan (ILMP) was prepared, in June 2022, by the Wildlife Institute of India (WII), Dehradun under the supervision of the National Tiger Conservation Authority (NTCA), PTR, Forest Departments of both the States of Madhya Pradesh and Uttar Pradesh and the MoEFandCC. ILMP aims to provide better habitat, keep the wildlife corridor connecting to other Protect Areas (PAs) intact, overall protection and management of flagship species (tiger, vultures, and gharial), and biodiversity conservation covering not only the PTR region but also the surrounding fragile wildlife areas in the two States. A Greater Panna Landscape Council (GPLC) under the chairmanship of Chief Secretary, Government of Madhya Pradesh was constituted in February 2023, for systematic implementation of this ILMP in a time-bound manner. One meeting of the GPLC and two meetings of a Sub-Committee constituted under the GPLC have been held so far.

(f) As intimated by the MoEFandCC, in order to address the challenges of harmonizing conservation and development, the MoEFandCC has published a scientific guidance document titled "Eco-friendly measures to mitigate Impacts of Linear Infrastructure on Wildlife". A copy of the said document is available at

<https://ntca.gov.in/documents/#reports2> (Mitigation manual for Linear Infrastructure).

PUBLIC PROCUREMENT POLICY

***209. SHRI S VENKATESAN:**

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) the percentages fixed under the Public Procurement Policy for procurement from MSMEs and Sub targets for purchases from SC/ST entrepreneurs; and
- (b) the actual percentages of Government procurement from MSMEs and SC/ST entrepreneurs during the last eleven financial years i.e Financial Year 2014-15 to 2024 -25?

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI JITAN RAM MANJHI):

- (a) The Public Procurement Policy for Micro and Small Enterprises (MSEs) Order, 2012, as amended in 2018, mandates 25% annual procurement from MSEs by Central Ministries/ Departments/ Central Public Sector Enterprises (CPSEs), including 4% from MSEs owned by SC/ST entrepreneurs and 3% from MSEs owned by Women entrepreneurs.
- (b) As per MSME Sambandh Portal (since launching of the portal on 8th December, 2017 till date), the percentage of procurement from SC/ ST owned enterprises has increased from Rs. 544.72 crores (0.48%) in F.Y. 2017-18 to Rs.

2,594.44 crores (1.58%) in F.Y. 2024-25 (as on 07.03.2025). The year-wise details of Government Procurement from MSEs including SC/ST entrepreneurs are as under:

Financial Years	Procurement from MSEs (Rs. in Crores)	Procurement from MSEs owned by SC/ST (Rs. in Crores)
2017-18	26,357.46 (23.11%)	544.72 (0.48%)
2018-19	40,399.70 (26.32%)	824.71 (0.54%)
2019-20	39,037.13 (29.69%)	691.43 (0.53%)
2020-21	40,717.67 (29.21%)	768.53 (0.55%)
2021-22	53,778.58 (32.52%)	1,302.50 (0.79%)
2022-23	64,721.65 (37.13%)	1,546.91 (0.89%)
2023-24	74,717.24 (43.71%)	1,757.26 (1.03%)
2024-25 (As on date 07.03.2025)	70,279.96 (42.90%)	2,594.44 (1.58 %)

INFRASTRUCTURE AT TIRUPATI BUS TERMINAL

***210. SHRI MADDILA GURUMOORTHY:**

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

- (a) the current status of the development of the Inter-Modal Station (Passenger Transport Terminal Infrastructure) at Tirupati Bus Stand, Andhra Pradesh, initiated by the National Highways Logistics Management Limited;
- (b) the timeline for the completion of this project and the projected date of commencement of operations;
- (c) the total funds allocated and utilized for the development of this world-class infrastructure at the Tirupati Bus Terminal; and
- (d) the steps being taken to ensure the timely completion of this project, considering its importance for decongesting the city and catering to passenger traffic for the next thirty years?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (d) The base master plan for Inter-Modal Station (Passenger Transport Terminal Infrastructure) at Tirupati has been prepared. Further, design is being finalized based on the inputs from stakeholders and alternate design options are being analysed to optimize ease of movement, passenger safety and convenience of public. Upon finalization of the design, the project will be taken up accordingly in a public-private partnership mode by National Highways Logistics Management Ltd in collaboration with the State Government.

उद्यम स्थापित करने के लिए एमएसएमई योजनाएं

***211. श्रीमती भारती पारधी:**

श्री ओमप्रकाश भूपालसिंह उर्फ पवन राजेनिंबालकर:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार की आम आदमी की आसान ऋण के उपयोग के माध्यम से उद्यम स्थापित करने में सहायता करने की कोई योजना है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या उक्त योजना ग्रामीण लोगों के लिए प्रभावी है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) मंत्रालय द्वारा कार्यान्वित की जा रही योजनाओं का ब्यौरा क्या है तथा विगत तीन वर्षों के दौरान विशेषकर मध्य प्रदेश तथा आकांक्षी जिले उस्मानाबाद में इनके तहत कितनी धनराशि आवंटित और उपयोग की गई है;

(घ) क्या एमएसएमई क्षेत्र की योजनाओं से देश में स्टार्ट-अप की संख्या बढ़ाने में मदद मिली है तथा यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ङ) स्टार्ट-अप/व्यवसाय स्थापित करने के लिए उपलब्ध विभिन्न योजनाओं का ब्यौरा क्या है; और

(च) विगत तीन वर्षों के दौरान उक्त योजनाओं के माध्यम से सृजित रोजगार का राज्यवार ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्री (श्री जीतन राम मांझी):

(क) से (ग) सरकार आम आदमी को उद्यम स्थापित करने के लिए वित्तीय सहायता प्रदान करने हेतु ग्रामीण क्षेत्रों पर ध्यान केन्द्रित करते हुए निम्नलिखित प्रमुख केन्द्रीय क्षेत्र की स्कीमों का कार्यान्वयन कर रही है:

(i) प्रधान मंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी): प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) गैर-कृषि क्षेत्र में नए उद्यम स्थापित करने में उद्यमियों की सहायता के लिए एक स्कीम है। पीएमईजीपी के अंतर्गत, लाभार्थी विभिन्न भौगोलिक और जनसांख्यिकीय मानदंडों के आधार पर 15% से 35% तक मार्जिन मनी (एमएम) सब्सिडी का लाभ उठा सकते हैं।

शुभारंभ से अर्थात् वित्तीय वर्ष 2008-09 से वित्तीय वर्ष 2024-25 (दिनांक 10.03.2025 तक) तक, पीएमईजीपी के अंतर्गत ग्रामीण क्षेत्रों में लगभग 7.98 लाख सूक्ष्म उद्यमों को 22,506.4 करोड़ रुपये की

मार्जिन मनी सब्सिडी के साथ सहायता दी गई है। पिछले तीन वर्षों और चालू वित्तीय वर्ष अर्थात वित्तीय वर्ष 2024-25 (दिनांक 10.03.2025 तक) के दौरान ग्रामीण और शहरी क्षेत्रों में पीएमईजीपी का क्षेत्र-वार कार्य-प्रदर्शन **विवरण-I** में दिया गया है।

केंद्रीय क्षेत्र की स्कीम होने के कारण, प्रधानमंत्री रोजगार सृजन कार्यक्रम के अंतर्गत बजट का राज्य-वार आबंटन नहीं किया जाता है। निधियों का उपयोग सृजित मांग और वित्तीय संस्थाओं द्वारा स्वीकृत ऋण के आधार पर किया जाता है। पिछले तीन वर्षों के दौरान मध्य प्रदेश और उस्मानाबाद आकांक्षी जिले में संवितरित मार्जिन मनी (एमएम) सब्सिडी और सहायता प्राप्त इकाइयों की संख्या **विवरण-II** में दी गई है।

(ii) पीएम विश्वकर्मा: पीएम विश्वकर्मा स्कीम परंपरागत कारीगरों और शिल्पकारों को समग्र सहायता प्रदान करने हेतु समग्र स्कीम है जिसमें वे शामिल किए गए 18 व्यापारों में हाथ और औजारों का उपयोग करके कार्य करते हैं। यह स्कीम निम्नलिखित लाभ प्रदान करती है:

- i. पीएम विश्वकर्मा प्रमाण पत्र और आईडी कार्ड के माध्यम से मान्यता
- ii. कौशल उन्नयन
- iii. टूल किट प्रोत्साहन
- iv. ऋण सहायता
- v. डिजिटल लेनदेन के लिए प्रोत्साहन
- vi. विपणन सहायता

चूंकि पीएम विश्वकर्मा एक केंद्रीय क्षेत्र की स्कीम है, इसलिए राज्य-वार निधि आवंटित नहीं की जाती है। इसके शुभारंभ के बाद से, दिनांक 10.03.2025 तक, मध्य प्रदेश राज्य से 2.67 लाख आवेदन सफलतापूर्वक पंजीकृत किए गए हैं, और स्कीम के लाभ शुरू किए गए हैं। इसके अतिरिक्त धाराशिव, महाराष्ट्र से 2,665 आवेदन सफलतापूर्वक पंजीकृत किए गए हैं, और स्कीम के लाभ शुरू किए गए हैं। (घ) और (ङ) देश के स्टार्टअप पारितंत्र में नवाचार, स्टार्टअप को बढ़ावा देने और निवेश को प्रोत्साहित करने के लिए एक सुदृढ़ पारितंत्र बनाने के इरादे से सरकार ने 16 जनवरी, 2016 को उद्योग और

आंतरिक व्यापार संवर्धन विभाग (डीपीआईआईटी) द्वारा 'स्टार्टअप इंडिया' पहल की शुरुआत की गई। 31 जनवरी, 2025 तक 1,61,150 संस्थाओं को डीपीआईआईटी द्वारा स्टार्टअप के रूप में मान्यता दी गई है।

स्टार्टअप इंडिया पहल के अंतर्गत, सरकार तीन स्कीमों नामतः स्टार्टअप्स के लिए निधियों का कोष (एफएफएस), स्टार्टअप इंडिया सीड फंड स्कीम (एसआईएसएफएस) और स्टार्टअप्स के लिए ऋण गारंटी स्कीम (सीजीएसएस) का कार्यान्वयन कर रही है ताकि सभी श्रेणियों और क्षेत्रों में स्टार्टअप्स को उनके व्यवसाय चक्र के विभिन्न चरणों में सहायता प्रदान की जा सके।

(च) पिछले तीन वर्षों के दौरान डीपीआईआईटी द्वारा स्टार्टअप के रूप में मान्यता प्राप्त संस्थाओं द्वारा सृजित की गई प्रत्यक्ष-नौकरियों (स्व-रिपोर्ट) का राज्य/संघ राज्य क्षेत्र (यूटी)-वार ब्यौरा विवरण-III में दिया गया है।

पिछले तीन वर्षों के दौरान अनुमानित सृजित रोजगार के संदर्भ में पीएमईजीपी का राज्य-वार कार्य-निष्पादन विवरण-IV में दिया गया है।

विवरण-I

पिछले तीन वर्षों अर्थात् वित्तीय वर्ष 2021-22 - वित्तीय वर्ष 2023-24 से वित्तीय वर्ष 2024-25 (दिनांक 10.03.2025 तक) से सहायता प्राप्त इकाइयों की संख्या और मार्जिन मनी (एमएम) सब्सिडी के संदर्भ में ग्रामीण और शहरी क्षेत्रों में पीएमईजीपी का क्षेत्र-वार कार्य-प्रदर्शन

वित्तीय वर्ष	ग्रामीण			शहरी		
	सहायता प्राप्त इकाइयों की सं.	सहायता प्राप्त इकाइयों का %	एमएम सब्सिडी (रुपए करोड़ में)	सहायता प्राप्त इकाइयों की सं.	सहायता प्राप्त इकाइयों का %	एमएम सब्सिडी (रुपए करोड़ में)
2021-22	84,696	82%	2,585.86	18,523	18%	391.80
2022-23	68,470	80%	2,323.48	16,697	20%	398.69
2023-24	68,939	77%	2,546.19	20,179	23%	547.68
2024-25	32,968	81%	1,368.58	7,732	19%	237.18

वित्तीय वर्ष	ग्रामीण			शहरी		
	सहायता प्राप्त इकाइयों की सं.	सहायता प्राप्त इकाइयों का %	एमएम सब्सिडी (रुपए करोड़ में)	सहायता प्राप्त इकाइयों की सं.	सहायता प्राप्त इकाइयों का %	एमएम सब्सिडी (रुपए करोड़ में)
(दिनांक 10.03.2025 तक की स्थिति के अनुसार)						

विवरण-II

मध्य प्रदेश में पीएमईजीपी के अंतर्गत पिछले तीन वर्षों के दौरान संवितरित मार्जिन मनी और सहायता प्राप्त इकाइयों की संख्या का ब्यौरा:

वित्तीय वर्ष	संवितरित मार्जिन मनी (रुपए करोड़ में)	सहायता प्राप्त इकाइयों की सं.
2021-22	209.61	8,082
2022-23	181.30	5,957
2023-24	185.21	5,292

उस्मानाबाद आकांक्षी जिले में पीएमईजीपी के अंतर्गत पिछले तीन वर्षों के दौरान संवितरित मार्जिन मनी और सहायता प्राप्त इकाइयों की संख्या का विवरण नीचे दिया गया है:

वित्तीय वर्ष	संवितरित मार्जिन मनी (रु. करोड़ में)	सहायता प्राप्त इकाइयों की संख्या
2021-22	1.86	102
2022-23	1.82	93
2023-24	1.46	53

विवरण-III

पिछले तीन वर्षों अर्थात वर्ष 2022, वर्ष 2023 और वर्ष 2024 के दौरान डीपीआईआईटी द्वारा स्टार्टअप के रूप में मान्यता प्राप्त संस्थाओं द्वारा सृजित प्रत्यक्ष-नौकरियों (स्व-रिपोर्ट) का राज्य/संघ राज्य क्षेत्र (यूटी)-वार ब्यौरा:

राज्य/ संघ राज्य क्षेत्र	कैलेंडर वर्ष		
	2022	2023	2024
अंडमान एवं निकोबार द्वीप समूह	71	85	137
आंध्र प्रदेश	3,062	5,750	5,259
अरुणाचल प्रदेश	55	185	252
असम	2,623	3,350	3,418
बिहार	4,692	9,061	7,378
चंडीगढ़	898	1,324	875
छत्तीसगढ़	2,214	3,239	4,774
दादरा और नगर हवेली तथा दमन और दीव	147	138	144
दिल्ली	31,880	38,483	29,948
गोवा	887	824	879
गुजरात	23,944	48,214	35,834
हरियाणा	13,849	26,115	23,232
हिमाचल प्रदेश	1,029	1,089	969
जम्मू एवं कश्मीर	1,306	2,437	2,164
झारखंड	1,924	3,525	3,125
कर्नाटक	24,898	35,273	28,795
केरल	10,345	11,788	10,267
लद्दाख	52	44	31
लक्षद्वीप	0	31	0
मध्य प्रदेश	11,748	12,238	10,353
महाराष्ट्र	52,143	65,199	57,505
मणिपुर	309	195	385
मेघालय	61	157	106
मिजोरम	106	79	86
नागालैंड	71	239	3,697
ओडिशा	4,632	6,532	10,797

राज्य/ संघ राज्य क्षेत्र	कैलेंडर वर्ष		
	2022	2023	2024
पुदुचेरी	237	568	213
पंजाब	2,319	4,983	3,527
राजस्थान	11,639	13,748	11,372
सिक्किम	22	8	0
तमिलनाडु	18,147	30,620	26,223
तेलंगाना	15,081	18,509	16,615
त्रिपुरा	202	193	313
उत्तर प्रदेश	23,181	33,992	34,807
उत्तराखंड	1,684	2,401	7,331
पश्चिम बंगाल	9,462	11,565	11,110
कुल	274,920	392,181	351,921

विवरण- IV

पिछले तीन वर्षों के दौरान पीएमईजीपी के अंतर्गत अनुमानित सृजित रोजगार का राज्य-वार ब्यौरा:

क्र.सं .	राज्य	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24
1	अंडमान निकोबार	1,296	968	1,080
2	आंध्र प्रदेश	19,816	24,584	44,616
3	अरुणाचल प्रदेश	1,568	1,264	1,352
4	असम	30,840	20,768	19,336
5	बिहार	19,816	35,672	54,696
6	चंडीगढ़	168	120	80
7	छत्तीसगढ़	24,160	20,344	19,032
8	दिल्ली	800	576	400
9	गोवा	696	528	544
10	गुजरात*	33144	24568	24000
11	हरियाणा	13,808	12,472	11,184

क्र.सं .	राज्य	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24
12	हिमाचल प्रदेश	10,192	7,440	7,792
13	जम्मू कश्मीर	173,184	96,184	120,520
14	झारखंड	13,712	14,808	16,808
15	कर्नाटक	47,016	44,944	37,376
16	केरल	22,312	25,032	27,112
17	लद्दाख	2,360	728	976
18	लक्षद्वीप	56	16	-
19	मध्य प्रदेश	64,656	47,656	42,336
20	महाराष्ट्र**	33024	29000	22128
21	मणिपुर	9,112	4,360	2,784
22	मेघालय	5,592	2,448	2,240
23	मिजोरम	5,200	3,296	3,208
24	नागालैंड	9,928	3,752	4,136
25	ओडिशा	34,408	31,040	23,800
26	पुदुचेरी	528	200	240
27	पंजाब	14,320	12,512	11,752
28	राजस्थान	20,792	16,296	13,424
29	सिक्किम	680	456	1,056
30	तमिलनाडु	47,776	49,120	54,512
31	तेलंगाना	23,248	20,320	20,024
32	त्रिपुरा	7,664	5,624	4,704
33	उत्तर प्रदेश	100,752	92,808	93,512
34	उत्तराखंड	14,688	14,424	10,832
35	पश्चिम बंगाल	18,440	17,008	15,352
कुल		825,752	681,336	712,944

* दमन और दीव सहित ** दादरा नगर और हवेली सहित

FUNDS FOR METRO RAIL PROJECTS

***212. SHRI A RAJA:**

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the details of the funds committed by the Union Government for Chennai Metro Rail Project and the funds sanctioned and released during the last three years, year-wise;
- (b) the reasons for not releasing the sanctioned amount for Chennai Metro despite several requests from the State Government;
- (c) the details and the status of approval of Detailed Project Report (DPR) of Madurai Metro project along with the reasons for the delay of more than one year;
- (d) the details and the status of approval of Coimbatore Metro Project, including sanction of funds as the share of the Union Government; and
- (e) the steps taken/being taken by the Union Government to ensure that all pending amounts for the Metro projects in Tamil Nadu are released in a time-bound manner?

THE MINISTER OF HOUSING AND URBAN AFFAIRS; AND MINISTER OF POWER (SHRI MANOHAR LAL):

(a), (b) and (e) Urban Development is a State Subject, and the Central Government supports the efforts of states to promote urbanization in a sustainable manner. Urban transportation Infrastructure including Metro Rail Systems enhance sustainability of urbanization. In the past Central Government has given financial

support for 54 km of metro network under Chennai Phase-I and Phase-I Extension metro projects, which are operational since February 2019 and March 2022 respectively. Government of Tamil Nadu has initially chosen to implement 118.9 km additional metro network under Chennai metro phase-2 project as a State sector project. Subsequently, on the request of Government of Tamil Nadu and after following due process of approval, Central Government has approved Chennai Metro Phase-II project as 50:50 Joint Venture project at the cost of Rs 63,246.4 crore in October 2024. As per sanction order, total contribution from Government of India for Chennai Metro Rail Phase-2 project is ₹ 7,424.9 Cr towards Equity and Subordinate Debt. In addition, Central Government is also providing pass through assistance against the external loan as per sanction order. Funds for Chennai Metro project are released based on the fund requirement posed by Special Purpose Vehicle i.e. Chennai Metro Rail Limited, which is dependent upon the progress of project. Central Government has released fund to the tune of Rs 5,004.59 crore for Chennai Metro phase-2 project since its sanction in the month of October 2024.

(c) and (d) Government of Tamil Nadu has submitted Detailed Project Report for Coimbatore and Madurai Metro Rail Projects of Tamil Nadu in February, 2024. without Comprehensive Mobility Plan and Alternative Analysis Report. Government of Tamil Nadu has submitted comprehensive mobility plan and alternative analysis report for Coimbatore and Madurai Metro Rail Projects of Tamil Nadu only in December 2024, which is essential for project appraisal. Metro Rail Projects being cost intensive undergoes extensive appraisal process as per laid

down procedure and intensive scrutiny at different level in Central Government. Financial assistance for such projects in cities or urban agglomerates is considered by Central Government, based on feasibility of the proposal and availability of resources.

FUNCTIONAL HOUSEHOLD TAP CONNECTIONS

***213. SHRI G SELVAM:**

SHRI MOHMAD HANEEFA:

Will the Minister of **JAL SHAKTI** be pleased to State:

- (a) the percentage and total number of households provided with Functional Household Tap Connections (FHTCs) under the Jal Jeevan Mission (JJM) in the country including Tamil Nadu and Union Territory (UT) of Ladakh since its inception, district-wise;
- (b) the details of funds allocated, released and utilized under JJM in Tamil Nadu and UT of Ladakh since its inception, year-wise;
- (c) the number of rural households yet to receive tap water connections under JJM in Tamil Nadu and UT of Ladakh along with the timeline for achieving hundred per cent coverage;
- (d) whether the Government has identified any challenges in implementing JJM and if so, the details thereof along with the measures taken/being taken in this regard;

- (e) the steps taken/being taken by the Government to ensure sustainable water supply, including measures for rainwater harvesting, groundwater recharge and wastewater management in rural areas of Tamil Nadu;
- (f) whether the quality of drinking water provided under JJM in Ladakh is monitored regularly and if so, the details thereof; and
- (g) the action taken/being taken by the Government to address the issues, such as poor quality of work and delays in the implementation of the said scheme in the region?

THE MINISTER OF JAL SHAKTI (SHRI C. R. PATIL):

(a) Government of India is committed to make provision for safe and potable tap water supply in adequate quantity (55 lpcd), of prescribed quality and on a regular and long-term basis to all rural households in the country. Towards this end, the Government of India launched the Jal Jeevan Mission (JJM), to be implemented in partnership with State/ UTs including Tamil Nadu and Ladakh, in August 2019. Drinking Water is a state subject, and hence, the responsibility of planning, approval, implementation, operation, and maintenance of drinking water supply schemes, including those under JJM, lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance.

Significant progress has been made in the country since the launch of JJM, towards enhancing access to tap water for rural households. At the start of JJM in August 2019, only 3.23 Crore (16.8%) rural households were reported to have tap water

connections. So far, as reported by States/ UTs on JJM-IMIS, as on 10.03.2025, around 12.28 Crore additional rural households have been provided with tap water connections under JJM. Thus, as on 10.03.2025, out of 19.42 Crore rural households in the country, approximately 15.52 Crore (79.91%) households are reported to have tap water supply.

As reported by the State of Tamil Nadu, at the start of JJM in the State on 15.08.2019, only 21.76 lakh (17.37%) rural households had tap water connections. Since then, around 89.07 lakh additional rural households have been provided with tap water connections. Thus, as on 10.03.2025, out of 1.25 Crore rural households in the state, the provision of tap water supply is available to approximately 1.11 Crore (88.47%) rural households.

Similarly, as reported by UT of Ladakh, at the start of JJM as on 15.08.2019, only 1,414 (3.48%) rural households had tap water connections. Since then, around 0.38 lakh additional rural households have been provided with tap water connections. Thus, as on 10.03.2025, out of 0.41 lakh rural households in Ladakh, the provision of tap water supply is available to more than 0.39 lakh (96.41%) rural households. The district wise details of tap water connections provided in Tamil Nadu and Ladakh is at **Statement .**

(b) The details of fund allocation, fund drawn and reported fund utilization during the last five years (2019-20, 2020-21, 2021-22, 2022-23 and 2023-24) and current financial year 2024-25 (as on 10.03.2025) by the state of Tamil Nadu are as under:

(Amount in Rs. Crore)

S. No.	Year	Central share					State Share Expenditure
		Opening Balance	Fund allocated	Fund Drawn	Available fund	Expenditure	
1	2019-20	1.49	373.87	373.10	374.59	114.58	99.14
2	2020-21	264.09	921.99	690.36	954.45	576.87	399.57
3	2021-22	377.58	3,691.21	614.35	991.93	457.63	496.16
4	2022-23	534.30	4,015.00	872.96	1,407.26	593.71	664.36
5	2023-24	813.55	3,615.56	2,617.10	3,430.65	2,617.49	2,612.30
6	2024-25*	813.15	2,438.89	731.67	1,544.82	1,297.47	1,452.38
Total			15,056.52	5,899.54	5,901.03	5,657.75	5,723.91

Source: JJM-IMIS

*as on

10.03.2025

The details of fund allocation, fund drawn and reported fund utilization during the last five years (2019-20, 2020-21, 2021-22, 2022-23 and 2023-24) and current financial year 2024-25 (as on 10.03.2025) by the UT of Ladakh are as under:

(Amount in Rs. Crore)

S. No.	Year	Central share				
		Opening Balance	Fund allocated	Fund Drawn	Available fund	Expenditure
1	2019-20	8.10	166.65	67.86	75.96	0.61
2	2020-21	75.96	352.09	-	75.96	9.43
3	2021-22	66.52	1,429.96	340.68	407.20	144.96
4	2022-23	262.25	1,555.77	382.76	645.01	364.34
5	2023-24	280.66	477.11	131.07	411.73	346.73
6	2024-25*	65.00	624.78	187.43	252.43	60.78
Total			4,606.36	1,109.80	1,117.90	926.85

Source: JJM-IMIS

*as on

10.03.2025

(c) As reported by state of Tamil Nadu on JJM IMIS, as on date, around 14.44 lakh rural households are yet to be provided tap water connections, which the state aims to cover by September 2028. Similarly, in Ladakh, 1,461 rural households are yet to be provided with tap water connections, which the UT government has planned to cover by December 2025.

(d) State/UTs have informed that lack of dependable drinking water sources in water-stressed, drought prone and desert areas, presence of geo-genic contaminants in ground water, uneven geographical terrain, scattered rural habitations, delay in release of the matching State share in some States, lack of technical capacity with implementing agencies, Gram Panchayats and local communities to plan,

manage, operate and maintain the water supply schemes, rising price of raw materials, delay in obtaining statutory/ other clearances, etc. are a few of problems being faced in the implementation of the Mission. Further, CoVID-19 pandemic and poor availability of raw materials especially DI/ HDPE pipes due to Russia-Ukraine military conflict have also impacted the pace of implementation in the States.

To address the challenges holistically and overcome these, Government of India has taken a number of steps, *inter alia* including implementation of Special Assistance to States for Capital Expenditure through Ministry of Finance for financial assistance as 50-year interest free loan for capital investment projects to assist them to provide matching state share to maintain assured and adequate availability of pipes at reasonable price, nomination of a nodal officer in the Department for coordinating with Central nodal Ministries/ Departments/ agencies

to facilitate the States in obtaining Statutory/ other clearances, setting up of State Programme Management Units (SPMUs) and District Programme Management Units (DPMUs) and implementation of “*Nal Jal Mitra Programme*” for ensuring availability of skilled local persons at village level to bridge the gap in availability of technical skill sets and HR for programme management.

(e) Development of reliable drinking water sources and/ or augmentation of existing sources to provide long-term sustainability of water supply system in villages, is an integral part of JJM. To achieve this objective, following provisions have been made in operational guidelines for the implementation of JJM:

- i.) Any water supply scheme undertaken under JJM is approved only after the recommendation of a Source Finding Committee of the respective state government, to the effect that the identified water source through which the scheme is planned, has sufficient yield for sustaining water supply as per required norm, for the scheme design period.
- ii.) Development/ strengthening/ augmentation of drinking water sources and infrastructure for bulk transfer of water, treatment, and distribution systems in water deficit drought-prone and desert areas without dependable ground water sources apart from creation of in-village water supply infrastructure.
- iii.) Strengthening of drinking water sources in convergence with other schemes such as MGNREGS, Finance Commission grants to rural local bodies/ PRIs, MP and MLA's Local Area Development Fund, District Mineral Development Fund, CSR fund, etc.

Jal Shakti Abhiyaan – Catch the rain campaign, in its different editions, focused on water conservation and rainwater harvesting structures, renovation of traditional water bodies, reuse and recharge structures, watershed development, etc. Further, a special initiative Jal Sanchay Jan Bhagidari (JSJB) under JSA: CTR has been launched on September 6, 2024, which aims to promote collaborative community-driven water conservation efforts and focuses on enhancing water management through low-cost, scientifically designed artificial recharge structures, ensuring active participation from local communities, industries, and other stakeholders.

National Water Mission (NWM) has developed a guidance document titled "Simple and Practical Methods of Artificial Recharge of Groundwater Augmentation" in the form of FAQs to provide technical support. Information, Education, and Communication (IEC) activities have also been undertaken to spread awareness about the initiative. A monitoring and evaluation framework has also been established through the Jal Sanchay Dashboard, which tracks progress with geo-tagged locations of recharge structures. CWC and CGWB also provide technical assistance for the creation and renovation of recharge structures to improve groundwater augmentation efforts.

Under SBM-G, support is provided for management of greywater generated from kitchen and bathroom. Soak pits are the preferred method to manage greywater in the rural areas. However, States have the flexibility to choose the technology option best suited for local conditions. For grey water management (GWM) in rural areas, the State of Tamil Nadu is having both community as well as household level interventions. As on date, there are more than 20 Lakh individual household level

assets and more than 1 lakh community assets in place across the state. The community assets include soak pits/Leach pits/Magic pits, drainage channels and GWM systems.

(f) Under the Jal Jeevan Mission, as per existing guidelines, Bureau of Indian Standards' publication BIS:10500 are adopted as benchmark for ensuring the quality of water being supplied through the piped water supply schemes. States/UTs have been advised to carry out testing of water quality on a periodic basis at different sample collection points and take remedial action wherever necessary, to ensure that the water supplied to households is of prescribed quality. To enable States/ UTs to test water samples for water quality, and for sample collection, reporting, monitoring and surveillance of drinking water sources, an online JJM – Water Quality Management Information System (WQMIS) portal has been developed. The State-wise details of water quality test reported by States/ UTs including Ladakh through WQMIS are available in public domain on JJM Dashboard and can also be accessed at:

<https://ejalshakti.gov.in/WQMIS/Main/report>

A 'Citizen Corner' was also developed on the JJM Dashboard. The corner included display of water quality test results in the public domain to further create awareness and build confidence among people about the quality of water supplies through the PWS in rural areas. For the period 2021-22 to 2024-25, a total of 28,344 samples have been tested for the UT of Ladakh.

(g) To ensure the quality of the works under JJM, third party inspection and certification before payment is mandatory. For the purpose, States have been

empowered to empanel third party inspection agencies (TPIA) to check the quality of work executed by the agencies, quality of materials used for construction and quality of machinery installed in each of the scheme. The grievances/ complaints which inter-alia includes poor quality of works under JJM are handled and disposed of at the State/ UT level. Such complaints/ representations as and when received in this department are forwarded to the concerned state government for taking necessary corrective measures. Further, Department of Drinking Water and Sanitation undertakes several measures such as functionality assessment, ground truthing by National WASH Experts, call-based feedback from complainant, field visits by National Teams, status review in meetings, etc. to ensure that the complaints related to quality of works are addressed by the State/UT.

To expedite the provision of tap water connections to all rural households in the country including Tamil Nadu and Ladakh, concerted efforts have been made to accelerate the pace of implementation of JJM on ground. These include measures such as holding high level joint review meetings with the State government on regular basis and visits of multi-disciplinary teams from the department to highlight areas which need attention for expediting implementation in a mission mode to make provision of tap water supply to all households in a time bound manner.

Statement

District-wise status of tap water connections in Tamil Nadu

AS. No.	District	Total rural HHs (No in Lakh)	Rural HHs with tap water connection as on 15/08/2019		Total Rural HHs with tap water supply as on 10/03/2025	
			No.	In %	No.	In%
1.	Ariyalur	2.08	0.58	27.73	2.08	100
2.	Chengalpatt	4.16	0.44	10.60	4.15	99.85
3.	Coimbatore	3.73	1.87	50.26	3.73	100
4.	Cuddalore	5.22	0.63	12.31	5.22	100
5.	Dharmapuri	3.43	0.02	0.60	2.07	60.48
6.	Dindigul	4.53	1.03	22.53	3.94	87.09
7.	Erode	4.19	0.64	15.38	3.90	93
8.	Kallakurichi	3.02	0.02	0.69	1.84	60.86
9.	Kanchipura	2.16	0.59	27.23	2.16	100
10.	Kanyakumar	2.17	0.79	36.66	2.17	100
11.	Karur	2.04	0.41	20.14	1.86	90.82
12.	Krishnagiri	4.09	0.05	1.26	2.97	72.5
13.	Madurai	4.49	0.55	12.27	4.19	93.29
14.	Mayiladuthur	2.03	-	0.00	2.03	100
15.	Nagapattina	1.57	0.23	14.50	0.93	59.23
16.	Namakkal	3.62	0.59	16.66	3.62	100
17.	Nilgiris	1.47		4.36	1.37	93.21
18.	Perambalur	3.70	0.19	12.88	2.21	59.86
19.	Pudukkottai	3.33	0.52	14.06	1.14	34.27
20.	Ramanathap	1.89	0.30	9.09	1.89	100
21.	Ranipet	6.46	0.86	45.23	5.70	88.23
22.	Salem	3.27	0.53	8.11	2.54	77.53
23.	Sivaganga	3.42	0.58	17.35	2.45	71.45
24.	Tenkasi	4.22	0.65	18.96	4.22	100
25.	Thanjavur	0.97	1.51	35.84	0.97	100
26.	Theni	1.85	0.55	29.53	1.85	100
27.	Thoothukudi	4.76	0.37	10.34	4.76	100
28.	Tiruchirappa	3.05	1.29	27.20	2.47	80.93
29.	Tirunelveli	3.66	0.41	14.31	3.21	87.8
30.	Tirupathur	4.72	0.67	30.94	4.45	94.15
31.	Tiruppur	2.80	1.56	34.20	2.45	87.41
32.	Tiruvallur	2.13	0.58	12.27	2.10	98.82

AS. No.	District	Total rural HHs (No in Lakh)	Rural HHs with tap water connection as on 15/08/2019		Total Rural HHs with tap water supply as on 10/03/2025	
			No.	In %	No.	In%
33.	Tiruvannam	4.56	0.85	16.07	4.26	93.3
34.	Tiruvarur	5.30	0.64	20.94	5.27	99.43
35.	Vellore	2.13	0.73	34.24	2.13	100
36.	Villupuram	4.37	0.05	1.18	4.25	97.11
37.	Virudhunaga	4.69	0.44	9.34	4.31	91.86
	Total	125.28	21.76	17.36	110.8	88.47

District-wise status of tap water connections in Ladakh

S. No.	District	Total rural HHs	Rural HHs with tap water connection as on 15/08/2019		Total Rural HHs with tap water supply as on 10/03/2025	
			No.	In %	No.	In%
1.	Leh	21,719	1,246	5.74	21,469	98.85
2.	Kargil	18,952	168	0.89	17,741	93.61
	Total	40,671	1,414	3.48	39,210	96.41

रोप-वे का निर्माण

*214. डॉ. राजीव भारद्वाज:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश के कांगड़ा जिले में श्री चामुंडा नंदीकेश्वर धाम से हिमानी चामुंडा तक प्रस्तावित रोप-वे के निर्माण की अनुमानित लागत कितनी है;

(ख) क्या उक्त रोप-वे परियोजना के लिए निविदा प्रक्रिया पूरी हो चुकी है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) क्या उक्त परियोजना को पूरा करने के लिए कोई समय-सीमा तय की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (ग) इस परियोजना पर विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करने का प्रस्ताव है। डीपीआर के परिणाम के आधार पर परियोजना पर विचार किया जाएगा।

DISBURSEMENT OF FUNDS FOR SMALL AND MEDIUM FOOD PROCESSING INDUSTRIES

***215. DR. D. PURANDESWARI:**

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

- (a) the details of the total funds disbursed under Pradhan Mantri Kisan SAMPADA Yojana (PMKSY), Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and PM Formalization of Micro Food Processing Enterprises (PMFME) scheme for small and medium food processing industries;
- (b) the eligibility criteria for entrepreneurs to benefit from these schemes;
- (c) whether the said schemes have provisions to support women and marginalized communities and if so, the details thereof;
- (d) the details of the steps taken/being taken by the Government to ensure widespread awareness about these schemes among rural entrepreneurs especially in the State of Andhra Pradesh; and

(e) the impact of the said schemes on employment generation and value addition in the food processing sector?

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRI CHIRAG PASWAN):

(a) Ministry of Food Processing Industries (MoFPI) has been incentivizing food processing entrepreneurs including small and medium one, for setting up/expansion of related industries through its Central Sector Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme, Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and Centrally Sponsored Pradhan Mantri Formalization of Micro food processing Enterprises (PMFME) Scheme across the country. These schemes are not region or state specific but demand driven.

PMKSY scheme mainly caters to small and medium enterprises and a sum of ₹6198.76 crore has been disbursed as grants in aid/ subsidy since inception of component schemes of PMKSY, as on 28.02.2025.

Incentives to the tune of ₹1155.296 crore has been disbursed under PLISFPI, out of which ₹13.266 crore has been disbursed to MSMEs in 20 eligible cases as on 28.02.2025.

PMFME scheme mainly caters to micro enterprises and as on 28.02.2025, Central Share of ₹ 2704.61 crore has been released to States/ UTs for implementation of various components of the scheme.

(b) **The eligibility criteria under PMKSY is given below:**

- The combined net worth of the applicant should be at least 1.5 times of the grants-in-aid sought in respect of proposals from General Areas and at least equal to the grants-in-aid sought for, in case of proposals from Difficult Areas or proposals from SC/ST promoters or FPOs or SHGs.
- In-principle /final term loan sanction letter specific to the proposal from a bank.
- Detailed bank appraisal note from a Scheduled Commercial Bank.
- Term loan from the Bank for an amount not less than 20% of the total project cost in respect of proposals from General Areas and 10% of the total project cost in case of proposals from Difficult Areas or proposals from SC/ST promoters or FPOs or SHGs.
- Infusion of promoter's equity of at least 20% of the total project cost in respect of proposals from General Areas and 10% of the total project cost in case of proposals from Difficult Areas or proposals from SC/ST or FPOs or SHGs.
- Only one application will be accepted from an entity against an Expression of Interest under the scheme.
- Expansion/Upgradation of existing facility(ies) will not be allowed except for Food Safety and Quality Assurance Infrastructure (FTL) and Creation/Expansion of Food Processing and Preservation Capacities (CEFPPC) schemes..
- Entities or promoter(s) of entities who have availed financial assistance under another scheme (any scheme other than the CEFPPC scheme) of the Ministry will be eligible for Grants-in-aid only after two years from the date of commercial operation of the previous project. Provided that an entity or promoter(s)

of an entity shall not be eligible for financial assistance for more than two projects during a period of 10 years.

The eligibility criteria under PLISFPI is given below:

Category	Segment	Minimum Sale (Rs. in Crore)	Minimum Investment (Rs in Crore)	Min CAGR % for Sales Incentives
Category-I	Ready to Eat /Ready to Cook	500	100	10
	Processed Fruits and Vegetables	250	50	10
	Marine Products	600	75	5
	Mozzarella Cheese	150	23 Crore-10 MTPD	15
Category-II	Innovative/Organic Products including Free range eggs, Egg Products, Poultry Products	a. Udyami Registered b. Achieved Minimum sale of Rs. 1 Crore during 2019-20 for each of the Innovative/ organic product proposed to be incentivized. c. Applicant for Organic Product shall be registered with APEDA (NPOP Certification)		
Category-III	• Only Indian Brands are covered for branding and Marketing abroad having products manufactured in India; • Branding and Marketing shall be undertaken either by the Applicant directly or through its subsidiary or any other agency India/Abroad			
Millets based products	Large Entity - 250 Crore	MSME - 2 Crore		

The scheme is applicable only for the sale of products whose **entire chain of manufacturing process (including primary processing) takes place in India**. This condition does not apply for additives, flavours and edible oils used in the manufacturing process. The incentives under the scheme varies from 5%-10% in first 4 years and 4%-9% in subsequent years.

The eligibility criteria under PMFME to Support to Individual Micro Enterprises is given below:

- Beneficiary contribution should be minimum of 10% of the project cost with balance being loan from Bank.
- The individual applicant should be above 18 years of age irrespective of educational qualification.
- Applicant/enterprise is eligible for bank loan under the Scheme, even if he has availed bank loan in other Subsidy Linked Schemes of Government. Applicant is also eligible for Interest Subvention and Top Up convergence with other Government Sponsored Schemes. Lending Banks may consider sanctioning need based working capital limit to the beneficiaries, as admissible. However, no subsidy would be provided on the working capital.
- The applicants/Entrepreneurs of existing units under stress and qualifying for restructuring by the Banks are eligible for upgradation/expansion of the Unit under the scheme.

(c) Women and marginalized communities are eligible to apply under the Schemes of the Ministry. Under PMKSY and PMFME schemes, 8.3% of total fund

is earmarked for Scheduled Caste Sub-Plan (SCSP) and that of 4.3% for Tribal Sub Plan (TSP).

Under PMKSY guidelines, concessions for SC/ST applicants are provided as under:

- Net Worth requirement reduced to amount equal to grant sought, in comparison to 1.5 times for general public;
- Term Loan requirement reduced to 10% of eligible project cost, in comparison to 20% for general public;
- Equity requirement reduced to 10% of eligible project cost, in comparison to 20% for general public;
- Qualifying level reduced to 45 out of 100, in comparison to 60 for general public;
- Quantum of grant at enhanced level of 50% of eligible project cost, in comparison to 35% for general public (subject to the maximum ceiling under respective sub-schemes);
- Requirement of minimum eligible project cost reduced to Rupees One Crore, in comparison to Rupees Three Crores in respect of CEFPPC projects [for other schemes, no such criteria is fixed]

Under PMKSY, as on 28.02.2025, a total of 156 projects by women entrepreneurs have been approved and grants in aid amounting to ₹273.17 crore has been released to these projects. Similarly, 110 projects have been approved

to the entrepreneurs belonging to SC/ST category and grants in aid amounting to ₹247.17 crore has been released to these projects.

Under the PMFME Scheme, Support for Credit Linked Subsidy is being provided for setting up of new/ upgradation of existing micro food processing enterprises. As on 28.02.2025, out of the total 1,27,758 loans sanctioned, 55,963 loans have been sanctioned for Women enterprises, 10,929 loans have been sanctioned for SC Category and 6255 loans have been sanctioned for ST Category. In addition to this, Seed capital support @ Rs. 40,000 is being provided to SHG members. 3,27,174 SHG members have been sanctioned for Seed capital.

(d) To ensure equal opportunities across rural and urban areas Scheme awareness activities through National and State level awareness campaigns such as Newspaper advertisement, Radio Jingles, Exhibitions and Expos, Millet Fairs, Buyer-Seller Meets, district and block level workshops etc. are conducted with the aim to enhance the awareness of general public and for their participation for availing benefits under the Schemes, including Andhra Pradesh.

Under the scheme of Promotional Activities of MoFPI, Ministry has provided financial assistance to various eligible organizations for organizing 120 events such as seminars, workshops, conferences, exhibitions etc. across the country during the year 2023-24 and 2024-25 to create awareness among stakeholders. In Andhra Pradesh, 2 such events have been supported by the Ministry.

(e) Under the PLISFPI total employment of 3,31,018 has reportedly been generated as on 31.12.2024.

Since inception of component schemes of PMKSY, 1608 projects have been approved and 1103 projects are operationalized as on 28.02.2025. Operationalized projects generated employment of 4.25 lakh and creating preservation/ processing capacity of 244.94 lakh MT.

Under PMFME, total 3,83,274 direct/ indirect employment has been generated till 28.02.2025.

इंदिरा गांधी नहर परियोजना के अंतर्गत नियमित जलापूर्ति

*216. श्री राहुल कस्वां:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या इंदिरा गांधी नहर परियोजना (आईजीएनपी) के अंतर्गत किसानों को सिंचाई के लिए नियमित जलापूर्ति मार्च तक प्रस्तावित थी तथा राजस्थान राज्य सरकार ने नहर के किनारों पर परत लगाने/मरम्मत कार्यों के बहाने जनवरी में ही यह जलापूर्ति बंद कर दी है जबकि नहर का पानी मार्च-अप्रैल के दौरान बंद होना चाहिए था;

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

(ग) क्या सरकार की ओर से गलत संप्रेषण तथा निर्धारित एवं समुचित समय-सीमा सहित योजना बनाने में विसंगति के कारण किसानों की रबी फसलें क्षतिग्रस्त/नष्ट हो गई हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या सरकार का प्रभावित किसानों को गिरदावरी/मूल्यांकन/सर्वेक्षण करवाकर पूर्ण मुआवजा देने का विचार है; और

(ङ) यदि हां, तो विशेषकर बीकानेर संभाग सहित तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्री (श्री सी. आर. पाटिल):

(क) से (ङ) राजस्थान सरकार द्वारा उल्लिखित किया गया है कि वर्ष 2024-25 में जल की कमी की अवधि के दौरान, इंदिरा गांधी नहर परियोजना के लिए राजस्थान के हिस्से के अनुसार, दिनांक 30 सितंबर, 2024 और दिनांक 14 नवंबर, 2024 को आयोजित जल परामर्शदात्री समिति की बैठकों में यह निर्णय लिया गया था कि इंदिरा गांधी नहर परियोजना कमान क्षेत्र में 5 बाड़ी उपलब्ध कराये जाने का प्रावधान किया जाए। उपर्युक्त जल परामर्शदात्री समिति की सिफारिश पर, आयुक्त, कमान क्षेत्र विकास, बीकानेर द्वारा नहर विनियमन कार्यक्रम को मंजूरी प्रदान की गई है। तदनुसार, दिनांक 5 फरवरी, 2025 तक 5 बाड़ियाँ उपलब्ध कराई गई हैं। जैसा कि निर्णय लिया गया था, तत्पश्चात् इंदिरा गांधी नहर परियोजना क्षेत्र में पीने का पानी उपलब्ध कराया जा रहा है।

राजस्थान सरकार द्वारा यह भी सूचित किया गया है कि दिनांक 30 सितंबर, 2024 और दिनांक 14 नवंबर, 2024 को आयोजित जल परामर्शदात्री समिति की बैठकों में इंदिरा गांधी नहर परियोजना के लिए पानी की हिस्सेदारी के बारे में खेतीहरों को जानकारी दे दी गई है। नहर संचालन की अनुसूची तैयार कर ली गई है और उसे खेतीहरों के साथ साझा किया गया है। उपर्युक्त के मद्देनजर, किसानों को मुआवजा देने का प्रश्न नहीं उठता।

POLLUTION LEVEL OF RIVERS IN MAHARASHTRA

***217. SHRI NARESH GANPAT MHASKE**

SHRIMATI SHAMBHAVI

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has any comprehensive data on the pollution levels of rivers in the country including Maharashtra and if so, the details thereof indicating the most severely affected rivers;

- (b) the details of the primary sources of pollution in rivers of the country including Maharashtra along with the efforts made/being made to tackle industrial waste, sewage discharge and plastic pollution in these water bodies;
- (c) the details of specific initiatives undertaken by the Government to clean and rejuvenate polluted rivers in the country including Maharashtra;
- (d) the details of the financial allocation made for river cleaning projects and the actual expenditure incurred during the last five years in the country including Maharashtra; and
- (e) the details of long-term policies formulated/being formulated to prevent further river pollution and ensure sustainable water resource management in the country including Maharashtra keeping in view the rapid urbanization and industrialization?

THE MINISTER OF JAL SHAKTI (SHRI C. R. PATIL):

(a) to (e) Central Pollution Control Board (CPCB) in association with Pollution Control Boards/Committees in different States/Union Territories (UTs) has been monitoring water quality of rivers and other water bodies across the country through a network of monitoring stations under the National Water Quality Monitoring Programme. Based on water quality monitoring results, pollution assessment of rivers is carried out by CPCB from time to time.

As per the last report published by CPCB in November 2022, 311 polluted stretches were identified on 279 rivers based on monitoring results in terms of Bio-chemical Oxygen Demand, an indicator of organic pollution. These include 53 stretches in Maharashtra. CPCB report may be accessed through following link:

<https://cpcb.nic.in/openpdffile.php?id=UmVwb3J0RmlsZXMvMTQ5OF8xNjc5OTg4MDQ1X21lZGlhcGhvdG8xMjk5NS5wZGY=>

Rivers in the country including Maharashtra are mostly polluted due to discharge of untreated and partially treated domestic sewage from cities/towns and Urban Local Bodies, industrial effluent in their respective catchments, lack of dilution, dumping of wastes and other non-point sources of pollution.

Cleaning/rejuvenation of rivers is an ongoing process. It is the primary responsibility of States/Union Territories (UTs) and Urban Local Bodies to ensure required treatment of sewage and industrial effluents to the prescribed norms before discharging into the rivers and other water bodies. For conservation of rivers, the Ministry has been supplementing efforts of the States/UTs by providing financial and technical assistance for abatement of pollution in identified stretches of the rivers in the country through Central Sector scheme of “Namami Gange” for the rivers in Ganga basin, and Centrally Sponsored Schemes of National River Conservation Plan (NRCP) for other rivers. Apart from this sewerage infrastructure is created under programs like Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and Smart Cities Mission of Ministry of Housing and Urban Affairs. In Maharashtra, the Government of India has sanctioned two projects for Pollution abatement of Mula Mutha river at Pune and Nag river at Nagpur at cost of Rs.990.26 crore and Rs.1926.99 crore, respectively.

Discharge of industrial effluents is monitored by CPCB and the respective State Pollution Control Boards/Committees, and in case of non-compliance with the prescribed norms, actions are taken in accordance with the provisions of the

Environment (Protection) Act, 1986 and the Water (Prevention and Control of Pollution) Act, 1974.

Details of the total amount of funds allocated and utilized/released for the cleaning of rivers across the country during the last five years under NRCP and Namami Gange are given below:

(Rs. crore)

Financial Year	NRCP		Namami Gange	
	Budget Allocated	Funds Released	Budget Allocated	Funds Released
2019-20	153.00	136.66	1553.44	2673.09
2020-21	100.00	99.87	1300.00	1339.97
2021-22	217.68	202.32	1900.00	1892.70
2022-23	450.00	449.05	2500.00	2258.98
2023-24	432.01	411.01	2400.00	2396.10
Total	1352.69	1298.91	9653.44	10560.84

In addition to the ongoing schemes Namami Gange, NRCP, and AMRUT, the States/UTs are putting efforts into pollution abatement of the river. States/UTs have prepared the action plans for the polluted river stretches identified by CPCB in compliance with National Green Tribunal orders and got their action plan approved from the competent authority. For monitoring, the Central Monitoring Committee (CMC) has been constituted under the Chairmanship of the Secretary, Department of Water Resources, River Development and Ganga Rejuvenation, Ministry of Jal Shakti, Govt. of India.

SCHEMES FOR URBAN POOR AND URBAN WORKERS

***218. SHRI CHAMALA KIRAN KUMAR REDDY:**

SHRI EATALA RAJENDER:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) whether the Government has given priority to assist urban poor and vulnerable groups and also has a scheme for socio-economic upliftment of urban workers to improve their incomes, have sustainable livelihoods and a better quality of life; and
- (b) if so, the details of progress made thereof along with the funds sanctioned/spent, district/State/UT-wise including Andhra Pradesh, Telangana, Haryana, Delhi, Odisha and Chhattisgarh?

THE MINISTER OF HOUSING AND URBAN AFFAIRS; AND MINISTER OF POWER (SHRI MANOHAR LAL):

(a) and (b) Yes, The Ministry of Housing and Urban Affairs implemented National Urban Livelihoods Mission (NULM) in 2014 to reduce poverty and vulnerability of urban poor households on sustainable basis in 790 cities. In February 2016, the scheme was re-named as Deendayal Antyodaya Yojana - National Urban Livelihoods Mission (DAY-NULM) and its coverage was extended to all statutory towns, to be decided by the respective States/ UTs. It aimed at reduce poverty and vulnerability of urban poor households by enabling them to access gainful self-employment and skilled wage employment opportunities, for improvement in their livelihoods on a sustainable basis. DAY-NULM was under implementation upto 30th September, 2024. Under DAY-NULM over 1 crore urban poor households

have been mobilised into Self-Help Groups (SHGs), including 90 lakh women. Over 39.39 lakh livelihoods have been created under the Mission. The funds released under DAY-NULM since its inception is at **Statement**.

The Ministry launched the PM Street Vendor's AtmaNirbharNidhi (PM SVANidhi) Scheme on June 01, 2020, to facilitate collateral free working capital loans to street vendors to resume their businesses after the COVID-19 pandemic and consequent lockdowns which had adversely impacted the livelihoods of these vendors, who usually work with a small capital base and often have to resort to borrowing from the local money lenders at usurious rates.

STATEMENT

FUNDS RELEASED UNDER DAY-NULM SINCE ITS INCEPTION

Sl. No	States/UTs	Total released (Rs. in Crore)
1	Andhra Pradesh	432.96
2	Arunachal Pradesh	38.13
3	Assam	119.47
4	Bihar	162.61
5	Chhattisgarh	148.57
6	Goa	18.48
7	Gujarat	309.51
8	Haryana	83.29
9	Himachal Pradesh	56.06
10	Jammu and Kashmir	50.05
11	Jharkhand	159.16
12	Karnataka	171.23
13	Kerala	180.39
14	Madhya Pradesh	425.98

15	Maharashtra	441.48
16	Manipur	58.54
17	Meghalaya	12.08
18	Mizoram	110.28
19	Nagaland	53.22
20	Odisha	127.41
21	Punjab	114.09
22	Rajasthan	242.49
23	Sikkim	11.31
24	Tamil Nadu	715.77
25	Telangana	329.55
26	Tripura	73.11
27	Uttar Pradesh	481.24
28	Uttarakhand	52.68
29	West Bengal	284.84
30	A and N Islands	1.68
31	Chandigarh	20.91
32	DandN Haveli, Daman and Diu	0.17
33	Delhi	0.00
34	Puducherry	20.01
35	Ladakh	2.10
	Total	5508.87

STRENGTHENING ITS IN PUBLIC TRANSPORTATION

***219. SHRI SRIBHARAT MATHUKUMILLI:**

SHRI G M HARISH BALAYOGI:

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

(a) whether any transport body of Andhra Pradesh has been included for strengthening Intelligent Transport System (ITS) in public transport system scheme, if so, the details thereof;

(b) the details regarding the amount of funds allocated/ released/utilized under the scheme for transport bodies in Andhra Pradesh since the date of proposal submission from the State bodies, year-wise;

(c) whether any proposals have been submitted by the State Government of Andhra Pradesh to the Union Government for the Central share under the scheme and if so, the details regarding the proposals submitted and sanctioned for Andhra Pradesh under the scheme;

(d) whether the Government has increased the percentage of the central share under the scheme, if so, the details thereof;

(e) the details regarding the funds allocated under the Union Budget 2025-26 for the scheme; and

(f) whether the Government has any plans to extend the scheme beyond the 15th Finance Commission cycle and if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b) Yes Sir. Andhra Pradesh State Road Transport Corporation (APSRTC) has been included in the Scheme “Central Assistance for Strengthening the Intelligent Transport System (ITS) in Public Transport System in the country”. The details are as under :

S.No.	Transport body	Proposal	Year	Approved Central Share (in Rs. Cr)	Fund released year wise (in Rs. Cr)	
1.	APSRTC		2012	10.65	2011-12	5.33

		Implementation of project 'Bus Tracking and Centralized Fare Collection System' in APSRTC			2012-13	3.19
					2015-16	2.13
					Total	10.65
2.	APSRTC	Implementation of Unified Ticketing Solution (UTS) in APSRTC	2021	29.71	2021-22	14.69
					2022-23	9.08
					2023-24	5.94
					Total	29.71

(c) State Transport Undertakings/State Transport Corporations/Public Private Partnership organizations/State Government Bodies (Transport Bodies) entrusted with providing public transport facilities are eligible for assistance under the Scheme. As per this eligibility, APSRTC has submitted the proposal for "Implementation of Unified Ticketing Solution (UTS) in APSRTC" amounting Rs. 22.81 crore in 2024.

(d) Yes Sir. The Government has increased the Central Share from 50% to 70% under the revamped scheme approved in June, 2022.

(e) Budget for the Scheme for Financial Year (FY) 2025-26 will be allocated after the approval of Parliament to the Demand for Grants of the Ministry.

(f) The current scheme is valid till FY2025-26.

सूक्ष्म, लघु और मध्यम उद्यम क्षेत्र के माध्यम से रोजगार सृजन

***220. श्री छत्रपाल सिंह गंगवार:**

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

(क) बरेली में पारंपरिक बांसुरी उद्योग और हस्तशिल्प क्षेत्र को बढ़ावा देने के लिए क्या योजनाएं क्रियान्वित की जा रही हैं; और

(ख) बरेली में एमएसएमई क्षेत्र के माध्यम से रोजगार सृजन के लिए क्या प्रयास किए जा रहे हैं?

सूक्ष्म, लघु और मध्यम उद्यम मंत्री (श्री जीतन राम मांझी)

(क) भारत सरकार हस्तशिल्प क्षेत्र को बढ़ावा देने और सहायता करने के लिए निम्नलिखित स्कीमों का कार्यान्वयन कर रही है:-

(i) राष्ट्रीय हस्तशिल्प विकास कार्यक्रम (एनएचडीपी): कार्यक्रम का उद्देश्य भारत के हस्तशिल्प क्षेत्र के विकास और स्थिरता को बढ़ावा देना तथा कारीगरों को कौशल विकास से लेकर बाजार पहुंच तक समग्र सहायता प्रदान करके उन्हें सशक्त बनाना है।

(ii) व्यापक हस्तशिल्प क्लस्टर विकास स्कीम (सीएचसीडीएस): इस स्कीम का मुख्य उद्देश्य कारीगरों और उद्यमियों को आधुनिक अवसंरचना, नवीनतम प्रौद्योगिकी और पर्याप्त प्रशिक्षण के साथ-साथ बाजार संपर्क और उत्पादन विविधीकरण के साथ विश्व स्तरीय इकाइयां स्थापित करने में सहायता करना है।

परंपरागत बासुरी उद्योग को बढ़ावा देने के लिए किसी विशेष स्कीम का कार्यान्वयन नहीं किया जा रहा है।

(ख) एमएसएमई मंत्रालय खादी और ग्रामोद्योग आयोग (केवीआईसी) के माध्यम से गैर-कृषि क्षेत्र में नए सूक्ष्म उद्यम स्थापित करने में उद्यमियों की सहायता के लिए प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) का कार्यान्वयन कर रहा है। इसका उद्देश्य ग्रामीण और शहरी क्षेत्रों में परंपरागत कारीगरों और युवाओं को रोजगार के अवसर प्रदान करना है।

बरेली सहित पूरे भारत में पीएमईजीपी स्कीम के माध्यम से रोजगार सृजन के लिए सरकार द्वारा निम्नलिखित कदम उठाए गए हैं:

- i. अनुसूचित जाति, अनुसूचित जनजाति, अन्य पिछड़ा वर्ग, अल्पसंख्यक, महिला आदि सहित विशेष श्रेणी के लाभार्थियों को शहरी और ग्रामीण क्षेत्रों में परियोजना लागत का क्रमशः 25% और 35% की उच्च सब्सिडी प्रदान की जाती है, जबकि सामान्य श्रेणी के लाभार्थियों के लिए यह सब्सिडी परियोजना लागत का 15% और 25% है।

- ii. विनिर्माण क्षेत्र के लिए अधिकतम परियोजना लागत को 25 लाख रुपये से बढ़ाकर 50 लाख रुपये तथा सेवा क्षेत्र के लिए 10 लाख रुपये से बढ़ाकर 20 लाख रुपये किया जाना।
 - iii. पशुपालन से संबंधित उद्योग जैसे डेयरी, कुक्कुट पालन, जलीय कृषि, कीट पालन (मधुमक्खी, रेशम पालन आदि) को इस स्कीम के अंतर्गत शामिल किया जाना।
 - iv. उच्चतर सब्सिडी के लिए पात्र विशेष श्रेणी के अंतर्गत आकांक्षी जिलों और ट्रांसजेंडरों के आवेदकों को शामिल करना।
 - v. पिछड़े और कम प्रदर्शन वाले क्षेत्रों, आकांक्षी जिलों, पूर्वोत्तर क्षेत्र आदि सहित सभी राज्यों/संघ राज्य क्षेत्रों में जागरूकता कार्यक्रम।
 - vi. भावी उद्यमियों के लिए दो दिवसीय निःशुल्क ऑनलाइन उद्यमिता विकास कार्यक्रम (ईडीपी) का आयोजन।
- इसके अलावा, राष्ट्रीय हस्तशिल्प विकास कार्यक्रम (एनएचडीपी) और व्यापक हस्तशिल्प क्लस्टर विकास स्कीम (सीएचसीडीएस) के माध्यम से कारीगरों को रोजगार योग्य और आत्मनिर्भर बनाने के लिए पर्याप्त अवसंरचना, प्रौद्योगिकी, उत्पाद विविधीकरण, डिजाइन विकास और पर्याप्त प्रशिक्षण के संदर्भ में अपेक्षित सहायता/लिंकेज प्रदान किया जाता है।

(ii) Starred Question Nos. 227 to 240 (17.03.2025)

पिछले दस वर्षों के दौरान बड़े खाते में डाले गए ऋण

*227. श्री अमरा राम:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) विगत दस वर्षों के दौरान बड़े कॉरपोरेट घरानों की ऐसी ऋण राशि का कंपनीवार ब्यौरा क्या है जिसे बड़े खाते में डाला गया है;
- (ख) औद्योगिक इकाइयों को पांच हजार करोड़ रुपये तक संवितरित बकाया ऋण राशि का कंपनीवार

ब्यौरा क्या है;

- (ग) उक्त बकाया राशि की वसूली के लिए क्या प्रयास किए जा रहे हैं;
- (घ) देश में ऐसी कितनी फर्म और कंपनियां हैं जिनके संबंध में एक हजार करोड़ रुपए या उससे अधिक की एनपीए ऋण राशि देय है और तत्संबंधी एनपीए राशिवार ब्यौरा क्या है; और
- (ड.) विगत दस वर्षों के दौरान कितनी कंपनियों के संबंध में ऋण की राशि बट्टे खाते में डाली गई है तथा तत्संबंधी कंपनीवार और राशिवार ब्यौरा क्या है?

वित्त मंत्री; तथा कारपोरेट कार्य मंत्री (श्रीमती निर्मला सीतारमण):

(क) से (ड.): बैंक भारतीय रिज़र्व बैंक (आरबीआई) के दिशानिर्देशों और बैंक के बोर्ड से अनुमोदित नीति के अनुसार अनर्जक आस्तियों (एनपीए), जिनमें, अन्य बातों के साथ-साथ, वैसे एनपीए भी शामिल हैं जिनके चार वर्ष पूरे होने पर पूर्ण प्रावधान किया गया हो, को बट्टे खाते डालते हैं। इस प्रकार बट्टे खाते डाले जाने से उधारकर्ताओं को देयताओं से छूट नहीं मिलती है और इसलिए बट्टे खाते डाले जाने से उधारकर्ताओं को कोई लाभ नहीं मिलता है। बैंक अपने पास उपलब्ध विभिन्न वसूली तंत्रों, जैसे सिविल न्यायालयों या ऋण वसूली अधिकरणों में वाद दायर करना, वित्तीय आस्तियों का प्रतिभूतिकरण और पुनर्गठन तथा प्रतिभूति हित का प्रवर्तन अधिनियम के अंतर्गत कार्रवाई करना, दिवाला और शोधन अक्षमता संहिता के अंतर्गत राष्ट्रीय कंपनी विधि अधिकरण में मामला दायर करना आदि के द्वारा उधारकर्ताओं के विरुद्ध आरंभ की गई वसूली की कार्रवाई जारी रखते हैं।

आरबीआई ने सूचित किया है कि वे कॉर्पोरेट समूहों के संबंध में बट्टे खाते डाले गए ऋणों से संबंधित सूचना नहीं रखते हैं। तथापि, विगत दस वित्तीय वर्ष के दौरान 'बड़े उद्योगों और सेवाओं' से संबंधित एनपीए को बट्टे खाते डालने और अनुसूचित वाणिज्यिक बैंकों (एससीबी) द्वारा बट्टे खाते डाले गए कुल एनपीए का वर्ष-वार ब्यौरा संलग्न **विवरण** में दिया गया है। आरबीआई ने यह भी सूचित किया है कि वित्तीय वर्ष के दौरान बट्टे खाते डाली गई ऋण राशि से संबंधित कंपनियों की संख्या का रख-रखाव इसके द्वारा नहीं किया जाता है। इसके अलावा, कंपनियों के नाम के संबंध में, आरबीआई अधिनियम, 1934 की धारा 45ड के तहत उधारकर्ता-वार ऋण सूचना का प्रकटीकरण निषिद्ध है।

आरबीआई के आकड़ों के अनुसार, दिनांक 31.12.2024 की स्थिति के अनुसार, अनुसूचित वाणिज्यिक बैंकों में 29 विशिष्ट उधारकर्ता कंपनियां हैं जिन्हें एनपीए के रूप में वर्गीकृत किया गया है और प्रत्येक का बकाया 1,000 करोड़ रुपए और अधिक है। इन खातों में समग्र बकाया 61,027 करोड़ रुपए था।

उधारकर्ताओं से बकाया राशि की वसूली करने के लिए बैंक उधारकर्ताओं को फोन करते हैं और बकाया राशि के भुगतान के संबंध में उधारकर्ताओं को ईमेल/पत्र भेजते हैं और चूक की राशि के आधार पर बैंक कॉर्पोरेट उधारकर्ताओं के मामले में कॉर्पोरेट दिवाला समाधान प्रक्रिया आरंभ करने के लिए राष्ट्रीय कंपनी विधि अधिकरण में भी जा सकते हैं। इसके अतिरिक्त, यदि ऋण खाता एनपीए के रूप में वर्गीकृत किया गया है तो बैंक अपने बोर्ड से अनुमोदित नीतियों के अनुसार वसूली की कार्रवाई आरंभ करते हैं, जिसमें, अन्य बातों के साथ-साथ, सिविल न्यायालयों या ऋण वसूली अधिकरणों में वाद दायर करना, वित्तीय आस्तियों का प्रतिभूतिकरण और पुनर्गठन तथा प्रतिभूति हित का प्रवर्तन अधिनियम के अंतर्गत कार्रवाई करना शामिल है।

विवरण

अनुसूचित वाणिज्यिक बैंकों (एससीबी) द्वारा बड़े खाते डाली गई अनर्जक आस्तियां (एनपीए)

(राशि करोड़ रुपए में)

वित्तीय वर्ष	बड़े खाते डाली गई कुल अनर्जक आस्तियां (एनपीए)	‘बड़े उद्योग और सेवाओं’ के संबंध में बड़े खाते डाली गई अनर्जक आस्तियां (एनपीए)
2014-15	58,786	31,723
2015-16	70,413	40,416
2016-17	1,08,373	68,308
2017-18	1,61,328	99,132
2018-19	2,36,265	1,48,753
2019-20	2,34,170	1,59,139
2020-21	2,04,272	1,27,050
2021-22	1,75,178	69,532

2022-23	2,16,324	1,14,528
2023-24	1,70,270	68,366

स्रोत: आरबीआई

HERITAGE SITES IN BHIWANI-MAHENDERGARH

*228. SHRI DHARAMBIR SINGH:

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

- (a) the number of heritage sites that have been identified for conservation under the Government's cultural preservation schemes in Bhiwani-Mahendragarh constituency of Haryana State;
- (b) whether the Government has undertaken any steps to promote regional folk art, music and literature for the said constituency;
- (c) if so, the details thereof;
- (d) whether the Government has any plans to establish a regional cultural center in Bhiwani or Mahendragarh to support artists; and
- (e) if so, the details thereof?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

- (a) There are three centrally protected monuments in Mahendragarh District and One centrally protected archaeological site in Bhiwani District under the care and maintenance of Archaeological Survey of India (ASI) in the Haryana State. The list of centrally protected monuments in Bhiwani and Mahendragarh District is attached as **Statement.**
- (b) and (c) The Government of India has set up North Zone Cultural Centre (NZCC), Patiala and North Central Zone Cultural Centre (NCZCC), Prayagraj to protect, promote and preserve various forms of folk art and culture of their member States including the State of Haryana (Bhiwani- Mahendragarh). These ZCCs organize various cultural activities and programmes in their member States including Haryana on regular basis.
- (d) and (e) NZCC, Patiala and NCZCC, Prayagraj cater to the cultural needs of the State of Haryana including Bhiwani- Mahendragarh satisfactorily.

STATEMENT

The list of centrally protected monuments in Bhiwani and Mahendragarh district.

S.No	Name of monument/site	Locality	District
1.	Jal Mahal and adjacent Land	Narnaul	Mahendargarh

2.	Shah Ibrahim's Tomb together with adjacent land	Narnaul	Mahendargarh
3.	Shah Quli Khan's Tomb with adjacent land	Narnaul	Mahendargarh
4.	Ancient Site	Naurnagabad	Bhiwani

मध्य प्रदेश में केन्द्रीय विद्यालयों/नवोदय विद्यालयों का विकास

***229. श्री दर्शन सिंह चौधरी:**

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का मध्य प्रदेश के होशंगाबाद लोक सभा निर्वाचन क्षेत्र में केन्द्रीय विद्यालयों/नवोदय विद्यालयों के विकास के लिए कोई कदम उठाने का विचार है; और

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

शिक्षा मंत्री (श्री धर्मेन्द्र प्रधान):

(क) और (ख): वर्तमान में, देश भर में 1253 केन्द्रीय विद्यालय (केवि) और 653 नवोदय विद्यालय (नवि) कार्यरत हैं, जिनमें मध्य प्रदेश राज्य में 112 केन्द्रीय विद्यालय और 54 नवोदय विद्यालय शामिल हैं। नए केन्द्रीय विद्यालय और नवोदय विद्यालय खोलना एक सतत प्रक्रिया है।

केन्द्रीय विद्यालय मुख्य रूप से रक्षा एवं अर्धसैनिक बलों के कर्मियों, केन्द्रीय स्वायत्त निकायों, केन्द्रीय सार्वजनिक क्षेत्र के उपक्रमों (पीएसयू) और केन्द्रीय उच्च शिक्षा संस्थान (आईएचएल) सहित स्थानांतरित होने वाले केन्द्रीय सरकार के कर्मचारियों के बच्चों की शैक्षिक आवश्यकताओं को पूरा करने के लिए पूरे देश में शिक्षा का एक समान कार्यक्रम प्रदान कर खोले जाते हैं। नए केन्द्रीय विद्यालय खोलने के प्रस्ताव भारत सरकार के मंत्रालयों या विभागों/राज्य सरकारों/संघ राज्य क्षेत्रों (यूटी) के प्रशासनों द्वारा प्रायोजित किए जा सकते हैं, जिनमें मानदंडों के अनुसार नए केन्द्रीय विद्यालय की स्थापना के लिए

भूमि और अस्थायी आवास सहित अपेक्षित संसाधन उपलब्ध कराने की प्रतिबद्धता हो। ये प्रस्ताव मौजूदा प्रक्रियाओं के अनुसार सक्षम प्राधिकारी के अनुमोदन के अधीन होते हैं। केंद्रीय विद्यालय जिले/क्षेत्र/राज्य/निर्वाचन क्षेत्र के मानदंडों पर नहीं खोले जाते हैं। वर्तमान में, होशंगाबाद लोक सभा निर्वाचन क्षेत्र के जिलों/क्षेत्र में 06 केंद्रीय विद्यालय कार्यात्मक हैं।

केंद्रीय विद्यालय संगठन (केविसं) से प्राप्त जानकारी के अनुसार, मध्य प्रदेश के होशंगाबाद लोक सभा निर्वाचन क्षेत्र में नया केविसं खोलने का कोई प्रस्ताव संबंधित राज्य सरकार/जिला प्रशासन से केविसं को प्राप्त नहीं हुआ है।

नवोदय विद्यालय योजना में देश के प्रत्येक जिले में एक नवोदय विद्यालय खोलने की परिकल्पना की गई है। नए नवोदय विद्यालय खोलना एक सतत प्रक्रिया है जो संबंधित राज्य सरकार/संघ राज्य क्षेत्र प्रशासन की स्वेच्छा पर निर्भर करती है कि वे स्थायी भवन के निर्माण के लिए आवश्यक उपयुक्त भूमि निःशुल्क उपलब्ध कराएं तथा स्थायी भवन बनने तक विद्यालय चलाने के लिए आवश्यक अस्थायी भवन निःशुल्क उपलब्ध कराएं। नए नवोदय विद्यालयों की स्वीकृति और उसे खोलना मौजूदा प्रक्रियाओं के अनुसार सक्षम प्राधिकारी के अनुमोदन पर निर्भर करता है। नवोदय विद्यालय समिति से प्राप्त जानकारी के अनुसार, होशंगाबाद लोक सभा क्षेत्र के जिलों/क्षेत्र में 02 नवोदय विद्यालय कार्यरत हैं।

मौजूदा स्कूलों को शैक्षणिक और अवसंरचनाकी आवश्यकताओं के अनुसार निरंतर स्तरोन्नत किया जा रहा है। इसके अलावा, अधिकांश केंद्रीय विद्यालयों और नवोदय विद्यालयों को पीएम श्री स्कूल के रूप में शामिल किया गया है। पीएम श्री राष्ट्रीय शिक्षा नीति -2020 के आदर्श स्कूल हैं और इनमें अवसंरचना और आईसीटी प्रयोगशाला, विज्ञान प्रयोगशाला, डिजिटल लाइब्रेरी, प्रयोगशाला उपकरण, स्मार्ट क्लास रूम, एलईडी लाइटिंग आदि जैसी अन्य सुविधाओं को और सुदृढ़ करना/सुधारना शामिल है।

प्रारूप डिजिटल प्रतिस्पर्धा विधेयक की स्थिति

***230. श्री बलवंत बसवंत वानखडे:**

डॉ. कल्याण वैजीनाथराव काले:

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

(क) क्या सरकार का डिजिटल अर्थव्यवस्था में बड़ी कंपनियों के संभावित एकाधिकार और व्यापार की अनुचित रीतियों को रोकने के लिए डिजिटल प्रतिस्पर्धा कानून लाने का प्रस्ताव है;

(ख) प्रस्तावित डिजिटल प्रतिस्पर्धा कानून पर विचार-विमर्श की वर्तमान स्थिति क्या है और इसे कब तक लागू किए जाने की संभावना है तथा ऐसे हितधारकों का ब्यौरा क्या है जिनसे परामर्श किया गया है;

(ग) क्या सरकार की प्रारूप विधेयक पर और परामर्श के लिए इसे जारी करने की कोई योजना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;

(घ) यह सुनिश्चित करने के लिए उपाय किए जा रहे हैं कि प्रस्तावित कानून बड़े डिजिटल प्रतिस्पर्धियों की अत्यधिक प्रभावी स्थिति को विनियमित करने के साथ-साथ नवाचार को बढ़ावा दिए जाने के बीच प्रभावी संतुलन बनाएगा;

(ङ) क्या सरकार ने स्टार्ट-अप सहित छोटे प्रतिस्पर्धियों पर प्रस्तावित 'एक्स-एंटे' ढांचे के संभावित प्रभाव का आकलन किया है तथा किसी भी अनपेक्षित परिणाम को कम करने के लिए क्या कदम उठाए जा रहे हैं;

(च) क्या यह सही है कि इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय ने यह सिफारिश की है कि डिजिटल प्रतिस्पर्धा विधेयक के प्रस्तावित मसौदे में एक्स-एंटे प्रावधान को इस चरण पर इस कानून से बाहर रखा जाए; और

(छ) डिजिटल पारिस्थितिकी तंत्र में सभी प्रतिभागियों के लिए समान अवसर सुनिश्चित करते हुए प्रमुख प्रौद्योगिकी फर्मों की समस्याओं का समाधान करने के लिए किन सुरक्षा उपायों/उपायों पर विचार किया जा रहा है?

वित्त मंत्री; तथा कारपोरेट कार्य मंत्री (श्रीमती निर्मला सीतारमण):

(क) से (ग): "बड़ी प्रौद्योगिकी कंपनियों द्वारा प्रतिस्पर्धा-विरोधी व्यवहार" विषय पर वित्त संबंधी संसदीय स्थायी समिति की अपनी त्रिपनवीं रिपोर्ट में की गई सिफारिशों के आधार पर, कारपोरेट कार्य मंत्रालय (एमसीए) ने डिजिटल प्रतिस्पर्धा कानून (सीडीसीएल) पर एक समिति गठित की।

- मार्च 2023 के दौरान, सीडीसीएल ने उद्योग संघों, घरेलू और विदेशी डिजिटल उद्यमों और थिंक-टैंक आदि सहित प्रस्तावित कानून से प्रभावित होने वाली संस्थाओं और हितधारकों के साथ बंद कमरे में परामर्श किया। हितधारकों की सूची का ब्यौरा संलग्न **विवरण-I** में दिया गया है।
- परामर्श के बाद, सीडीसीएल ने फरवरी 2024 में डिजिटल प्रतिस्पर्धा विधेयक (डीसीबी) के मसौदे के साथ अपनी रिपोर्ट प्रस्तुत की।
- डिजिटल प्रतिस्पर्धा कानून (सीडीसीएल) पर समिति की रिपोर्ट और मसौदा डीसीबी को 12 मार्च से 15 मई, 2024 तक ई-परामर्श माध्यम के अंतर्गत एमसीए वेबसाइट पर रखा गया था। कानूनी पेशेवरों, उद्योग संघों, सिविल सोसाइटी संगठनों और भारत में डिजिटल सेवाएं प्रदान करने वाले घरेलू और विदेशी डिजिटल उद्यमों से लेकर 100 से अधिक हितधारकों ने प्रतिक्रियाएँ प्रस्तुत कीं। हितधारकों की सूची का ब्यौरा संलग्न **विवरण-II** में दिया गया है।
- इसके अतिरिक्त, इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्रालय (एमईआईटीवाई) ने 18.06.2024 से 20.06.2024 के बीच हितधारक चर्चाएँ आयोजित कीं।

सभी हितधारकों से प्राप्त सुझावों/इनपुटों/टिप्पणियों की जाँच की जा रही है।

(घ), (ङ) और (छ): सीडीसीएल ने प्रमुख हितधारकों के साथ परामर्श किया और डिजिटल सेवाओं के विनियमन के लिए घरेलू कानूनी ढाँचे और अंतर्राष्ट्रीय नियामक प्रथाओं दोनों की जाँच की। इसके पश्चात, मसौदा डीसीबी के निर्माण के दौरान, छोटे व्यवसायों, थिंक टैंकों और प्रमुख तकनीकी फर्मों के

व्यापार और उद्योग संघों के कई प्रतिनिधियों के साथ उनके विचार/टिप्पणियाँ लेने के लिए परामर्श किया गया।

सभी हितधारकों से प्राप्त सुझावों/इनपुटों/टिप्पणियों की जांच की जा रही है।

(च):एमईआईटीवाई द्वारा आयोजित हितधारकों की चर्चाओं के अनुसरण में टिप्पणियों/इनपुटों की प्रतीक्षा की जा रही है।

विवरण- I

हितधारकों की सूची का ब्यौरा

1. अमेज़न
2. एप्पल इंडिया प्राइवेट लिमिटेड
3. बंडल टेक्नोलॉजीज प्राइवेट लिमिटेड और स्विगी
4. सेंटर फॉर द डिजिटल फ्यूचर
5. फ्लिपकार्ट
6. गूगल
7. इंडिया सेल्युलर एंड इलेक्ट्रॉनिक्स एसोसिएशन
8. इंटरनेट एंड मोबाइल एसोसिएशन ऑफ इंडिया
9. मेटा (फेसबुक)
10. ओयो
11. उबर
12. यूएसआईबीसी
13. जोमैटो
14. ऑल इंडिया गेमिंग फेडरेशन

15. एलाइंस ऑफ डिजिटल इंडिया फाउंडेशन
16. अर्थ ग्लोबल
17. एशिया ट्रेवल टेक्नोलॉजी इंडस्ट्री एसोसिएशन
18. एजैडबी और पार्टनर
19. कन्फेडरेशन ऑफ ऑल इंडिया ट्रेडर्स
20. डिजिटल न्यूज पब्लिशर्स एसोसिएशन
21. एस्या केंद्र
22. फेडरेशन ऑफ होटल एंड रेस्टोरेंट एसोसिएशन ऑफ इंडिया
23. अंतर्राष्ट्रीय आर्थिक संबंधों पर भारतीय अनुसंधान परिषद
24. मेकमायट्रिप
25. न्यूजपेपर एसोसिएशन ऑफ इंडिया
26. नेशनल रेस्टोरेंट एसोसिएशन ऑफ इंडिया
27. नैसकॉम
28. पेटीएम
29. ट्विटर

विवरण- II

हितधारकों की सूची का ब्यौरा

क्र.सं.	हितधारक का नाम
1.	नीति आयोग
2.	फर्स्ट भारत
3.	सीसीएओआई
4.	स्विगी

5.	अमेरिकन बार एसोसिएशन
6.	ई-गेमिंग फेडरेशन
7.	यूएस-इंडिया बिजनेस काउंसिल (यूएसआईबीसी)
8.	इंडिया सेल्युलर एंड इलेक्ट्रॉनिक्स एसोसिएशन (आईसीईए)
9.	स्काईस्कैनर
10.	एसोचैम
11.	यूएस-इंडिया स्ट्रेटेजिक पार्टनरशिप फोरम (यूएसआईएसपीएफ)
12.	मैच ग्रुप
13.	फाउंडर्स एंड इन्वेस्टर्स ऑफ इंडियन डिजिटल स्टार्टअप इकोसिस्टम
14.	इंडियन ग्रीवेंस एंड पॉलिसी प्रोजेक्ट (आईजीएपी)
15.	प्ले गेम्स 24*7 प्राइवेट लिमिटेड
16.	नैसकॉम
17.	लूथरा और लूथरा लॉ ऑफिस इंडिया
18.	टेक फ्रीडम
19.	ऑल इंडिया गेमिंग फेडरेशन (एआईजीएफ)
20.	इंडियन रेगुलेटरी प्राक्टिस ग्रुप एलएलपी (आईआरपीजी)
21.	मेटा प्लेटफॉर्म इंक
22.	सिविस
23.	शिल्पी भट्टाचार्य, प्रोफेसर, जिंदल ग्लोबल लॉ स्कूल (जेजीएलएस)
24.	सेंटर फॉर कम्पटीशन लॉ एंड इकोनॉमिक्स (सीसीएलई)
25.	अमेज़न इंडिया
26.	इंडिया मार्ट
27.	एयरटेल
28.	एक्सेस नॉउ
29.	इंटरनेशनल बार एसोसिएशन (आईबीए)
30.	ब्रॉडबैंड इंडिया फोरम (बीआईएफ)
31.	भारतीय प्रसारण और डिजिटल फाउंडेशन (आईबीडीएफ) और भारतीय डिजिटल मीडिया उद्योग फाउंडेशन (आईडीएमआईएफ)
32.	कोएलिशन फॉर अप्प फेयरनेस (सीएएफ)
33.	ओला इलेक्ट्रिक
34.	द डायलाग
35.	इंटरनेट फ्रीडम फाउंडेशन (आईएफएफ)
36.	इंटरनेशनल सेंटर फॉर लॉ एंड इकोनॉमिक्स
37.	मोशन पिक्चर डिस्ट्रिब्यूट एसोसिएशन (इंडिया) प्राइवेट लिमिटेड (एमपीए)

38.	इंडियन चैंबर ऑफ कॉमर्स (आईसीसी)
39.	पीआरएस विधायी अनुसंधान
40.	ईबीसी पब्लिशिंग प्राइवेट लिमिटेड और एससीसी ऑनलाइन
41.	मेकमायट्रिप इंडिया प्राइवेट लिमिटेड
42.	डिजिटल इंडिया फाउंडेशन का गठबंधन (एडीआईएफ)
43.	मैट
44.	टाटा डिजिटल
45.	प्रगतिशील नीति संस्थान (पीपीआई)
46.	फोनपे प्राइवेट लिमिटेड
47.	ट्रिलेगल
48.	नेटफिलक्स
49.	जोमैटो
50.	गूगल
51.	नेशनल लॉ इंस्टीट्यूट यूनिवर्सिटी, भोपाल
52.	नेशनल रेस्टोरेंट एसोसिएशन ऑफ इंडिया (एनआरएआई)
53.	भारत टेक्नो. संस्थान
54.	इंडस्लाव
55.	डिजिटल न्यूज पब्लिशर्स एसोसिएशन (डीएनपीए)
56.	सॉफ्टवेयर फ्रीडम लॉ सेंटर (एसएफएलसी)
57.	इंटरनेट एंड मोबाइल एसोसिएशन ऑफ इंडिया (आईएमआई)
58.	हिंदुस्तान यूनिलीवर लिमिटेड
59.	कोन सलाहकार समूह
60.	ईएसवाईए केंद्र
61.	प्रोसस
62.	कट्स इंटरनेशनल
63.	दीपस्ट्रैट प्राइवेट लिमिटेड
64.	फिक्की
65.	इनफार्मेशन टेक्नोलॉजी एंड इनोवेशन फाउंडेशन (आईटीआईएफ)
66.	(अधिनियम)एप एसोसिएशन
67.	अनुपम सांघी एंड एसोसिएट्स (एएसए)
68.	एशिया इंटरनेट गठबंधन (एआईसी)
69.	एशिया यात्रा प्रौद्योगिकी उद्योग संघ (एआईटीआईए)
70.	कंप्यूटर और कम्युनिकेशन्स इंडस्ट्री एसोसिएशन (सीसीआईए)
71.	इंडियन म्यूजिक इंडस्ट्री (आईएमआई)

72.	माइक्रोसॉफ्ट
73.	कॉन्फेडरेशन ऑफ इंडियन इंडस्ट्री (सीआईआई)
74.	डीएमडी अधिवक्ता
75.	ऑल इंडिया चार्टर्ड अकाउंटेंट सोसाइटी (एआईसीएस)
76.	एकनॉमिस्ट्स एट कंपास लेक्सिकन (जस्टिन कोम्ब्स, कादंबरी प्रसाद, नेहा जोगिण) एंड फ़टी कंसल्टिंग (अविनाश मेहरोत्रा, जिनसी फ्रांसिस)
77.	सेंटर फार इंटरनेट एंड सोसाइटी (सीआईएस)
78.	सिद्धार्थ चौहान, एसोसिएट प्रोफेसर और एसोसिएट डीन, जिंदल ग्लोबल लॉ स्कूल, ओपी जिंदल ग्लोबल यूनिवर्सिटी
79.	बीटीजी अद्वया
80.	ऋषभ बेली और आईटी फॉर चेंज
81.	डीएसके कानूनी- अधिवक्ता और सॉलिसिटर
82.	टूकॉलर
83.	डायनामिक कम्पटीशन इनिशिएटिव (डीसीआई)
84.	टचस्टोन पार्टनर्स
85.	इकोनोमिक लॉज प्रैक्टिस (ईएलपी)
86.	डाटा सिक्योरिटी काउंसिल ऑफ इंडिया (डीएससीआई)
87.	उबेर
88.	नबीन जैन
89.	रुचिका गंभीर (शोधकर्ता)
90.	अभिवर्धन (इंडिक पैसिफिक लीगल रिसर्च)
91.	रश्मि बरनवाल (प्रोफेशनल)
92.	अभिषेक मुरुकते
93.	विकास कथूरिया (शोधकर्ता)
94.	जयश्री चंद्रा (प्रोफेशनल)
95.	अमेय कंटक (शोधकर्ता)
96.	इकरा जबीन अंसारी (लिथियम)
97.	पंखुड़ी खंडेलवाल (डायनामिन प्रतियोगिता पहल)
98.	ब्लेज़ फर्नांडिस (भारतीय संगीत उद्योग)
99.	जसलीन कौर (प्रोफेशनल)
100.	मुरुगवेल जानकीरमन (Matrimony.com)
101.	अजय कामत (कामत लीगल)
102.	आकांक्षा जी (शोधकर्ता)
103.	ब्लू भूटानी (दवेस्को एलएलपी)

104.	विवेक अग्रवाल
105.	एमचम इंडिया
106.	पीपल ग्रुप/Shaadi.com और अन्य

CESS AND SURCHARGES

***231. SHRI RAO RAJENDRA SINGH:**

SHRI ABHISHEK BANERJEE:

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

- (a) whether the Government has any data on various kinds of cess and surcharges collected through various sources since 2019, if so, the details thereof;
- (b) the details of amount so collected (excluding GST compensation cess) since 2014, year-wise and item-wise;
- (c) the details of utilisation of such cess and surcharges collected in public interest during the last five years;
- (d) whether the Government has used cess and surcharges to replace or complement other forms of taxes being levied under different sub heads; and
- (e) if so, the details of such instances or taxes and the reasons therefor?

**THE MINISTER OF FINANCE; AND MINISTER OF CORPORATE AFFAIRS
(SHRIMATI NIRMALA SITHARAMAN):**

- (a) and (b): Data showing year wise details of major cess levied and collected as part of principal taxes (excluding GST Compensation Cess) is given in the enclosed **Statement-I.**

(c): Details of utilization of cess proceeds (transferred to the Reserve Funds) during the last five years is given in the enclosed Statement-II.

(d) and (e): Government has not used cess and surcharges to replace existing taxes because these levies are intended for specific, targeted purposes and often serve as temporary funding mechanisms. They do not generate the same level of revenue or long-term stability as broader taxes like GST and income tax. Cess and surcharges complement, rather than substitute, the existing tax structure, helping to raise funds for particular projects without disrupting the overall taxation system.

Statement showing Year-wise details of Major Cesses levied and collected as part of principal taxes (excluding GST Compensation Cess)

(₹ crore)

Sl. No.	Name of the levy	Actuals 2014-15	Actuals 2015-16	Actuals 2016-17	Actuals 2017-18	Actuals 2018-19	Actuals 2019-20	Actuals 2020-21	Actuals 2021-22	Actuals 2022-23	Actuals 2023-24	RE 2024-25	BE 2025-26
	CESSES IN OPERATION:												
1	AGRICULTURE INFRASTRUCTURE and DEVELOPMENT CESS								76950.7	74142.0	80923.6	75180.0	80030.0
2	CESS ON CRUDE OIL	14655.1	14310.7	12618.3	13579.2	17814.2	14062.5	10894.4	19353.8	21497.1	18803.4	17810.0	19330.0
3	CESSES ON EXPORTS	1179.1	122.4	177.2	384.6	1690.2	5759.1	9214.6	1457.1	852.4	-3.2	10.0	11.0
4	HEALTH CESS							-13.5	31.0	24.0	22.9	30.0	35.0
5	HEALTH and EDUCATION CESS					41177.4	39131.1	35821.6	52732.3	61809.3	71157.0	85300.0	94000.0
6	NATIONAL CALAMITY CONTINGENT DUTY	3732.6	5172.9	6426.2	2938.4	1797.8	2380.4	5098.8	6138.3	7168.3	7812.3	9610.0	10380.0
7	ROAD AND INFRASTRUCTURE CESS*	25122.0	69540.0	72399.5	83132.3	110847.2	122424.3	235782.6	195987.0	59235.0	44552.5	45250.0	47420.0
A.	Grand Total (1 to 7)	44688.6	89146.0	91621.3	100034.5	173326.9	183757.5	296798.5	352650.2	224728.2	223268.4	233190.0	251206.0
	CESSES NOT IN OPERATION												
8	PRIMARY EDUCATION CESS	24219.0	18782.7	20219.9	21117.3	97.4	81.5	61.9	15.4	3.2	1.1		
9	SECONDARY and HIGHER EDUCATION CESS	11959.5	9240.4	10028.2	10538.8	34.2	28.0	11.4	2.5	1.5	0.5		
10	CLEAN ENERGY CESS	5393.5	12675.6	26117.3	11463.4	4.9	24.6	0.0	23.9	19.8			
11	KRISH KALYAN CESS			8379.2	4266.8	168.9	40.1	10.6	7.2	6.0	2.4		
12	SWACHH BHARAT CESS		4213.9	12475.4	4289.6	216.4	46.6	17.3	9.6	8.0	5.2		

13	INFRASTRUCTURE CESS			3917.7	903.9	6.4	0.9	-0.1					
14	OTHER CESSES COLLECTED UNDER UNION EXCISE DUTIES	1693.0	2343.6	4429.9	1397.3	-7.8	21.8	0.7	0.0	0.4	-21.8		
15	CESSES UNDER OTHER TAXES AND DUTIES ON COMMODITIES AND SERVICES	1163.6	1167.3	1406.3	380.3	52.1	25.8	23.6	19.2	-141.8	-4.3		
B.	Grand Total (8 to 15)	44428.5	48423.5	86973.7	54357.5	572.4	269.3	125.5	77.9	-103.0	-16.9		
	Grand Total (A+B)	89117.1	137569.4	178594.9	154392.0	173899.3	184026.8	296924.0	352728.1	224625.1	223251.5	233190.0	251206.0
SURCHARGES LEVIED ON -													
1	Corporation Tax	14302.2	17754.1	20109.7	21439.5	25448.6	19053.9	14078.6	15890.0	55103.8	60373.3	60000.0	70000.0
2	Taxes on Income other than Corporation Tax	1400.1	1565.2	2299.0	3211.8	4291.7	5236.9	5537.8	7922.9	53914.2	54793.8	76000.0	85000.0
3	Fringe Benefit Tax	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
4	Social Welfare Surcharge under Customs	0.0	0.0	0.0	1221.9	8871.2	8796.1	13447.4	16945.1	16178.8	16273.4	17250.0	17500.0
	Grand Total (1 to 4)	15702.3	19319.3	22408.7	25873.1	38611.5	33087.0	33064.1	40757.9	125196.8	131440.6	153250.0	172500.0

* Includes additional duty of excise on petrol and diesel, which were known as 'road cess' before introduction of 'road and infrastrucure cess'.

STATEMENT-II

Utilization of Cess proceeds (transferred to the Reserve Funds)

(₹ crore)

Sl. No.	Name of the Fund	Major Schemes being financed out of the fund	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25 RE	2025-26 BE
1	Agriculture Infrastructure and Development Fund	Pradhan Mantri Fasal Bima Yojana	...	...	...	...	120714.39	138822.37	117676.85
		Modified Interest Subvention Scheme							

		Pradhan Mantri Kisan Samman Nidhi (PM-Kisan)							
		Rashtriya Krishi Vikas Yojana							
		Pradhan Mantri Kisan Sampada Yojana							
		National Ganga Plan							
		Accelerated Irrigation Benefit Programme and National Special Projects							
		Interlinking of Rivers							
		Pradhan Mantri Krishi Sinchai Yojana							
2	Prarambik Shiksha Kosh	Pradhan Mantri Poshan Shakti Nirman (PM-POSHAN)	2684 8.35	30168 .34	3178 8.25	3800 0.00	2840 0.00	4200 0.00	47500.0 0
		Samagra Shiksha							
3	Madhyamik and Uchhatar Shiksha Kosh#	Samagra Shiksha							
		National Means cum Merit Scholarship Scheme							
		Kendriya Vidyalaya Sangathan							
		Navodaya Vidyalaya Samiti							
		Grants to Central Universities							
		Indian Institutes of Technology	1446 0.25	20561 .27	2500 0.00	1425 0.00	3783 3.33	3081 5.19	37821.2 6
		University Grants Commission							
		PM Uchchatar Shiksha Protsahan (PM-USP) Yojna							
		National Institutes of Technology and Indian Institute of Engineering Science and Technology							
		Skill India Programme							
4		Railway Safety/Construction							

	Central Road and Infrastructure Fund	Investment in NHAI, Road works, maintenance of NH, etc	90252.40	182363.47	251738.18	239646.25	47777.66	39777.90	41000.00
		Pradhan Mantri Gram Sadak Yojna							
5	National Disaster Response Fund/ National Calamity Contingency Fund*		2480.00	5820.00	6134.60	8000.49	8801.21	9610.00	10380.00
6	Pradhan Mantri Swasthya Suraksha Nidhi#	Flexible Pool for RCH and Health System Strengthening, National Health Programme and National Urban Health Mission	...	20000.00	21498.72	18339.27	13776.63	14383.54	17678.74
		Infrastructure maintenance							
		Human Resources for Health and Medical Education							
		Ayushman Bharat - Pradhan Mantri Jan Aarogya Yojana							
7	Oil Industry Development Fund	Strategic Oil Reserve	...	...	...	...	...	17810.00	19330.00
		LPG Subsidy							
		Payment for Indigenous Urea							
		Payment for Indigenous P and K Fertilizers							
	Grand Total		134041.00	258913.08	336159.75	318236.01	257303.22	293219.00	291386.85

Reserve Funds viz Madhyamik and Uchhatar Shiksha Kosh and Pradhan Mantri Swasthya Surakashi Nidhi has been operationalised from 2022-23. The utilisation from 2019-20 to 2021-22 are as per Revised Estimate (RE) for the respective year(s).* Amount for both the funds has been taken together

SPIRITUAL TOURISM CIRCUIT

***232. SHRI NABA CHARAN MAJHI:**

SHRI P. P. CHAUDHARY:

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

- (a) the current status of all projects under spiritual tourism circuits and PRASHAD scheme along with reasons for slow progress, if any;
- (b) the details of funds allocated, released and utilised till date thereunder in different States particularly in Uttar Pradesh during the last three years, year-wise;
- (c) the details of plans to develop comprehensive spiritual tourism circuits in the country, State-wise including Uttar Pradesh and Rajasthan, particularly connecting significant sites like Ranakpur Jain Temple and other sacred destinations in Pali district;
- (d) whether any assessment has been conducted regarding the reasons for slow progress of PRASHAD projects in the country, State-wise including the said States, if so, the details thereof and steps taken to speed-up implementation;
- (e) the specific initiatives taken to improve visitor facilities at sacred sites in the country, State-wise including above States; and
- (f) the details of coordination mechanism established for prior clearances with temple trusts, local authorities and other relevant stakeholders in the country, State-wise including aforesaid States to prevent delays in spiritual tourism projects?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) and (b): The Ministry of Tourism through the ongoing schemes of 'Swadesh Darshan (SD)' and 'Pilgrimage Rejuvenation and Spiritual, Heritage Augmentation Drive (PRASHAD)' complements the efforts of the State Governments (SGs)/UT Administrations (UTs) by extending financial assistance to SGs/UTs for tourism infrastructure development.

The development and completion of projects under the schemes depend on various factors like successful tendering process, capacity of state implementing agency, timely project planning and designing, submission of requisite documents etc. The details of the current status of the projects under spiritual tourism circuits of Swadesh Darshan scheme and PRASHAD scheme, including the details of funds allocated, released and utilised are given in the enclosed **Statement- I.**

(c): No proposal is under the consideration of the Ministry of Tourism to connect Ranakpur Jain Temple and other sacred destinations in Pali district. Receiving proposals from the State Governments/UT Administrations for financial assistance for tourism projects is a continuous process. The proposals received are examined with reference to the prescribed guidelines and financial assistance is extended for such projects subject to fulfilment of the stipulated conditions and availability of funds.

(d): The projects sanctioned under the above schemes are implemented by respective State Government/UT Administrations. The Ministry of Tourism regularly monitors the progress of project and also encourages respective State Government/UT Administration to complete the projects in a time bound manner.

In order to monitor and expedite progress of the projects and to guide the State Governments/UT Administrations, the Ministry of Tourism holds regular review meetings at different levels, including Central Sanctioning and Monitoring Committee and Mission Directorate meetings.

(e): Under the PRASHAD Scheme, the Ministry of Tourism takes initiatives to develop well-planned tourism infrastructure enabling tourist convenience, accessibility, security, cleanliness, and enhancing pilgrim experience. Some of the major components/interventions approved under the PRASHAD Scheme to improve visitor facilities at sacred sites includes Cafeteria, CCTVs for pilgrim safety, Amphitheatre, Foot-over Bridges, Parking, Signages, Façade Illumination, Tourist Amenity Centre, Tourist Information Centre, basic amenities such as toilets, dustbins, drinking water facilities, drainage and waste management facilities and other site development works such as benches, landscaping, flooring, railings, etc. The details of the various components sanctioned under the projects of the PRASHAD Scheme is given in the **Statement-II.**

(f): The Ministry of Tourism consults various stakeholders, including the State Governments/UT Administrations, local bodies, temple trusts and concerned Union Ministries and other stakeholders while approving of the projects under the PRASHAD Scheme. The State Governments/UT Administrations are required to provide undertakings ensuring encumbrance-free land availability and other necessary clearances and provide commitments for the sustainable operation and maintenance of developed assets, as part of the Detailed Project Report (DPR).

STATEMENT-I**Details of the projects sanctioned under the PRASHAD Scheme****(In Rs. Crore)**

State/UT	Sl. No.	Project Name	Sanction Year	Approved Cost	Amount Released	Physical Progress %	Financial Progress %	Utilization Certificate submitted by State against released funds (INR Cr.)
Andhra Pradesh	1.	Development of Pilgrim Amenities at Amaravati	2015-16	27.77	27.77	100%	100%	27.77
	2.	Development of Srisailem Temple	2017-18	43.08	43.08	100%	100%	43.08
	3.	Development of Pilgrimage Amenities at Sri Varaha Lakshmi Narsimha Swami Vari Devasthanam at Simhachalam	2022-23	54.04	13.69	59%	25%	13.69
	4.	Development of Pilgrimage Tourism Infrastructure in Annavaram Temple Town	2024-25	25.33	-	0%	0%	0.00
Arunachal Pradesh	5.	Development of Parshuram Kund	2020-21	37.88	31.02	92%	82%	21.95
Assam	6.	Development of Pilgrimage amenities at Kamakhya Temple	2015-16	29.80	29.80	100%	100%	29.80
Bihar	7.	Development at Patna Sahib	2015-16	29.62	29.62	100%	100%	29.62
	8.	Development of basic facilities at Vishnupad temple	2014-15	3.63	3.63	100%	100%	3.63
Chhattisgarh	9.	Development of Pilgrimage amenities at Maa Bamleshwari Devi Temple	2020-21	48.44	40.19	90%	83%	31.94
Goa	10.	Development of Bom Jesus Basilica	2024-25	16.46	-	0%	0%	0.00
Gujarat	11.	Development of Dwarka	2016-17	10.46	10.46	100%	100%	10.46
	12.	Development of Pilgrimage Amenities at Somnath	2016-17	45.36	45.36	100%	100%	45.36
	13.	Development of Promenade at Somnath	2018-19	47.12	47.12	100%	100%	47.12
	14.	Development of Pilgrimage Facilities at Ambaji Temple	2022-23	50.00	10.54	35%	21%	10.54
Haryana	15.	Development of Mata Mansa Devi Temple and Nada Saheb Gurudwara	2019-20	48.53	34.68	74%	71%	34.68
Jammu and Kashmir	16.	Development at Hazratbal Shrine	2016-17	40.46	34.30	100%	85%	34.30

Jharkhand	17.	Development of Baba Baidya Nath Dham	2018-19	36.79	34.95	100%	89%	31.23
Karnataka	18.	Development of Pilgrimage Amenities at Sri Chamundeshwari Devi Temple	2023-24	45.71	0.00	0%	0%	0.00
Kerala	19.	Development at Guruvayur Temple	2016-17	45.19	45.19	100%	100%	45.19
Madhya Pradesh	20.	Development of Amarkantak	2020-21	49.99	34.73	89%	69%	34.63
	21.	Development of Omkareshwar	2017-18	43.93	43.93	100%	100%	43.93
Maharashtra	22.	Development of Trimbakeshwar	2017-18	45.41	29.93	93%	66%	29.78
Meghalaya	23.	Development of Pilgrimage Facilitation at Nongswalia Church, Nartiang Shakti Peeth, Aitnar Pool and Charantala Kali Temple	2020-21	29.29	27.78	100%	95%	24.92
Mizoram	24.	Development of Infrastructure for Pilgrimage and Heritage Tourism at Chite Vang, Zuangtai, Reiek and Aizawl	2022-23	44.89	13.18	29%	29%	13.18
Nagaland	25.	Development of Pilgrimage Infrastructure at Molungkimong, Noksen Church, Aizuto, Wokha and Kohima	2018-19	25.20	23.56	100%	93%	21.33
	26.	Development of Pilgrimage Tourism Infrastructure at Zunheboto	2022-23	18.18	15.45	72%	85%	10.91
Odisha	27.	Infrastructure Development at Puri	2014-15	50.00	10.00	-	20%	0.00
Punjab	28.	Development of Karuna Sagar Valmiki Sthal at Amritsar	2015-16	6.40	6.40	100%	100%	6.40
	29.	Development of Chamkaur Sahib	2021-22	31.57	17.49	79%	55%	17.49
Rajasthan	30.	Integrated Development of Pushkar/Ajmer	2015-16	32.64	26.11	100%	80%	26.11
	31.	Development at Shri Karni Mata Temple, Bikaner	2024-25	22.58	-	0%	0%	0.00
Sikkim	32.	Development of Pilgrimage Facilitation at Four Patron Saints, Yuksom	2020-21	33.32	28.31	87%	85%	28.31
Tamil Nadu	33.	Development of Kanchipuram	2016-17	13.99	13.99	100%	100%	13.99
	34.	Development of Velankanni	2016-17	4.86	4.86	100%	100%	4.86
Telangana	35.	Development of Jogulamba Devi Temple	2020-21	38.90	33.07	72%	85%	23.34
	36.	Development of Pilgrimage and Heritage Tourism	2022-23	62.00	32.73	37%	53%	12.65

		Infrastructure at Rudreshwara (Ramappa) Temple						
	37.	Development of Pilgrimage Infrastructure at Bhadrachalam	2022-23	41.38	8.43	29%	20%	2.12
Tripura	38.	Development of Tripura Sundari Temple	2020-21	34.43	28.01	79%	81%	25.63
Uttar Pradesh	39.	Development of Varanasi –Phase –I	2015-16	18.73	18.73	100%	100%	18.73
	40.	Development of Mathura-Vrindavan as Mega Tourist Circuit (Ph-II)	2014-15	10.98	10.98	100%	100%	10.98
	41.	Development of River Cruise Tourism at Varanasi	2017-18	9.02	9.02	100%	100%	9.02
	42.	Construction of Tourist Facilitation Centre at Vrindavan	2014-15	9.36	9.36	100%	100%	9.36
	43.	Development of Varanasi – Phase II	2017-18	44.60	31.77	100%	71%	31.77
	44.	Development of Infrastructure facilities at Govardhan	2018-19	37.59	30.97	100%	78%	30.73
Uttarakhand	45.	Integrated Development of Kedarnath	2015-16	34.77	34.77	100%	100%	34.77
	46.	Development of Infrastructure for Pilgrimage Facilitation in Badrinath Ji Dham	2018-19	56.15	38.38	85%	68%	27.43
	47.	Augmentation of Pilgrimage Infrastructure Facilities at Gangotri and Yamunotri Dham	2021-22	54.36	10.22	100%	18%	10.22
West Bengal	48.	Development of Belur Math	2016-17	30.03	23.39	100%	78%	23.39

Details of Projects sanctioned in Spiritual Circuit under Swadesh Darshan

Scheme:

Sl. No.	Name of State	Project Name	Amount Sanctioned (₹ Cr.)	Amount Released (₹ Cr.)	Amount Utilised (Cr.)	Project Status/ Remarks
1.	Kerala	Development of Sabarimala - Erumeli-Pampa-Sannidhanam as a Spiritual Circuit in District Pathanamthitta, Kerala (2016-17)	46.54	33.39	36.27	Project Reported Complete
2.	Manipur	Development of Shri Govindajee Temple, Shri Bijoy Govindajee Temple – Shri Gopinath Temple – Shri Bungshibodon Temple – Shri Kaina Temple (2016-17)	45.34	45.33	43.04	Project Reported Complete

3.	Kerala	Development of Sree Padmanabha Temple, Aranmula-Sabrimala (2016-17)	78.08	73.77	68.98	Project Reported Complete
4.	Bihar	Development of Kanwaria Route: Sultanganj – Dharmshala-Deoghar (2016-17)	44.76	42.52	42.17	Project Reported Complete
5.	Uttar Pradesh	Development of Ahar-Aligarh-Kasganj-Sarosi (Unnao)-Pratapgarh- Kausambi-Mirzapur-Gorakhpur-Domariyaganj-Basti-Barabanki-Azamgarh-Kairana-Baghpat- Shahjahanpur (2016-17)	71.91	69.63	69.63	Project Reported Complete
6.	Uttar Pradesh	Development of Bijnor- Meerut-Kanpur- Kanpur Dehat- Banda-Ghazipur- Salempur- Ghosi- Balia-Ambedkar Nagar- Aligarh-Fatehpur- Deoria- Mahoba-Sonbhadra- Chandauli- Mishrikh-Bhadohi (2016-17)	67.51	64.14	63.62	Project Reported Complete
7.	Rajasthan	Development of Spiritual Circuit- 'Development of Churu (Salasar Balaji)-Jaipur (Shri Samodke Balaji, Ghatke Balaji, Bandheke Balaji)- Viratnagar (Bijak, Jainnasiya, Ambika Temple)-Bharatpur (Kaman Region)-Dholpur (Muchkund) - Mehndipur Balaji- Chittorgarh (Sanwaliyaji) (2016-17)	87.05	75.03	75.03	Project Reported Complete
8.	Puducherry	Development of Karaikal, Yanam and Puducherry (2017-18)	34.96	31.40	31.40	Project Reported Complete
9.	Bihar	Development of Mandar Hill and Ang Pradesh (2017-18)	44.55	42.32	42.32	Project Reported Complete
10.	Maharashtra	Development of Waki- Adasa-Dhapewada- Paradsingha- Chota Taj Bagh- Telankhandi- Girad (2018-19)	45.47	43.19	38.24	Project Reported Complete
11.	Uttar Pradesh	Development of Jewar-Dadri-Sikandrabad-Noida-Khurja-Banda (2018-19)	12.03	11.43	11.69	Project Reported Complete
12.	Uttar Pradesh	Development of Gorakhnath Temple (Gorakhpur), Devipattan Temple (Balrampur) and Vatvashni Temple (Domariyaganj) (2018-19)	18.30	18.12	18.12	Project Reported Complete

13.	Kerala	Development of Sivagiri Sree Narayana Guru Ashram- Arruvipuram- KunnumparaSreeSubrahmanya-ChembazhanthiSree Narayana Gurukulam (2018-19)	66.42	42.01	32.91	Project under progress Project is delayed due Covid, NoC and Clearances from Local Authority.
TOTAL			662.92	592.28	573.42	

Details of the funds released during the last 3 years in the sanctioned project in Uttar Pradesh are as below:

S.no	State	Project	Released Amount in last three FY (In Rs. Crore)		
			FY 2021-22	FY 2022-23	FY 2023-24
1.	Uttar Pradesh	Development of Varanasi – Phase –I	Nil	2.41	Nil
2.	Uttar Pradesh	Development of Mathura-Vrindavan as Mega Tourist Circuit (Ph-II)	Nil	0.6	Nil
3.	Uttar Pradesh	River Cruise Tourism in Ganga, Varanasi	Nil	0.44	Nil
4.	Uttar Pradesh	Construction of Tourist Facilitation Centre at Vrindavan	Nil	Nil	Nil
5.	Uttar Pradesh	Development of Varanasi – Phase –II	Nil	Nil	Nil
6.	Uttar Pradesh	Development of Infrastructure facilities at Govardhan	9.09	Nil	Nil

STATEMENT -II

The details of the various components sanctioned under the projects of the PRASHAD Scheme

(In Rs. Crore)

State/UT	S. No.	Project Name	Major components	Sanction Year	Approved Cost
Andhra Pradesh	1.	Development of Pilgrim Amenities at Amaravati	• Development at Amaralingeshwara Swamy Temple (Tourist Amenities, Beautification- Land hardscape and softscape, Infrastructure provision and management) • Mahachaitya Stupa and ASI Museum (Tourist Amenities, Infrastructure provision and management, Safety and security) • Dhyana Buddha Site Development (Beautification, Infrastructure provision and management) • Ghat Development • Urban Infrastructure Development (Enhancing mobility, Entry gate to Amravati, Eco-friendly vehicles)	2015-16	27.77
	2.	Development of Srisailem Temple	• Development at Main temple (Illumination, Sound and Light show, Amphitheatre, Brass queues) • Sikharam (Tourist amenity centre, changing room, lighting of sikharam area, viewing deck, parking) • Tourist Amenity Centre at Hatakeswara • Pancha Mathas (pathway, lighting) • Development works at Patalaganga (jetty, changing room)	2017-18	43.08

			• Common Toilet Complexes including Drinking water facility at 8 locations • Road Improvement Works • Tourist facilitation centre		
	3.	Development of Pilgrimage Amenities at Sri Varaha Lakshmi Narsimha Swami Vari Devasthanam at Simhachalam	• Pilgrimage Facilitation Centre • Ghat road development (Viewpoints and parking with watch towers, Upgradation of steps) • Temple Amenities and infrastructure with Amphitheatre (Illumination, Development of steps, Parking, Yagyashaala) • Kitchen mechanization • Multipurpose hall • Pan area Development (Multimedia center with Augmented Reality (AR) setup, Electric mini vans, Signage, Baggage screening)	2022-23	54.04
	4.	Development of Pilgrimage Tourism Infrastructure in Annavaram Temple Town	• Queue Complex • Annadanam Building • E-vehicles • Male and Female Toilets at Satyagiri hill	2024-25	25.33
Arunachal Pradesh	5.	Development of Parshuram Kund	• Pilgrimage Facilitation Centre • Ghat road development (Viewpoints and parking with watch towers, Upgradation of steps) • Temple Amenities and infrastructure with Amphitheatre (Illumination, Development of steps, Parking, Yagyashaala) • Kitchen mechanization • Multipurpose hall • Pan area Development (Multimedia	2020-21	37.88

			center with Augmented Reality (AR) setup, Electric mini vans, Signage, Baggage screening)		
Assam	6.	Development of Pilgrimage amenities at Kamakhya Temple	• Development of existing 3Nos of foot tracks to Kamakhya Temple from foothill • Ambubachi Mela Ground Development • Multistoried car parking (Parking, cloak room, Baby care and senior citizen rest centers, public toilet) • Construction of viewpoints • Site development and retaining wall	2015-16	29.80
Bihar	7.	Development at Patna Sahib	• Development at Patna Sahib (Illumination, dustbin, CCTV) • Linked infrastructure (City wide signage, Tourist information centre at Railway centre, External Street lighting, Illumination at Gai ghat and Handi sahab) • Development at Kangan Ghat (TFC, River ghat development, sitting area, upgradation of Kangan ghat) • Development at Guru Ka Bagh (Sound and light show, Illumination)	2015-16	29.62
	8.	Development of basic facilities at Vishnupad temple	• Public Conveniences • Yatri Sheds • Development of Temple Fore Court • Area Illumination • Street Scaping and Parking • Development of Sita Kund and Gayatri Ghat (Changing room, toilet block, pilgrimage shed, drinking water kiosk, solar high mast light)	2014-15	3.63
Chhattisgarh	9.	Development of Pilgrimage	• Development of Maa Bambleshwari Devi Temple	2020-21	48.44

		amenities at Maa Bamleshwari Devi Temple	(hand railing and shed along the steps, Rest areas, Medical room, Solar lights, Parking, Development of lake front) • Development of Pragyagiri (Meditation center, Cafeteria, Solar illumination, Parking) • Development of Pilgrimage facilitation centre (Shri Yantra building, Solar illumination, Landscaping, Boundary wall, CC road)		
Goa	10.	Development of Bom Jesus Basilica	•Parking •Interpretation Centre •External / Street Lighting •E-Auto •Monument facade Illumination •CI Park Bench •Informational and Directional Signage •Dust Bins •Visitor footfall counting device	2024-25	16.46
Gujarat	11.	Development of Dwarka	•Development at Dwarkadhish Temple (Queue complex, Illumination, Temporary shading device) •Development at New Gomti Ghat (Drinking water facility, Landscaping) •Development at Old Gomti Ghat (Drinking water facility, Illumination of temple, Flooring, Temporary shading device) •Development at Rukshmani Temple (Toilet, Illumination, Parking and Pathway) •City-wide Interventions (Directional and Informational Signage) •Interventions at Railway Station (Tourist reception centre, Drinking water facility, Landscaping, CCTV)	2016-17	10.46

			•Interventions at Bus Stand (TRC, Drinking water facility, Landscaping, CCTV)		
	12.	Development of Pilgrimage Amenities at Somnath	•Parking Area development (Toilet, Cloak room, cafeteria, signage, public address system) •Tourist Facilitation Centre (TFC, Campus and site development, electrification works) •Solid Waste Management System	2016-17	45.36
	13.	Development of Promenade at Somnath	•Excavation and ground improvement •Rubble •Walkway Pavement •Tetrapod •Kiosk, Seating Arrangements, Drinking water, Dust bin •High Mast Light •Electric Pole with music system and area	2018-19	47.12
	14.	Development of Pilgrimage Facilities at Ambaji Temple	•Intervention at Ambaji temple (TFC, Approach Road, Pathway, Parking, Toilet block) •Approach road to Gabbar Hill (Toilet block, Stone pathway, Drinking water facility, Shaded resting areas, Electrical work, Signage)	2022-23	50.00
Haryana	15.	Development of Mata Mansa Devi Temple and Nada Saheb Gurudwara	•Development at Gurudwara Nada Saheb (Façade illumination, Surface parking, Toilet block, STP, Covered pathway, Multilevel car parking, Entrance gate, Landscaping) •Mansa Devi Temple Area Development (Façade illumination, Plaza development, Gazebo, First aid facility) •Parking Area Development (TFC, Parking, Cultural activity area, Roads)	2019-20	48.53

			•Integrated area development (Pathways, Benches, Signage, Toilet block)		
Jammu and Kashmir	16.	Development at Hazratbal Shrine	•Development of existing inner approach road to the shrine •Site development (Boundary wall, Improvement of ghats and Devri Paths, Landscaping, Illumination) •Public convenience block and entrance gateway •Tensile structure for shading •Prefabricated shopping kiosks •Tourist Facilitation Center •Multi storied car parking	2016-17	40.46
Jharkhand	17.	Development of Baba Baidya Nath Dham	•Shivganga Pond Development (Paving with footpath, Street furniture, Mandapas, Retaining wall, Entrance Arch, High mast and area lighting) •Jalsar lake front Development (Jalsar waterfront development, Walkway, Mandapa, Pergola, Retaining wall, City entrance gateways) •Kanwaria Path Development (Spiritual congregation hall, Community toilet, First aid centre, Landscape and paving, Drinking water kiosk) •Approach Pathways (Paving of approach roads, CCTV cameras, people counting system for temple, Control and command center and Jyotirlinga theme walk)	2018-19	36.79
Karnataka	18.	Development of Pilgrimage Amenities at Sri Chamundeshwari Devi Temple	•Development at Chamundi Temple Premises (Queue Mandapam Stretch, Multipurpose Area and Stage, Cloak room, Illumination) •Pilgrimage Facilities development at Mahisasura plaza (Amenities block, Entrance stone arch, Illumination)	2023-24	45.71

			•Development at Devikere (Handrails for entire steps, Steps and mandapa beautification) •Nandi Statue Pavilion Development (Queue Mandapam, Paver area development) •Devi Pada Redevelopment (Steps and mandapa beautification, Handrails for entire steps)		
Kerala	19.	Development at Guruvayur Temple	•Tourist Facilitation Centre •Tourist Amenity Centre •Multi-Level Car Parking (MLCP) •CCTV Network Infrastructure	2016-17	45.19
Madhya Pradesh	20.	Development of Amarkantak	•Development around Narmada Mandir (Gateway, Waiting pavilion, Dining and kitchen for prasad distribution, Kiosks, Street furniture) •Illumination of Temples •Development of Indra Daman Lake, Ma ki Bagia, Kapil Dhara •Development of Ghat at South Bank, Sonmuda •Development of Mela Ground, Ped Street •Development of Tourist Facility Centre •Development of Public Amenities	2020-21	49.99
	21.	Development of Omkareshwar	•Development works at Omkareshwar Temple (Darshan hall, Waiting hall, Foot bridge on river side with retaining wall, Medical room, Prasad counters) •Development of Gau Ghat (Renovation and extension of ghat, food court and day shelter, security booth, changing room, florist shops) •Development of JP Chowk (Uniform façade elevation, entrance public plaza)	2017-18	43.93

			•Pilgrimage Walk (covered walkway, entrance gate, parikrama path, steps from Brahmeshwar temple to Gau ghat, Renovation of existing steps, widening of existing pathway) •Sound and Light Show •Linked Infra (Development of sheds for shopping streets, day shelters, watch tower, security booth cum information kiosk, signage, toilet, solid waste management)		
Maharashtra	22.	Development of Trimbakeshwar	•Trimbakeshwar Parikrama (Holy Pond/lake development, Landscaping, Junction improvement) •Tourism/ Pilgrimage Infrastructure, Trimbak Town (TFC, Parking, PFC at Sangam) •Pilgrimage Parikrama of Anjaneri- Trimbak- Brahmagiri (Camping and waiting area, Community Hall, Changing room, Toilet) •Development Work at Shri Nivruttinath Maharaj Samadhi Temple (Queuing complex, administrative block, Cloak and waiting rooms)	2017-18	45.41
Meghalaya	23.	Development of Pilgrimage Facilitation at Nongswalia Church, Nartiang Shakti Peeth, Aitnar Pool and Charantala Kali Temple	•Development at Nongswalia Church (Entrance gates, Welsh history interpretation centre, pathway, parking, public convenience, Pilgrimage walk, Illumination) •Development at Nartiang Shakti Peeth (Pilgrimage facilitation center, pathway, illumination, parking, signage) •Development at Aitnar Pool (Festival gallery area development, Behdeinkhlam festival facilitation centre, AR-VR at facilitation centre)	2020-21	29.29

			•Development at Charantala Kali Temple (Vehicular cross bridge, Approach Road, Retaining wall, PFC)		
Mizoram	24.	Development of Infrastructure for Pilgrimage and Heritage Tourism at Chite Vang, Zuangtai, Reiek and Aizawl	•Heritage Congregation Centre, Aizwal •Prayer Mountain, Zuangtai (PFC with viewing gallery, signage, Multipurpose Hall and kitchen) •Development at Khuangchera Cave (PFC, Safety equipment required for visiting the cave) •Development at Kalvari Tiang, Aizwal (Protective railing, PFC, Lighting, Rain shelter, Signage, Wooden benches)	2022-23	44.89
Nagaland	25.	Development of Pilgrimage Infrastructure at Molungkimong, Noksen Church, Aizuto, Wokha and Kohima	•Development at Molungkimong (Church gate, Toilet, Interpretation centre, Illumination, Signage, Approach Road) •Development at Noksen Church (Pilgrimage arrival centre, Illumination, Parking, Approach Road, Retaining wall) •Development at Mission Compound, Aizuto (Sacred Pond edge lining area development, Illumination, PFC, Approach Road, Signage, Rain Shelter) •Development at Cathedral of Kohima (Entrance gate, Illumination, Interpretation centre, Signage, Parking, Retaining wall) •Wayside amenity-Wokha	2018-19	25.20
	26.	Development of Pilgrimage Tourism Infrastructure at Zunheboto	•Naga Entrance Gate •Pilgrimage Facilitation Centre •Illumination of Sumi Baptist Church •Multilevel Car Parking	2022-23	18.18

Odisha	27.	Infrastructure Development at Puri	•Tourist Facilitation Centre at Puri •Development of Beach at Shree Jagannath Dham Puri (Benches, Drinking water facilities, Public convenience, signage, watch tower, food court) •Development of Ramchandi Temple •Development of Shree Jagannath Vishramsthali and Amphitheatre •Development at Gundicha temple (Dustbins, landscaping, pathways, signage, illumination) •Development at Prachi River Front (Drinking water facilities, Entrance gate, prayer hall, bridge to connect temple campus, steps, walkway) •Development at Maa Mangla Temple (Drinking water facilities, dustbins, pathways, public convenience, signage)	2014-15	50.00
Punjab	28.	Development of Karuna Sagar Valmiki Sthal at Amritsar	•External sewerage •Water Supply •Toilet blocks and cloak room •Landscaping •Solid Waste collection and management •Main gate structure •Road widening and beautification	2015-16	6.40
	29.	Development of Chamkaur Sahib	• Development of Tourism Infrastructure at Gurdwara Shri Katalgarh Sahib (Façade lighting, Construction of Kitchen, Interpretation centre, Parking, Façade development) • Development of Walkways with embankment on the banks of the canal from Theme Park to Heritage guest house	2021-22	31.57

			• Development of Tourism Infrastructure at Gurudwara Shri Garhi Sahab, Gurudwara Sri Damdma Sahib, Gurudwara Sri Raniitgarh Sahib, Gurudwara Sri Tarri Sahib • Development of Passenger Terminal and associated infrastructure		
Rajasthan	30.	Integrated Development of Pushkar/Ajmer	•Development at Ajmer Sharif Dargah (Refurbishment of façade, Tensile fabric structure, Shading devices) •Improvement of Delhi gate and Dargah gate chowk (Illumination, Refurbishment work) •Tourist information kiosk at railway and bus stand - Restoration and development works at Pushkar Sarovar, Pushkar Market Street •Development work at Brahma temple, Savitri Mata temple and Parikrama Path, Pushkar	2015-16	32.64
	31.	Development of Shri Karni Mata mandir, Bikaner	50 no. shops / kiosks Development of Mela Ground Tourist Facility center including Cafeteria Development of Parking Basic amenities like toilet blocks, yatri shed, drinking water stations, cctv, display screens	2024-25	22.57
Sikkim	32.	Development of Pilgrimage Facilitation at Four Patron Saints, Yuksom	•Coronation Throne of Norbugang (Approach Road, Traditional gate, Illumination) •Pilgrimage facilities near helipad (PFC, parking and entrance gate, Landscaping) •Pilgrimage stopover facility at Rimbi	2020-21	33.32
Tamil Nadu	33.	Development of Kanchipuram	•Bus terminus upgradation (Tourist information centre, cloak room, RO plant)	2016-17	13.99

			•Pilgrimage walk (Pathway, pedestrian guard rail, signage) •Ekambareswarar temple (Parking platform, Security room, Compound wall) •Rangaswamy tank rejuvenation (Entrance Arch and Gate, Seating facilities, Pathway) •Illumination of monuments		
	34.	Development of Velankanni	•Velankanni beach (Paver block road) •Bus stand (Toilet block) •Improvement of Oorani-Mariamman Kulam •City level interventions (CCTV, Wi-Fi, Control room, Street lighting)	2016-17	4.86
Telangana	35.	Development of Jogulamba Devi Temple	•Connectivity Node (New bus stand, Cultural haat) •Pilgrimage Facilitation Node (Pilgrim facilitation cum Cultural centre, Public amenity complex, Pathway) •Approach Level Intervention (Rain shelter, High mast lighting, Signage) •Jogulamba Temple Premises (Parking complex, Lightng and illumination, Alternate access road, Shower and changing room, Solid waste management) •Tungabhadra Ghat (Floating jetty, Landscaping, Cruise boat, Illumination) •Other ASI Sites (Proposed new access to Sangamedhwara temple)	2020-21	38.90
	36.	Development of Pilgrimage and Heritage Tourism Infrastructure at Rudreshwara (Ramappa) Temple	•Interpretation Centre •Amphitheater •4D Movie Hall •Sculpture Park •Lakefront Development •Bus and car Parking Area	2022-23	62.00
	37.	Development of Pilgrimage	•Development works at Main Temple (Change of flooring,	2022-23	41.38

		Infrastructure at Bhadrachalam	MS roofing structure, Mechanization for Prasadam production) •Development around Main Temple (Approach Road, Pilgrim amenities centre, Ghat area development- Changing room, Toilet, Jetty) •Town Entrance (Entrance bridge, Washroom and canteen complex, Compound wall, Chain link fencing, Battery operated cars) •Development works at Parnasala and Seethamma Vaagu (Pilgrim amenities centre, Street light, Kiosks, Foot over bridge, Toilet) •Allied development works (Street lighting, Signage, CCTV)		
Tripura	38.	Development of Tripura Sundari Temple	•Development of Main Temple area (Food court, Meditation Hall, Illumination, Pooja shops) •Covered Aastha Path (Flooring, Railing, Roofing) •External Development works (Foot over bridge, STP, Signage Entrance gate, Toilet)	2020-21	34.43
Uttar Pradesh	39.	Development of Varanasi –Phase – I	•Sound and Light show •Integrated development of Markandey Mahadev temple (Shade for pathway and railing, Gantry signage, campus illumination) •Sarang Nath Pond Rejuvenation (Retaining wall, ghat development, viewing deck, gazebos, pathways) •Buddha Theme Park, Sarnath (Gazebos, feature wall, parking) •Conservation and development of Gurudham temple (Softscape, Hardscape, New gate, Toilet, Illumination)	2015-16	18.73

	40.	Development of Mathura-Vrindavan as Mega Tourist Circuit (Ph-II)	•Krishna Sarovar, Baad, Mathura (Landscaping, Chain link, Pathway, Information centre, Kund rejuvenation centre, Toilet, Open air stage, Sitting place, Ghat development) •Jai Kund, Jait, Mathura (Landscaping, Chain link, Pathway, Kund rejuvenation, provision of fountain for movement of Kund water, ghat development) •Chandra Sarovar, Chaumuha, Mathura (Landscaping, Chain link, Construction of bore well, Kund rejuvenation, ghat development) •Akbar ka taal Mathura (Kund rejuvenation, Entry gate, Toilet, Open air stage)	2014-15	10.98
	41.	Development of River Cruise Tourism at Varanasi	•Passenger cum cruise vessel •320 sq. m. HDPE modular system Jetty (pontoon) •Aesthetics and vernacular exterior finish of the cruise vessel and jetty •Audiovisual intervention (Story board) •Surveillance and security •CCTV surveillance	2017-18	9.02
	42.	Construction of Tourist Facilitation Centre at Vrindavan	•Cost of building (Souvenir shops, Tourist assistance counter, Tourist waiting area, Toilets, driver lunge, covered parking) •Internal development cost (Boundary wall, Rainwater harvesting, Electrification)	2014-15	9.36
	43.	Development of Varanasi – Phase II	•Godowlia chowk to Dashashwamedh Ghat (Street pedestrianization and footpath, Façade development) •Varanasi by Night (Lighting of ghats, Raj ghat to bridge-Toilts, Road improvement,	2017-18	44.60

			TIC, Parking, River boat platform) •Revitalization of Panchkoshi Parikarma (Road development, PFC, Signage)		
	44.	Development of Infrastructure facilities at Govardhan	•Development at Govardhan Bus Station (Car stand block, Cloak room, Toilet, Boundary wall) •Development at Govardhan Parikrama (Street Furniture, CCTV, WiFi) •Development at Chandra Sarovar (Toilet, Ticket counter, Pathway, bench, Landscaping, Solar light) •Development at Kusum Sarovar (Illumination, Toilet, Paved pathway) •Development at Mansi Ganga (Pilgrim amenities, Lighting of ghats, Connecting bridge from temple to amenity block)	2018-19	37.59
Uttarakhand	45.	Integrated Development of Kedarnath	•Development at Rudraprayag (Eco-log interpretation centre, Snaan ghat, Signage, Sitting arrangement, Parking, Viewpoint) •Development at Tilwara (Parking, Sitting arrangement, Signage) •Development at Augustmuni (Rest shelter, Viewpoint, Toilet, Approach Road, Tourist information/Assistance centre and souvenir shop, Parking) •Development at Ukhimath (Approach Road, Eco-log interpretation centre, Multilevel parking) •Development at Guptkashi (Toilet, Signage, Parking, Solid waste management, Solar LED streetlight) •Development at Kalimath (Retaining wall, Approach Road, Solar LED streetlight)	2015-16	34.77

			•Development at Sitapur (TIC, Sitting arrangement, Solar LED streetlight)		
	46.	Development of Infrastructure for Pilgrimage Facilitation in Badrinath Ji Dham	•Temple complex and surrounding area (Illumination, Waste management, Storm water drainage) •Development at Aastha Path (Solar lights, Dust bins, Benches) •Pilgrimage Facilitation Centre •Parking Complex, Tourist management system, Tourist arrival plaza	2018-19	56.15
	47.	Augmentation of Pilgrimage Infrastructure Facilities at Gangotri and Yamunotri Dham	•Development at Gangotri Temple (PFC, Rejuvenation of temple verandah, Entry gate, LED illumination, public amenities Pilgrimage registration and dynamic crowd management system, Alarm system at ghat, Parking) •Development at Yamnotri (Entry gate, LED illumination, Development of ghat, Pilgrimage information centre, public convenience) •Trek from Janki Chatti to Yamnotri (Rain shelter and parademic centre, Public convenience, Benches, Signage) •Development at Kharsali (Approach Road, Entry gate, Illumination, Landscaping)	2021-22	54.36
West Bengal	48.	Development of Belur Math	•Solid Waste Management •Signage and giant LED display •Provision of pathway •Drinking water kiosks and hand washing facility •Tourist reception center, Gangway and jetty •Multi-level car parking •Installation of roof top solar panels	2016-17	30.03

FRAUD CASES REFERRED TO SFIO***233 SHRI K. SUDHAKARAN:**

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

- (a) whether the Government has identified companies under investigation for financial irregularities exceeding Rs. 1,000 crore during the last two years and if so, the details thereof;
- (b) whether the Government is considering amendments to the Insolvency and Bankruptcy Code (IBC) to prevent misuse by wilful defaulters and the expected timeline for such reforms;
- (c) the number of corporate fraud cases referred to the Serious Fraud Investigation Office (SFIO) during the last five years and the conviction rate achieved;
- (d) whether the Government has assessed the effectiveness of Corporate Social Responsibility (CSR) mandates particularly in ensuring companies comply with funding obligations and the penalties imposed for non-compliance; and
- (e) whether the Government has proposed stricter ESG (Environmental, Social and Governance) reporting norms for publicly traded companies and the enforcement mechanism for ensuring compliance?

**THE MINISTER OF FINANCE; AND MINISTER OF CORPORATE AFFAIRS
(SHRIMATI NIRMALA SITHARAMAN):**

- (a) The Ministry of Corporate Affairs takes action against frauds as defined under the Companies Act, 2013. Investigations in matter of serious frauds are assigned to the Serious Fraud Investigation Office (SFIO) under Section 212 of the Companies Act, 2013 on the basis of report of the Registrar or Inspector or on receiving intimation of a special resolution passed by the company or in public

interest or on the request of any Department of the Central Government or State Government. These cases may include companies under investigation for financial irregularities exceeding Rs. 1,000 crore as the exact quantum of financial irregularities is not definite at the time of order of investigation.

(b) Section 29A of IBC already provides that a person shall not be eligible to submit a resolution plan, if such person, or any other person acting jointly or in concert with such person is a wilful defaulter in accordance with the guidelines of the Reserve Bank of India issued under the Banking Regulation Act, 1949. Further, at present there is no proposal before the Government to amend IBC in this regard.

(c) Since the Financial Year 2019-2020 to 2023-2024, 72 number of cases were referred to Serious Fraud Investigation Office (SFIO) for investigation. Further 69 number of complaints were filed out of which 43 complaints included complaint u/s 447 of the Companies Act, 2013. In this period, fine was imposed in 114 cases , 20 cases were compounded and in 9 cases fine and imprisonment were (till rising of courts) ordered.

(d): Under Section 135 of the Companies Act 2013, every CSR mandated company has to constitute a CSR Committee. The Committee shall formulate and recommend the CSR policy and the Board of the company plans, decides, executes and monitors the CSR activities. The Board is required to disclose the CSR Policy in its Board report and it as to satisfy itself that the funds so disbursed have been utilised for the purposes and in the manner as approved by it, and the Chief Financial Officer or the person responsible for financial management shall certify to the effect.

The details of CSR activities, Impact Assessment etc. are required to be reported by the companies in the 'Annual Report on CSR' including an annual action plan on CSR. Further, those companies who have their websites are required to make disclosures such as composition of CSR Committee, CSR Policy and CSR projects approved by Board on their website.

The CSR framework is disclosure based and expenditure on CSR activities is required to be audited by the statutory auditors of the company. The Ministry has notified the Companies (Auditor's Report) Order, 2020, ("CARO, 2020") applicable from FY 2021-22 which requires auditors to state details of any unspent CSR amount. The Government does not issue any direction on which activity or area Company shall spend. The companies are required to disclose the contents of its CSR Policy in its report and place it on the company's website. Thus, the corporate governance framework along with the existing legal provisions such as mandatory disclosures, accountability of the CSR Committee and the Board, provisions for statutory audit of accounts of the company etc. provide adequate safeguards for CSR activities implemented by the companies. Whenever violation of CSR provisions is reported, action against such non-compliant Companies is initiated as per provisions of the Act after due examination of records and following due process of law.

(e) In March 2019, new principles called the National Guidelines on Responsible Business Conduct (NGRBCs) were released by the Ministry of Corporate Affairs (MCA). Subsequently, MCA constituted a Committee on Business Responsibility Reporting ('Committee'), of which SEBI was a member, for finalising sustainability reporting formats, based on the framework of the NGRBCs.

Based on the recommendations of the Committee, extensive stakeholder consultation and global benchmarking, in 2021, SEBI mandated the top 1000 listed companies (by market capitalization) to make ESG disclosures as per the Business Responsibility and Sustainability Report (BRSR) from FY 2021-22 on a voluntary basis and mandatorily from FY 2022-23.

उच्च शिक्षा संस्थानों की स्थापना

*234. श्री छत्रपाल सिंह गंगवार:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) उत्तर प्रदेश के बरेली में सरकारी महाविद्यालयों जैसे उच्च शिक्षा संस्थानों की स्थापना संबंधी प्रस्तावों का ब्यौरा क्या है; और

(ख) स्थानीय छात्रों के लिए कौशल विकास और प्रशिक्षण कार्यक्रमों को बढ़ावा देने हेतु कितनी राशि आवंटित की गई है?

शिक्षा मंत्री (श्री धर्मेन्द्र प्रधान):

(क) और (ख): शिक्षा एक ऐसा विषय है जो भारत के संविधान की समवर्ती सूची के अंतर्गत आता है, जहाँ केंद्र और राज्य दोनों के पास कानून बनाने की विधायी शक्ति है। राज्य में विश्वविद्यालयों की स्थापना राज्य विधान के एक अधिनियम द्वारा की जाती है, वे संबंधित राज्य के प्रशासनिक नियंत्रण के तहत कार्य करते हैं और राज्य के मौजूदा उच्चतर शिक्षण संस्थान की समय गुणवत्ता में सुधार के लिए विकास निधि मुख्य रूप से उस राज्य सरकार का विषय है।

2. इस मंत्रालय ने शैक्षिक रूप से असेवित/अल्प-सेवित क्षेत्रों की आवश्यकताओं को पूरा करने के लिए वर्ष 2023-24 से वर्ष 2025-26 की अवधि के लिए 12926.10 करोड़ रुपये के परिव्यय के साथ जून 2023 में प्रधानमंत्री उच्चतर शिक्षा अभियान (पीएम-उषा) के रूप में राष्ट्रीय उच्चतर शिक्षा अभियान (आरयूएसए) के तीसरे चरण की शुरुआत की है। इस योजना के तहत, उत्तर प्रदेश के बरेली

जिले में 75.6 करोड़ रुपये की केंद्रीय सहायता के लिए 5 इकाइयों का अनुमोदन किया गया है, जिनका ब्यौरा नीचे दिया गया है:

क्र. सं.	घटक का नाम	चरण रूसा	संस्थान का नाम	अनुमोदित केन्द्रीय अंश (रु)
1.	कॉलेजों को अवसंरचना अनुदान	रूसा 1	गवर्नमेंट डिग्री कॉलोज, फरीदपुर, बरेली, (सी-13414)	1,20,00,000
2.	कॉलेजों को अवसंरचना अनुदान	रूसा 1	राम मनोहर लोहिया गवर्नमेंट डिग्री कॉलेज, आंवला, बरेली (सी-13415)	1,20,00,000
3.	कॉलेजों को अवसंरचना अनुदान	रूसा 1	वीरांगना रानी अवंतीबाई लोधी राजकीय महिला डिग्री कॉलेज, बरेली (सी-13470)	1,20,00,000
4.	विश्वविद्यालयों को अवसंरचना अनुदान	रूसा 1	एम.जे.पी. रोहिलखंड विश्वविद्यालय, बरेली (यू-0525)	1,20,00,000
5.	बहु-विषयक शिक्षा और अनुसंधान विश्वविद्यालय (मेरु)	रूसा 1	महात्मा ज्योतिब फुले रोहीखंड विश्वविद्यालय, बरेली (यू-0525)	60,00,00,000
			कुल	75,60,00,000

3. विश्वविद्यालय अनुदान आयोग ने सूचित किया है कि बरेली जिले में विश्वविद्यालय अनुदान आयोग अधिनियम, 1956 की धारा 2 (च)/12ख के तहत 03 सरकारी कॉलेजों और 45 गैर-सरकारी कॉलेजों को शामिल किया गया है। यह ब्यौरा यूजीसी की वेबसाइट <http://www.ugc.ac.in> पर उपलब्ध है। यूजीसी ने राष्ट्रीय कौशल योग्यता फ्रेमवर्क (एनएसक्यूएफ) के तहत कौशल आधारित शिक्षा उपलब्ध

कराने के लिए देश भर में उच्चतर शिक्षा संस्थानों की सुविधा प्रदान की है। संस्थानों को प्रमाण-पत्र, डिप्लोमा, एडवांस्ड डिप्लोमा, बीवोक, पीजी डिप्लोमा, एम. वोक और अनुसंधान के स्तर पर कई प्रवेश और निकास विकल्पों के साथ पूर्णकालिक, क्रेडिट-आधारित कार्यक्रमों की व्यवस्था करने की अनुमति दी गई है।

यूजीसी ने बरेली, उत्तर प्रदेश में पांच संस्थानों को स्व-वित्त आधार पर वर्ष 2020-21 में राष्ट्रीय कौशल योग्यता फ्रेमवर्क (एनएसक्यूएफ) के तहत कौशल आधारित कार्यक्रम संचालित करने की मंजूरी दी है, जिसका विवरण नीचे दिया गया है:

क्र. सं.	संस्थानों के नाम
1.	त्रिलोक चंद डिग्री कॉलेज चितौली, फतेह गंज (यू), बरेली – 243 501, उत्तर प्रदेश
2.	आला हजरत डिग्री कॉलेज, नैनीताल रोड, देवरानियन बहेड़ी, जिला बरेली – 234 203, उत्तर प्रदेश
3.	अनुबिस डिग्री कॉलेज एनएच – 24, पड़ौरा, मीरागंज, बरेली – 243 504, उत्तर प्रदेश
4.	प्रीति रूरल इंस्टीट्यूट फॉर टेक्नोलॉजी एंड एजुकेशन, प्रीति विहार, पोस्ट काकरा कलां, बीसलपुर रोड, बरेली – 243 503, उत्तर प्रदेश
5.	सरदार बल्लभ भाई पटेल डिग्री कॉलेज, भोजीपुरा, बरेली – 243202, उत्तर प्रदेश

CONSTITUTION OF 8THCENTRAL PAY COMMISSION

***235 SUSHRI KANGNA RANAUT:**

SHRIMATI SAJDA AHMED:

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

- (a) whether the 8thCentral Pay Commission (CPC) has been constituted by the Government for revision of salaries and pensions of Central Government employees;
- (b) if so, the details thereof along with the terms of reference of the Commission and the time fixed for submission of its report to the Government;
- (c) the approximate number of Central Government employees and pensioners at the 7thCPC level likely to be benefitted by the 8th CPC leading to consumption boost and the economic growth across the country including Odisha;
- (d) whether implementation of the recommendations of the 8th CPC is likely to increase the financial burden on Government;
- (e) if so, the details thereof, and
- (f) whether the Government has conducted any studies or held any consultation with employee unions, pensioners and other stakeholders to assess the impact of 8th CPC on fiscal policies and Government expenditure?

**THE MINISTER OF FINANCE; AND MINISTER OF CORPORATE AFFAIRS
(SHRIMATI NIRMALA SITHARAMAN):**

- (a): It has been decided by the Government to constitute the 8th Central Pay Commission (CPC).
- (b): Will be decided in due course of time.

(c): The approximate number of Central Government civilian employees and pensioners/family pensioners is 36.57 lakh (as on 01.03.2025) and 33.91 lakh (as on 31.12.2024) respectively. Defence Personnel and Pensioners will also be benefitted.

(d) and (e): The financial implication of the recommendations of the 8th Central Pay Commission will be known, once the recommendations are made by the 8th Central Pay Commission and accepted by the Government.

(f): Inputs on Terms of Reference (ToR) have been sought from major stakeholders including Ministry of Defence, Ministry of Home Affairs, Department of Personnel and Training and from States. Impact of 8th CPC can be assessed only once the recommendations are made by 8th CPC and are accepted by the Government.

JAN SAMARTH KISAN CREDIT CARDS

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

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

(a) whether the Government has begun rolling out the Jan Samarth Kisan Credit Card scheme in the five identified States;

(b) if so, the details thereof;

(c) the process for selection of States and regions within States for implementation of the said scheme;

(d) whether the State of Andhra Pradesh is included in this pilot initiative; and

(e) if so, the specific districts covered and the steps taken by the Government to ensure smooth access to farmers?

**THE MINISTER OF FINANCE; AND MINISTER OF CORPORATE AFFAIRS
(SHRIMATI NIRMALA SITHARAMAN):**

(a)to (e): Rolling of Kisan Credit Card scheme in Jan Samarth portal had begun on pilot basis utilising the Digital Public Infrastructure *i.e.* AgriStack in the States of Uttar Pradesh, Maharashtra and Madhya Pradesh. Pilot is successfully completed in the States of Uttar Pradesh (Varanasi and Farrukhabad), Maharashtra (Beed) and Madhya Pradesh (Neemuch and Seoni).

असम में केन्द्रीय विद्यालय

***237. श्री रंजीत दत्ता:**

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्तमान में असम में जिलावार कितने केन्द्रीय विद्यालय (केवी) कार्यरत हैं;

(ख) क्या सरकार ने असम के विश्वनाथ जिले में केन्द्रीय विद्यालय की स्थापना के संबंध में कोई सर्वेक्षण कराया है; और

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा सरकार द्वारा इस संबंध में क्या समय-सीमा निर्धारित की गई है?

शिक्षा मंत्री (श्री धर्मेन्द्र प्रधान):

(क) से (ग) वर्तमान में, असम राज्य में 57 केन्द्रीय विद्यालय (केवि) कार्यात्मक हैं। जिला-वार ब्यौरा संलग्न **विवरण** में दिया गया है।

नए केन्द्रीय विद्यालय खोलना एक सतत प्रक्रिया है। केन्द्रीय विद्यालय पूरे देश में शिक्षाका एक समान कार्यक्रम प्रदान कर मुख्य रूप से रक्षा और अर्ध-सैन्य कर्मियों, केन्द्रीयस्वायत्त निकायों, केन्द्रीय सार्वजनिक क्षेत्र के उपक्रमों (पीएसयू) और केन्द्रीय उच्च शिक्षा संस्थान(आईएचएल) सहित केंद्र

सरकार के स्थानांतरणीय कर्मचारियों के बच्चों की शैक्षिक जरूरतों को पूरा करने के लिए खोले जाते हैं। नए केन्द्रीय विद्यालय खोलने के प्रस्तावों को भारत सरकार के मंत्रालयों या विभागों/राज्य सरकारों/संघ राज्य क्षेत्रों (यूटी) प्रशासनों द्वारा प्रायोजित किया जा सकता है जिसमें मानदंडों के अनुसार एक नया केन्द्रीय विद्यालय स्थापित करने के लिए भूमि और अस्थायी आवास सहित अपेक्षित संसाधनों को उपलब्ध कराने की प्रतिबद्धता शामिल रहती है। प्रस्ताव मौजूदा प्रक्रियाओं के अनुसार सक्षम प्राधिकारी के अनुमोदन के अधीन हैं।

केन्द्रीय विद्यालय संगठन से प्राप्त जानकारी के अनुसार, असम के विश्वनाथ जिले में नया केन्द्रीय विद्यालय खोलने के लिए संबंधित राज्य सरकार/जिला प्रशासन से केन्द्रीय विद्यालय संगठन को कोई प्रस्ताव प्राप्त नहीं हुआ है।

विवरण

असम राज्य में केन्द्रीय विद्यालयों का जिला-वार विवरण

क्रमांक	जिले का नाम	केन्द्रीय विद्यालय का नाम
1	बारपेटा	बारपेटा
2	कार्बी आंगलोंग	दिफू
3		खटखटी (सीआरपीएफ)
4		बोकाजन (सीसीआई)
5	कोकराझार	कोकराझार (हाथीमथा)
6	दिमहासाओ	हाफलोंग (एसएसबी)
7	जोरहाट	जोरहाट नंबर III (आरआरएल)
8		जोरहाट नं. I (एएफएस)
9		जोरहाट नं. II (ओएनजीसी)
10	लखीमपुर	लखीमपुर
11	दरांग	मंगलदोई
12		210 कोबरा सीआरपीएफ बटालियन डालगांव
13	बोंगाईगांव	न्यू बोंगाईगांव

14	नगांव	नौगोंग
15		नौगोंग, मीसा कैंट
16	होजाई	लमडिंग
17	धुबरी	पनबारी (बीएसएफ)
18	गोलपाड़ा	गोलपाड़ा
19	गोलाघाट	गोलाघाट
20	बक्सा (अब तामुलपुर)	तामुलपुर
21	उदलगुड़ी	उदलगुड़ी
22	कामरूप (ग्रामीण)	रंगिया, एन.एफ. रेलवे
23		गुवाहाटी आईआईटी
24	कामरूप (मेट्रो)	दिगारू (एएफएस)
25		गुवाहाटी, बोरझार
26		गुवाहाटी, नारंगी
27		गुवाहाटी, अमेरीगोग (सीआरपीएफ)
28		गुवाहाटी, खानापारा
29		गुवाहाटी (आईओसी)
30		गुवाहाटी, मालीगांव (रेलवे)
31		मिसामारी
32	सोनितपुर	लोकरा
33		तेजपुर नं. I
34		तेजपुर नं. II (एएफएस)
35		तेजपुर विश्वविद्यालय
36		एन.एफ. रेलवे रंगपारा
37	धेमाजी	गेरुकमुख एचई परियोजना
38	शिवसागर	शिवसागर नं. I (ओएनजीसी)
39		शिवसागर नं. II नाजिरा (ओएनजीसी)
40	मोरीगांव	जागीरोड (एचपीसी)
41	कछार	ढोलचेरा (बीएसएफ)
42		सोनाई रोड, श्रीकोना (ओएनजीसी)
43		एनआईटी, सिलचर
44		सिलचर
45		कुम्भीरग्राम (एएफएस)
46		असम विश्वविद्यालय

47		मासिमपुर
48	श्रीभूमि (पूर्ववर्ती करीमगंज)	करीमगंज
49	डिब्रूगढ़	डिब्रूगढ़
50		डिनजान
51		छाबुआ
52		मोहनबाड़ी
53		दुलियाजान (तेल)
54		नामरूप
55	तिनसुकिया	लेखा पानी
56		तिनसुकिया
57		डूमडूमा

EDUCATIONAL SCHEMES/PROJECTS IN MAHARASHTRA

***238. PROF. VARSHA EKNATH GAIKWAD:**

SHRIMATI SUPRIYA SULE:

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

- whether the Government is implementing any schemes/projects relating to the field of Education and if so, the details thereof;
- the details of financial assistance provided to the State of Maharashtra for various schemes/projects relating to the field of Education during the last three years and the current year, scheme/project-wise;
- the number of beneficiaries thereunder in Maharashtra during the last three years, district-wise;
- the details of beneficiaries in Maharashtra through Direct Benefits Transfer (DBT) during the last three years, scheme-wise and district-wise;

- (e) the total number of projects/proposals sanctioned/approved under these schemes with their cost during the last three years, district-wise;
- (f) the number of new schools/educational institutions planned under current Government schemes to address regional disparities in access to education;
- (g) whether the Government is regularly conducting evaluation of educational schemes and the metrics being used to measure their success; and
- (h) the steps being taken by the Government to address the gaps identified in evaluation of current education schemes?

THE MINISTER OF EDUCATION (SHRI DHARMENDRA PRADHAN):

(a) to (f): Education is in the concurrent list of the Constitution, and, majority of the schools and implementation of infrastructural activities in schools/institutions comes under the domain of respective State and UT Governments.

Schemes of Samagra Shiksha, PMShri, PM Poshan, STARS, ULLAS and PM USHA are being implemented by the Ministry of Education. The annual plans are prepared by the States and UTs based on their requirements and priorities as education is part of concurrent list. These plans are then appraised and approved by Ministry of Education as per the programmatic and financial norms of the respective schemes, and physical and financial progress of the State for the interventions approved earlier.

Samagra Shiksha

Department has launched Samagra Shiksha – an Integrated Scheme for School Education by subsuming the erstwhile Centrally Sponsored Schemes of Sarva Shiksha Abhiyan (SSA), Rashtriya Madhyamik Shiksha Abhiyan (RMSA) and

Teacher Education (TE) from 2018-19. The Samagra Shiksha scheme has now been aligned with the recommendations of NEP 2020 and has been continued for a period of five years with effect from 01.04.2021 to 31.03.2026. The details of Centre share released under Samagra Shiksha Scheme in the State of Maharashtra for the last three years and current year are as follows:

(Rs. in Lakh)

2021-22	2022-23	2023-24	2024-25
69302.88	90000.00	99879.10	76912.31

Strengthening Teaching-Learning and Results for States (STARS)

The Strengthening Teaching-Learning and Results for States (STARS) Program is being implemented as a centrally sponsored scheme in six states namely Himachal Pradesh, Madhya Pradesh, Rajasthan, Maharashtra, Odisha, and Kerala over a period of 5 years, i.e., from F.Y. 2020-21 to F.Y. 2024-25. The project envisages improving student outcomes in the selected States and the governance of school education the selected States. The targeted beneficiaries of the project are the children from the age of 3 to 18 years (pre-school to class XII) Education institutions and Teachers.

The details of Centre share released under STARS Scheme in the State of Maharashtra for the last three years and current year are as follows:

(Rs. in Lakh)

2021-22	2022-23	2023-24	2024-25
2470.64	2246.09	15626.32	7535.77

PM SHRI Schools

PM SHRI schools are set up by strengthening the existing schools from amongst schools managed by Central Government/State/UT Government/local bodies. These schools showcase all the initiatives of National Education Policy 2020 and are exemplar schools and also offer leadership to other schools in the neighbourhood. They provide leadership in their respective regions in providing high-quality education in an equitable, inclusive and joyful school environment that takes care of the diverse background, multilingual needs, and different academic abilities of children and makes them active participants in their own learning process as per the vision of NEP 2020.

Under the scheme, there is a provision of setting up of more than 14500 PM SHRI Schools by strengthening the existing schools from amongst schools managed by Central government/State/UT Government/local bodies out of which 12,505 PM SHRI Schools have been selected. Under the PM SHRI Scheme, a total number of 827 schools are selected from the state of Maharashtra which includes 207 primary schools, 468 elementary schools, 110 secondary schools and 42 senior secondary schools.

The details of Centre share released under PM SHRI Scheme in the State of Maharashtra for the year 2023-24 and 2024-25 are as follows:

(Rs. in Lakh)

2023-24	2024-25
6340.55	7099.85

PM-POSHAN

PradhanMantriPoshan Shakti Nirman (PM POSHAN) Scheme is one of the foremost rights based Centrally Sponsored Schemes implemented in partnership with the States and UTs. The overall responsibilities for providing cooked and nutritious meal to the eligible children lies with the State Governments and Union Territory Administrations. The States and UTs fix their menu as per their local needs, in order to meet the prescribed nutritional content. The details of Centre share released under PM POSHAN Scheme in the State of Maharashtra for the last three years and current year are as follows:

(Rs. in Lakh)

2021-22	2022-23	2023-24	2024-25
49075.07	159240.67	79372.10	42744.56

ULLAS – New India Literacy Programme (NILP)

ULLAS, which stands for Understanding of Lifelong Learning for All in Society, a centrally sponsored scheme, aligns with the National Education Policy (NEP) 2020 and is being implemented from 2022-23 to 2026-27. It aims to provide educational opportunities to persons aged 15 and above who have missed formal schooling and are non-literates. The details of Centre share released under ULLAS Scheme in the State of Maharashtra for the year 2022-23 and 2023-24 are as follows:

(Rs. in Lakh)

2022-23	2023-24	2024-25
567.52	Nil*	Nil

*Due to low pace of expenditure

PM USHA (erstwhile (Rashtriya Uchchatar Shiksha Abhiyan (RUSA))

The government has launched the third phase of Rashtriya Uchchatar Shiksha Abhiyan (RUSA) in June 2023 in the form of PradhanMantriUchchatar Shiksha Abhiyan (PM-USHA) for the period 2023-24 to 2025-26 to cater to needs of educationally unserved/ underserved areas. Under PM-USHA, 61 units have been approved in Maharashtra in 2023-24 and 2024-2025. The details of Central share released under PMUSHA in the State of Maharashtra are as follows:

(Rs. in crore)

2023-24	2024-25
21.25	0.01

Details of total students enrolled in Government Schools from Pre-primary to Grade 12 for 2021-22 to 2023-24, that are beneficiaries of the schemes district-wise in Maharashtra as per UDISE data is given in the enclosed **Statement-I**.

No. of beneficiaries under ULLAS Scheme in last three years – 4,59,994 (total learners appeared in FLNAT on 17-03-2024) as provided by Government of Maharashtra is given in the enclosed **Statement-II**.

Details of beneficiaries under PMUSHA scheme, during last three years, district-wise in Maharashtra is given in the enclosed **Statement-III**.

Direct Benefits Transfer (DBT) Transaction under Central Sponsored Scheme to the beneficiaries are done by the respective State/UT. While in Central Sector Scheme of “National Means-cum-Merit Scholarship Scheme (NMMSS)”, the scholarship amount is directly credited to the students’ bank accounts through DBT and funds are not released to States/UTs.

Details of Number of Scholarships and funds sanctioned in respect of Maharashtra State under NMMSS during last three years and current year

S.No.	Financial Year	No. of Scholarships (Fresh + Renewals)	Amount sanctioned (Rupees in lakh)
1	2021-22	36424	4370.88
2	2022-23	37730	4527.60
3	2023-24	37953	4554.36
4	2024-25 as on dated 12.03.2025	35458	4254.96

(g) and (h): The government regularly conducts reviews of educational schemes for effective implementation by regular online/physical review meetings with the

State/UTs time to time where any gaps identified based on the felt need and requirement are evaluated and approved as per extant procedure.

STATEMENT-I

Details of total students enrolled in Government Schools from Pre-primary to Grade 12 for 2021-22 to 2023-24, that are beneficiaries of the schemes district-wise in Maharashtra as per UDISE data

Sl. No.	Districts Name	Total Enrolment in Government Schools (Grade Pre-Pry to XII)		
		2021-22	2022-23	2023-24
1	AHMADNAGAR	244803	234034	225369
2	AKOLA	89235	80386	77046
3	AMRAVATI	157505	148325	146748
4	AURANGABAD (MAHARASHTRA)	253147	228373	74618
5	BHANDARA	78924	77170	150733
6	BID	183392	162766	168500
7	BULDANA	189758	176923	107951
8	CHANDRAPUR	117495	112090	220176
9	DHULE	111979	101654	102440
10	GADCHIROLI	88054	85661	101459
11	GONDIYA	94449	91416	83976
12	HINGOLI	105715	95207	89309
13	JALGAON	212667	200095	89027
14	JALNA	164750	149477	190135
15	KOLHAPUR	199654	187451	137331
16	LATUR	126788	110220	177377
17	MUMBAI (SUBURBAN)	318248	306218	102296
18	MUMBAI II	23985	22828	328168
19	NAGPUR	120366	114076	22206
20	NANDED	232358	207841	110362

21	NANDURBAR	135195	130372	196863
22	NASHIK	376219	363999	127369
23	OSMANABAD	124130	107880	356258
24	PALGHAR	216573	210069	207603
25	PARBHANI	134466	120444	112796
26	PUNE	447384	435784	438802
27	RAIGARH (MAHARASHTRA)	113057	109728	108805
28	RATNAGIRI	76850	71189	66725
29	SANGLI	135141	127010	122907
30	SATARA	142390	132509	124727
31	SINDHUDURG	37314	35449	33383
32	SOLAPUR	230466	213511	206229
33	THANE	229129	214804	218883
34	WARDHA	56990	54998	51691
35	WASHIM	81683	74611	70321
36	YAVATMAL	202835	186589	176982

Source: UDISE+

STATEMENT-II

Details of No. of beneficiaries under ULLAS Scheme in last three years –

4,59,994 (total learners appeared in FLNAT till date)

Sl.No	DistrictName	NumberofNon-LiteratePersons Appearing for FLNAT Exam Date-17/03/2024
1	Nandurbar	16216
2	Dhule	10180
3	Jalgaon	40710
4	Buldhana	10712
5	Akola	19369
6	Washim	11318

7	Amravati	25582
8	Wardha	1359
9	Nagpur	7464
10	Bhandara	8254
11	Gondiya	8470
12	Gadchiroli	34242
13	Chandrapur	26671
14	Yavatmal	12452
15	Nanded	18429
16	Hingoli	9075
17	Parbhani	14788
18	Jalna	11304
19	Chhatrapati Sambhajinagar (Aurangabad)	15319
20	Nashik	25215
21	Thane	16683
22	Mumbai (Suburban)	10347
23	Mumbai	1891
24	Raigarh	7704
25	Pune	9387
26	Ahmednagar	8694
27	Beed	12145
28	Latur	3343
29	Dharashiv (Osmanabad)	4061
30	Solapur	17847
31	Satara	3955
32	Ratnagiri	13470
33	Sindhudurg	225
34	Kolhapur	2346
35	Sangli	7427
36	Palghar	13340
Total		459994

STATEMENT-III

The district-wise details of projects approved in Maharashtra under PM-USHA during the last three years and the current financial year

S. No.	Districts	No. of Projects approved
1	Ahmednagar	1
2	Akola	2
3	Amravati	3
4	Aurangabad	3
5	Beed	1
6	Bhandara	1
7	Buldhana	1
8	Chandrapur	1
9	Chhatrapatiambhajnagar (Aurangabad)	1
10	Dhule	1
11	Gadchiroli	3
12	Gondia	1
13	Hingoli	1
14	Jalgaon	2
15	Jalna	2
16	Kolhapur	3
17	Latur	2
18	Mumbai	4
19	Mumbai Suburban	1
20	Nagpur	2
21	Nanded	4
22	Nandurbar	2
23	Nashik	1
24	Osmanabad	2
25	Palghar	1

26	Parbhani	1
27	Pune	1
28	Raigad	1
29	Ratnagiri	1
30	Sangli	1
31	Satara	1
32	Sindhudurg	1
33	Solapur	3
34	Thane	1
35	Wardha	1
36	Washim	2
37	Yavatmal	1
	MMER	---
Grand Total		61

MANGROVE LOSS AND COASTAL EROSION

239*. SHRI CAPTAIN BRIJESH CHOWTA:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether the Government has identified mangrove loss as an environmental risk for Karnataka's coastal districts;
- (b) if so, the details of mangrove afforestation programmes funded in Dakshina Kannada;
- (c) whether any special funds have been allocated in the Budget 2025 for prevention of coastal flooding and erosion in the country, if so, the details thereof;

- (d) whether the Government has set up a Task Force for tackling coastal erosion and harnessing climate resilience in Karnataka's coastal belt; and
- (e) if so, the details thereof?

THE MINISTER OF ENVIRONMENT, FOREST AND CLIMATE CHANGE (SHRI BHUPENDER YADAV):

(a) to (c): Mangroves are bio-shield for natural coastal hazards especially against cyclones. They provide significant environmental benefits to the coastal ecosystem and communities. Mangroves are vital ecosystems that provide numerous benefits, including shoreline protection, habitat for biodiversity, supporting a wide range of plant and animal species, improving water quality and are highly efficient at sequestering carbon dioxide.

Ministry of Environment Forest and Climate Change (MoEFCC) has notified The Coastal Regulation Zone (CRZ) Notification, 2019, under Environment (Protection) Act 1986, which specifies Mangroves as Ecologically Sensitive Area (ESA). The notification has provisions to ensure conservation and management of such ESA. Forest Survey of India, an organization mandated with forest survey under MoEFCC publishes "India State of Forest Report" (ISFR) biennially. The mangrove cover in the State of Karnataka, as per ISFR-2023 report is 14.20 sq.km showing an increase of 2.54 sq.km with respect to the previous assessment (ISFR-2021). The increase observed are 0.66 sq.km, 0.21 sq.km and 1.67 sq. km in Dakshin Kannada, Uttar Kannada and Udipi districts of Karnataka respectively.

MoEFCC under National Coastal Mission scheme has provided financial assistance of Rs. 109.01 lakhs to the State of Karnataka during Financial years 2021-22 to 2022-23. Two mangroves sites namely Karwar and Honnavar in Uttar Kanadda were provided financial assistance of Rs. 38.81 Lakhs and Rs. 24.56 Lakhs respectively during FY 2021-22 and FY 2022-23, Kundapur mangrove area in Udupi District was provided an amount of Rs. 35.05 Lakhs in FY 2021-22 and Mangalore mangroves area in Dakshin Kannada was provided Rs. 10.59 Lakhs in FY 2021-22 and FY 2022-23. As per the information provided by the Ministry of Jal Shakti, a budget of Rs. 450 Crore has been proposed in the Budget FY 2025-26, under the Flood Management and Border Areas Programme (FMBAP) scheme which deals with providing central assistance to the State Governments for taking up critical works related to flood control, anti-erosion, drainage development and anti-sea erosion, etc.

(d) to (e) Coastal Protection and Development Advisory Committee (CPDAC) under the Chairmanship of Member (River Management Wing), Central Water Commission (CWC), Ministry of Jal Shakti, have been constituted to guide and implement the programme of anti-sea erosion works and to consider the development potential in the protected coastal zone. The secretariat of the committee is Coastal Management Directorate within CWC. The committee is a high-level inter-ministerial body comprising coastal engineering experts and representatives from Maritime States/Union Territories and relevant Central

Departments to provide common platform to discuss and solve the coastal erosion problems.

National Disaster Management Authority, under Ministry of Home Affairs has created a Committee on Disaster Risk Reduction (CoDRR) on Coastal Hazard Mitigation. This committee includes all relevant stakeholders concerning all coastal hazards and 9 (nine) Coastal States and 4 (four) UTs to discuss problems and risk at coastal areas and possible mitigation measures and issues that might arise for implementing any such programmes at the State Level.

EMPLOYMENT OPPORTUNITIES THROUGH APNA PLATFORM

***240.SHRI ANOOP PRADHAN VALMIKI:**

SHRI CHINTAMANI MAHARAJ:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) the impact of partnership with APNA platform on the generated employment opportunities in the country especially in Hathras district of Uttar Pradesh including the number of people benefited so far from the same;
- (b) the details of special steps taken by the Government to ensure equitable share of women and Divyangjans in the said employment opportunities, particularly in Hathras district;
- (c) whether the APNA platform is likely to get access to the candidate database of National Career Service (NCS);
- (d) if so, the likely impact thereof on augmenting the employment opportunities in small districts like Hathras; and

- (e) the details of the measures implemented by the Government to secure the data and privacy of personal information of candidates, particularly in Hathras and other Regions?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a) to (e): The Ministry of Labour and Employment (MoLE) has signed an MoU with APNA, one of India's leading job recruitment platforms to enhance employment prospects for job seekers. Job seekers on NCS will gain broader employment options across metro and non-metro cities. It will promote equal opportunities for all including women and persons with disabilities, ensuring a fair recruitment process. This initiative aligns with NCS's mission to create a dynamic, inclusive job ecosystem, helping job seekers from all backgrounds find suitable opportunities.

This collaboration marks a significant step in bridging the gap between talent and employment, fostering economic growth and workforce development in India. This partnership will bring over 10 lakh job opportunities annually to the National Career Service (NCS) Portal, strengthening domestic employment avenues.

APNA and other MoU partners will be able to access the data of candidates who have applied and also those who have not applied but are eligible for that post. National Career Services has implemented necessary measures to ensure that the data security is in compliance with MeITY guidelines.

(iii) Unstarred Question Nos. 2301 to 2530 (13.03.2025)**हमीरगढ़ (भीलवाड़ा) हवाई पट्टी से विमान सेवाओं का संचालन****2301. श्री दामोदर अग्रवाल:**

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्षेत्रीय संपर्क योजना (आरसीएस) के अंतर्गत आरसीएस उड़ानों के संचालन हेतु किसी भी विमान कंपनी को हमीरगढ़ (भीलवाड़ा) हवाई पट्टी से जोड़ने वाला हवाई मार्ग प्रदान नहीं किए जाने के क्या कारण हैं;

(ख) उक्त हवाई पट्टी पर वर्तमान में विमान सेवाओं के संचालन के लिए क्या-क्या सुविधाएं उपलब्ध हैं;

(ग) उक्त हवाई पट्टी पर वर्तमान में कितनी धावन पट्टियां उपलब्ध हैं और इनमें से कितनी धावन पट्टियां निर्धारित मानकों के अनुसार उड़ानों के लिए उपयुक्त हैं; और

(घ) हमीरगढ़ (भीलवाड़ा) हवाई पट्टी के वर्तमान उपयोग का ब्यौरा क्या है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोल):

(क) से (घ) हमीरगढ़ (भीलवाड़ा) हवाईपट्टी लाइसेंस रहित हवाईपट्टी है जिसका स्वामित्व व प्रबंधन राजस्थान राज्य सरकार के द्वारा किया जाता है। योजना के अंतर्गत बोली के पांच चरण पूरे होने तक आरसीएस उड़ानों के परिचालन के लिए हवाईपट्टी को जोड़ने वाले किसी भी मार्ग को अवार्ड नहीं किया गया था। हमीरगढ़ हवाईपट्टी को जोड़ने के लिए बोलियाँ 2019 में उड़ान 4.0 योजना के दौरान प्राप्त हुई थीं, लेकिन उस अवधि के दौरान कोविड-19 महामारी और उससे उत्पन्न स्थिति के साथ-साथ वीजीएफ बाधाओं के कारण, किफायती उपाय लागू किए गए और हमीरगढ़ सहित ऐसी हवाईपट्टियों को जोड़ने की बोलियाँ एयरलाइनों को अवार्ड नहीं की गईं।

हमीरगढ़ (भीलवाड़ा) हवाईपट्टी उड़ान दस्तावेज़ में असेवित हवाईअड्डों की सूची में उपलब्ध है। यदि कोई एयरलाइन भावी बोली के दौर में इस हवाईपट्टी को जोड़ने वाली आरसीएस उड़ानों के परिचालन

के लिए वैध प्रस्ताव प्रस्तुत करती है, तो उस पर उड़ान योजना के प्रावधानों के अनुसार विचार किया जा सकता है।

ESTABLISHMENT OF TRIBAL MULTIPURPOSE MARKETING CENTRES

2302. SHRI P V MIDHUN REDDY:

DR. GUMMA THANUJA RANI:

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

- (a) the manner in which the establishment of hundred tribal multipurpose marketing centres would benefit tribal communities economically;
- (b) the kind of support and resources that would be provided to tribal entrepreneurs through these centres; and
- (c) whether the Government is taking any steps to ensure that these centres remain operational and effective in the long term in Andhra Pradesh and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

- (a) and (b) Tribal Multipurpose Marketing Centers (TMMCs) has been envisaged to act as a facility centre for aggregation, value addition and marketing of tribal produce/products for overall socio-economic development of tribal communities and enhancing their income in following ways:
 - a. Minimize post-harvest and post-production losses.

- b. Foster the use of locally sourced produce / products through aggregation/ value addition of tribal produce / products.
 - c. Provide tribal producers with opportunities and support for collective marketing and other services such as market information and establishing contacts between farmers and potential buyers.
 - d. Ensuring better price realization of tribal produce / products by establishing market linkages at various levels and opportunities of aggregation with tie ups.
- (c) Ministry of Tribal Affairs has approved 06 TMMCs based on the proposals from the State Government of Andhra Pradesh. State Government has been advised to ensure consultations with stakeholders including feasibility / accessibility.

कच्चे तेल के आयात पर भारत की निर्भरता में कमी

2303. श्री मुकेश राजपूत :

डा. के. सुधाकर:

श्री योगेन्द्र चांदोलिया:

श्री चिन्तामणि महाराज:

डॉ. निशिकान्त दुबे:

श्री अनुराग सिंह ठाकुर:

श्री दिलीप शङ्कीया:

श्री बलभद्र माझी:

क्या पेट्रोलियम और प्राकृतिक गैस मंत्री यह बताने की कृपा करेंगे कि:

- (क) कच्चे तेल के आयात पर भारत की निर्भरता को कम करने के लिए क्या कदम उठाए जा रहे हैं;
- (ख) कच्चे तेल की वैश्विक कीमतों में उतार-चढ़ाव के बीच सरकार ईंधन की कीमतों में स्थिरता को किस प्रकार सुनिश्चित करती है;

(ग) सरकार तेल और गैस निष्कर्षण और शोधन से संबंधित पर्यावरणीय चिंताओं का समाधान किस प्रकार कर रही है;

(घ) वर्ष 2070 तक भारत के शुद्ध-शून्य उत्सर्जन लक्ष्य को प्राप्त करने में पेट्रोलियम क्षेत्र की क्या भूमिका है; और

(ड.) क्या कच्चे तेल की खोज परियोजनाओं के संबंध में किसी देश के साथ किसी समझौते पर हस्ताक्षर किए गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) सरकार आयातित कच्चे तेल पर निर्भरता को कम करने तथा तेल और गैस के घरेलू उत्पादन को बढ़ावा देने के लिए विभिन्न कदम उठा रही है, जिनमें अन्य बातों के साथ-साथ निम्नलिखित शामिल हैं:

- i हाइड्रोकार्बन खोजों के शीघ्र मुद्रीकरण के लिए पीएससी व्यवस्था के तहत नीति, 2014।
- ii खोजे गए छोटे क्षेत्र नीति, 2015।
- iii. हाइड्रोकार्बन अन्वेषण और लाइसेंसिंग नीति (एचईएलपी), 2016।
- iv. पीएससी के विस्तार के लिए नीति, 2016 और 2017।
- v. कोल बेड मीथेन के शीघ्र मुद्रीकरण के लिए नीति, 2017।
- vi. राष्ट्रीय डेटा रिपोजिटरी की स्थापना, 2017।
- vii. राष्ट्रीय भूकंपीय कार्यक्रम, 2017 के तहत तलछटी बेसिन में गैर-मूल्यांकित क्षेत्रों का मूल्यांकन।
- viii. पूर्व-नई अन्वेषण लाइसेंसिंग नीति (प्री-एनईएलपी), 2016 और 2017 के तहत खोजे गए क्षेत्रों और अन्वेषण ब्लॉकों के लिए पीएससी के विस्तार हेतु नीति ढांचा।
- ix. तेल और गैस के लिए उन्नत रिकवरी विधियों को बढ़ावा देने और प्रोत्साहित करने की नीति, 2018।

- x. मौजूदा उत्पादन साझेदारी संविदाओं (पीएससी), कोल बेड मीथेन (सीबीएम) संविदाओं और नामांकन क्षेत्रों, 2018 के तहत अपरंपरागत हाइड्रोकार्बन की खोज और दोहन के लिए नीति ढांचा।
- xi. प्राकृतिक गैस विपणन सुधार, 2020।
- xii. बोलीदाताओं को आकर्षित करने के लिए श्रेणी II और III बेसिन के तहत ओएएलपी ब्लॉकों में चरण- I में कम रॉयल्टी दरें, शून्य राजस्व हिस्सेदारी (अप्रत्याशित लाभ तक) और कोई वेधन प्रतिबद्धता नहीं।
- xiii. अपतटीय क्षेत्र में लगभग 1 मिलियन वर्ग किलोमीटर (एसकेएम) 'नो-गो' क्षेत्र को छोड़ना जो दशकों से अन्वेषण के लिए अवरुद्ध था।

(ख) सरकार और सार्वजनिक क्षेत्र उपक्रम (पीएसयूज) की तेल विपणन कंपनियों (ओएमसीज) द्वारा उपभोक्ताओं पर उच्च क्रूड मूल्यों के बोझ को कम करने के लिए विभिन्न कदम उठाए गए हैं, जिनमें अन्य बातों के साथ-साथ निम्नलिखित भी शामिल हैं:

- i. केंद्र सरकार ने नवंबर 2021 और मई 2022 में दो बार में पेट्रोल और डीजल पर केंद्रीय उत्पाद शुल्क में क्रमशः 13 रुपये प्रति लीटर और 16 रुपये प्रति लीटर की कटौती की, जिसका पूरा लाभ उपभोक्ताओं को दिया गया। कुछ राज्य सरकारों ने भी नागरिकों को राहत देने के लिए राज्य वैट दरों में कमी की। मार्च, 2024 में, ओएमसीज ने भी देश भर में पेट्रोल और डीजल प्रत्येक के खुदरा मूल्यों में 2 रुपये प्रति लीटर की कमी की।
- ii. कच्चे तेल के आयात में विविधता लाकर आम नागरिकों को उच्च अंतर्राष्ट्रीय मूल्यों से बचाना, घरेलू बाजार में पेट्रोल और डीजल की उपलब्धता सुनिश्चित करने के लिए सार्वभौमिक सेवा दायित्व के प्रावधानों को लागू करना, पेट्रोल में एथेनॉल के मिश्रण को बढ़ाना आदि।

- iii. पीएसयू ओएमसीज द्वारा अंतर-राज्य माल ढुलाई को तर्कसंगत बनाया गया है, जिससे राज्यों के दूरदराज के इलाकों में रहने वाले उपभोक्ताओं को लाभ मिला है। इस पहल से राज्य के भीतर पेट्रोल या डीजल की अधिकतम और न्यूनतम खुदरा मूल्यों के बीच का अंतर भी कम हो गया है।
- iv. देशभर में 10.33 करोड़ से अधिक प्रधानमंत्री उज्ज्वला योजना के लाभार्थियों को राजसहायता वाले घरेलू एलपीजी सिलिंडर उपलब्ध कराए गए हैं। कुछ राज्य सरकारें भी एलपीजी रिफिल पर कुछ अतिरिक्त राजसहायता दे रही हैं और अपने संबंधित बजट से अतिरिक्त लागत वहन कर रही हैं।

(ग) से (घ) तेल और गैस पीएसयूज ने पहले ही निवल शून्य स्थिति के लिए अपना लक्ष्य प्राप्त करने संबंधी तिथियों की घोषणा कर दी है तथा उसके लिए योजनाएं विकसित की हैं। पर्यावरण संबंधी चिंताओं को दूर करने और देश के निवल-शून्य उत्सर्जन लक्ष्य को प्राप्त करने के लिए वे अपने प्रचालनों और मूल्य श्रृंखलाओं को डीकार्बोनाइज करने हेतु बहुत से उपाय कर रहे हैं, जिसमें अन्य बातों के साथ-साथ स्वच्छ/वैकल्पिक ईंधन की शुरुआत करना; जैसे भारत स्टेज (बीएस) IV से बीएस VI ईंधन मानदंडों पर जाना; जैव ईंधन जैसे एथेनॉल मिश्रण, संपीड़ित जैव गैस (सीबीजी) और जैवडीजल को अपनाना, स्वच्छ उत्पादन प्रक्रियाओं को बढ़ावा देना; गैस आधारित अर्थव्यवस्था को बढ़ावा देना, ऊर्जा दक्षता और संरक्षण प्रथाओं को बढ़ावा देना, ग्रीन हाइड्रोजन का उत्पादन और उपयोग, इलेक्ट्रिक वाहन (ईवी) चार्जिंग अवसंरचना की स्थापना आदि शामिल हैं। पिछले 10 वर्षों में, सार्वजनिक क्षेत्र की ओएमसीज द्वारा पेट्रोल में एथेनॉल मिश्रण ने लगभग 578 लाख मीट्रिक टन सीओ₂ उत्सर्जन को कम करने में सहायता प्रदान की है। सरकार ने "प्रधानमंत्री जी-वन (जैव ईंधन-वातावरण अनुकूल फसल अवशेष निवारण) योजना" को भी अधिसूचित किया है, जिसका उद्देश्य लिग्नोसेल्यूलोसिक बायोमास और अन्य नवीकरणीय फीडस्टॉक का उपयोग करके देश में उन्नत जैव ईंधन परियोजनाओं की स्थापना के उद्देश्य से एकीकृत जैव-एथेनॉल परियोजनाओं के लिए वित्तीय सहायता प्रदान करना है।

(ड) सरकार ने स्वचालित मार्ग के माध्यम से ईएंडपी क्षेत्र में 100% एफडीआई की अनुमति प्रदान की है। अन्वेषण और उत्पादन कार्यकलापों के लिए ब्लॉक/क्षेत्रों की पेशकश अंतरराष्ट्रीय प्रतिस्पर्धी बोली प्रक्रिया के माध्यम से की जाती है, जहाँ घरेलू कंपनियों को विदेशी बोलीदाताओं के साथ समान नियम और शर्तों पर प्रतिस्पर्धा करनी होती है। भारतीय तेल और गैस पीएसयूज देश की ऊर्जा सुरक्षा को मजबूत करने के लिए विदेशों में उच्च गुणवत्ता वाली तेल और गैस परिसंपत्तियां हासिल करने के अवसरों की सक्रिय रूप से तलाश कर रहे हैं। तेल और गैस पीएसयूज के पास 21 देशों में 45 ब्लॉकों में भागीदारी हित (पीआई) है।

SETTING UP MSMEs IN WEST BENGAL

2304 SHRI SAUMITRA KHAN:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

the details of assistance provided to entrepreneurs for the establishment of Micro, Small and Medium Enterprises (MSMEs) in West Bengal during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

The Central Government supplements the efforts of the State/UT Government in the country, including the state of West Bengal, in supporting Micro, Small and Medium Enterprises (MSMEs) through its various schemes, programmes and policy initiatives, which inter alia include Udyam Registration Portal, Udyam Assist

Platform, Prime Minister's Employment Generation Programme (PMEGP), Credit Guarantee Scheme for Micro and Small Enterprises (MSEs), Pradhan Mantri Mudra Yojana, Micro and Small Enterprises-Cluster Development Programme, Procurement and Marketing Support Scheme, Tool Rooms, Technology Centre System Programme, National SC/ST Hub, MSME Champions and Public Procurement Policy for MSEs, 2012 Order, etc.

(i) A revised definition based on the twin criteria of investment and turnover, was adopted to define Micro, Small and Medium Enterprises (MSMEs) in 2020 and for registration, Udyam Registration Portal was launched on 01.07.2020. To bring Informal Micro Enterprises (IMEs) under the formal ambit of MSMEs and for availing benefits under Priority Sector Lending (PSL), Udyam Assist Platform (UAP) was launched on 11.01.2023. The details of total MSMEs registered on Udyam Registration Portal, including UAP in the State of West Bengal are as given below:

Total MSMEs registered on Udyam Registration Portal and Udyam Assist Platform in the State of West Bengal					
Financial Year	Micro Enterprises	Small Enterprises	Medium Enterprises	Total Enterprises	Employment Reported
2021-22	1,56,724	11,663	977	169,364	20,21,225
2022-23	2,69,357	8,246	382	277,985	28,01,079
2023-24	27,60,247	5,646	297	27,66,190	65,08,171

(ii) Under PMEGP, credit linked subsidy for setting up new micro-enterprises in non-farm sector is provided. Margin Money subsidy ranging from 15% to 35% of project cost, for projects up to Rs. 50 lakh in Manufacturing sector and Rs. 20 lakh in the Service sector, is provided. Under the Scheme, Margin Money subsidy for general category beneficiaries is 25% in rural areas and 15% in urban areas. For beneficiaries belonging to Special categories, including women, Margin Money subsidy is 35% in rural areas and 25% in urban areas. The details of assistance provided for the State of West Bengal are as given below:

Financial Year	No of Units Assisted	Margin Money Disbursed (Rs. in crore)	Estimated Employment Generated
2021-22	2,305	85.39	18,440
2022-23	2,126	74.08	17,008
2023-24	1,919	74.23	15,352

(iii) Under Credit Guarantee Scheme, collateral free loan up to a limit of Rs. 500 lakh (w.e.f. 01.04.2023) to MSEs with guarantee coverage up to 90 % for various categories of loan is provided. As reported by CGTMSE, details of the number of guarantees extended and amount of guarantees approved for Micro and Small Enterprises, during the last three years, in the State of West Bengal, are given below:

Financial Year	No. of Guarantees	Amount Approved (in Rs. Crore)
2021-22	37,033	2,887
2022-23	54,440	6,036
2023-24	1,06,073	11,887

(iv) Procurement and Marketing Support Scheme (PMSS) of the Ministry of MSME extends benefits for MSEs for market access through participation of Individual MSEs in Trade Fairs / Exhibitions, Vendor Development Program, Adoption of Modern Packaging Technique, Adoption of e-Commerce platform, etc. The details of beneficiaries under PMSS in the State of West Bengal are as given below:

Financial Year	No. of Beneficiaries benefitted for participation in Domestic Trade Fairs	Number of Units reimbursed towards adoption of Bar Code in the State	Number of Units reimbursed towards adoption of e-Commerce	No. of Vendor Development Programme allotted
2022-23	246	2	94	3
2023-24	297	10	527	1
2024-25 (As on 10.03.25)	217	3	322	-

(v) Ministry of MSME is implementing Micro and Small Enterprises Cluster Development Programme (MSE-CDP) to enhance the productivity and competitiveness of MSEs for their holistic development adopting cluster development approach by extending financial assistance as grant to establish Common Facility Centers (CFCs) in the existing clusters and establish/up-grade infrastructural facilities in new/existing industrial estates/areas/flatted factory complexes. A total of Rs.662.78 lakh was released as grant during the last three years (from 2021-22 to 2024-25 till 11.03.2025) for the State of West Bengal.

ASPIRE SCHEME

2305. SHRI G LAKSHMINARAYANA:

DR. BYREDDY SHABARI:

SHRI BASTIPATI NAGARAJU:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) the number of Livelihood Business Incubators (LBIs) and Technology Business Incubators (TBIs) received, approved and accepted under the “A Scheme for Promotion and Innovation, Rural Industries and Entrepreneurship (ASPIRE) since its inception, State/year and sector-wise;
- (b) the status of implementation of these incubators and the number of operational and non-operational incubators, sector-wise;
- (c) the total funds allocated, released and utilized for these incubators during the last five years, State, sector and year-wise particularly in Andhra Pradesh;

- (d) the details of LBIs and TBIs sanctioned in Andhra Pradesh including their current status of implementation, district and sector-wise;
- (e) the number of pending proposals for setting up LBIs and TBIs along with the reasons for delay and the expected timeline for their approval;
- (f) whether the Government has any plans to expand the ASPIRE scheme to underserved regions, particularly in Anantapur and Nandyal and if so, the details thereof;
- (g) the total number of people completed training and got placed under the said scheme from the State of Andhra Pradesh, classified district and year-wise;
- (h) the details regarding the total number of micro enterprises supported under the said scheme, classified State/district and year-wise particularly in Andhra Pradesh; and
- (i) the details regarding the total number of entrepreneurship and job creation in rural and underdeveloped regions through the scheme till date?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) and (b) A total of 109 Livelihood Business Incubators (LBIs) and 22 Technology Business Incubators (TBIs) have been approved under “A Scheme for Promotion of Innovation, Rural Industry and Entrepreneurship (ASPIRE)” since its inception. State-wise and sector- wise details of approved LBIs and TBIs with operational and non-operational status are provided at **Statement-I.**

(c) The funds are allocated under the scheme for the entire country and not State

wise. The year wise details regarding the total funds allocated and utilized under ASPIRE during the last five years are at **Statement-II**. An amount of Rs. 399.17 Lakhs was sanctioned for setting up of 4 LBIs and 2 TBIs in Andhra Pradesh, during the last five years, out of which Rs. 299.68 lakh has been utilized so far.

(d): The details of LBIs and TBIs sanctioned in Andhra Pradesh with their current status are provided at **Statement-III**.

(e) As on date, 11 LBI proposals, uploaded on the Portal, are being evaluated.

(f) The scheme is functional at Pan-India level and the proposals uploaded on the Portal are examined on the basis of their quality irrespective of their region.

(g) The number of people completed training and employed under ASPIRE in Andhra Pradesh, District wise and year wise is provided at **Statement-IV**.

(h) 02 Micro enterprises have been supported under ASPIRE Scheme in East Godawari District of Andhra Pradesh.

(i)

As on date, a total of 31,725 beneficiaries have been suitably employed [self-employed (18,444) and wage employed (13,281)] and a total of 722 micro enterprises have become operational.

STATEMENT-I

State-wise and sector-wise details of Livelihood Business Incubators (LBI) approved under ASPIRE

Sr. No.	State	Name of LBI	Thrust Area	Status
1.	Andhra Pradesh	Coir Board, Rajahmundry, Andhra Pradesh	Coir Based Multi Product	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
2.	Andhra Pradesh	Aditya College of Engineering and Technology	Food Processing- Beverages, Bakery, Masala and Fruits and Vegetable Processing	Operational
3.	Andhra Pradesh	Indian Institute of Plantation and Management, Vijayawada, Andhra Pradesh	Agriculture and Allied (Vermi-compost, Value Addition, Seed Bank)	Operational
4.	Andhra Pradesh	SPMVV Livelihood business Incubation facility. Chittoor, Andhra Pradesh	Food Processing; Agriculture and Allied; Fashion Technology	Operational
5.	Andhra Pradesh	Agriculture waste to wealth Innovative business Incubation Centre. Guntur, AP	Agriculture (Agri Waste Value Addition)	Operational
6.	Assam	Indian Institute of Entrepreneurship, Guwahati, Assam	Wood based	Operational
7.	Assam	Indian Institute of Entrepreneurship, Kamrup, Assam	Fruit and Vegetable	Operational
8.	Assam	Indian Institute of Entrepreneurship, Sivasagar, Assam	Dairy	Operational
9.	Assam	Indian Institute of Plantation and Management, Jorhat, Assam	Agriculture and Allied (Vermi-compost, Value Addition, Seed Bank)	Non-operational
10.	Bihar	NSIC, Technical Services Centre, Nawada, Bihar	Bakery, packaging, spice grinding,	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
			stitching and embroidery, beauty parlour, mobile repairing	
11.	Bihar	Bhartiya Harit Khadi Gramodaya Sansthan (BHKGS)- KVIC, Khanwa, Nawada, Bihar (BHKS-KVIC)	Solar	Operational
12.	Bihar	Dr.Rajendra Prasad Multi-Disciplinary Training Centre, KVIC, Patna, Bihar	Handmade Paper Processing	Operational
13.	Chhattisgarh	Construction and Demolition Waste to Wealth management based LBI, Raipur Chhattisgarh	Waste Management- Waste to Wealth CandG Waste	Operational
14.	Chhattisgarh	Milk and Fish processing, Value Addition Facility along with Cow dung/urine based products for Rural intrapreneurs, Durg, Chhattisgarh	Agro- Rural (Panchgavya products, Dairy Products, Fish products-based entrepreneurship development)	Operational
15.	Delhi	Jamia Milia Islamia, New Delhi, Delhi	Spice grinding, paper cup manufacturing,	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
			pet bottle manufacturing, bakery, tailoring, beautician, sanitary pad manufacturing	
16.	Delhi	Bapu Nature Cure Hospital and Yogashram -Central Council for Research in Naturopathy and Yoga (CCRYN), Delhi	Yoga-Naturopathy	Operational
17.	Gujarat	NSIC Technical Services Centre, Rajkot, Gujarat	Bakery, pet bottle manufacturing, soya milk processing,	Operational
18.	Haryana	NSIC	Book Binding, Paper Cup, Soya Milk, Bakery, Socks Knitting, Potato Chips and Colour Printing, Fashion, Beautician	Operational
19.	Himachal Pradesh	Krishi Vigyan Kendra, Sundernagar, Mandi, Himachal Pradesh	Agro-Processing (Value Addition of Fruits and Vegetables)	Operational
20.	Jammu And Kashmir	MSME TDC(PPDC)Extension Centre, Srinagar	Allied Agriculture (Dry Fruits Packaging) and Sozni Craft and Embroidery	Operational
21.	Jharkhand	MSME Tool Room, Ranchi	Paper Plate Manufacturing, Fashion Designing, Nail Making, Paper Napkin making, Book	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
			binding and offset printing, Compost making, Computerized embroidery	
22.	Jharkhand	MSME Tool Room, Dumka	Socks Knitting, Fashion Designing, Computer Embroidery, Paper Plate, Offset Printing	Operational
23.	Karnataka	Visvesvaraya Technological University (VTU), Dandeli, Karnataka	CNC Technology	Operational
24.	Karnataka	Indian Institute of Plantation and Management, Bengaluru, Karnataka	Agriculture and Allied (Vermi-compost, Value Addition, Seed Bank)	Operational
25.	Kerala	Centre for Biopolymer Science and Technology (CBPST)-CIPET, Cochin, Kerala	Plastics Recycling, Plastics Processing, Collection and Segregation of waste, Value added products using Plastic waste	Operational
26.	Kerala	MSME TDC(PPDC) Extension Centre, Attingal, Thiruvananthapuram	Rice/Wheat Processing and Garment Manufacturing	Operational
27.	Kerala	Kerala Agricultural University, Thrissur	Food Processing, Waste to wealth	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
28.	Madhya Pradesh	Madhya Pradesh Laghu Udyog Nigam (MPLUN), Dewas, Madhya Pradesh	Leather industry based Multi Trade	Operational
29.	Madhya Pradesh	Madhya Pradesh State Bamboo Mission (MPSBM), Satna, Madhya Pradesh	Bamboo based	Operational
30.	Madhya Pradesh	Indira Gandhi National Tribal University (IGNTU) Amarkantak, Annupur, Madhya Pradesh	Bakery and Bread manufacturing, cornflakes manufacturing, soya milk processing, honey processing, mushroom processing, beautician	Operational
31.	Madhya Pradesh	Centre for Entrepreneurship Development Madhya Pradesh (CEDMAP)	Food Processing- Healthy Snacks	Operational
32.	Madhya Pradesh	Madhya Pradesh Laghu Udyog Nigam Ltd. (MPLUN), Bhopal, Madhya Pradesh	Food Processing, Frozen Pea Manufacturing, Dehydrated Vegetable products manufacturing, Pulses, Baked food manufacturing, Food	Withdrawn

Sr. No.	State	Name of LBI	Thrust Area	Status
			grade packaging, Office ancillaries	
33.	Madhya Pradesh	Gramodaya Livelihood Incubation Center, Deen Dayal Upadhyay Kaushal Kendra, Satna, Madhya Pradesh	Agro based, Panchgavya based and Herbal based entrepreneurship development	Operational
34.	Maharashtra	Central Bee Research and Training Institute (CBRTI), Pune, Maharashtra	Bee-keeping	Operational
35.	Maharashtra	Mahatma Gandhi Institute of Rural Industrialization (MGIRI), Wardha, Maharashtra	Agri-Processing/Food, Herbal, Panchgavya, Agri-Inputs	Operational
36.	Maharashtra	Rayat Shikshan Sanstha's, Dahiwadi College, Satara, Maharashtra	Vermiculture and Vermicomposting, Sericulture, Advance Nursery Techniques, Sprinklers and Drip Irrigation, Agriculture Product Marketing	Operational
37.	Maharashtra	Agriculture Development Trust (ADT), Baramati, Maharashtra	Bio fertilizer Production, Commercial production of Milk and Milk Products, Research Methodology, Green House Management, Commercial Processing of Fruits and Vegetable and	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
			Commercial Plant Tissue Culture	
38.	Maharashtra	Dr. B.R. Ambedkar Institute of Rural Technology and Management, Nashik by KVIC	Handmade Paper Processing	Operational
39.	Manipur	District Industries Centre, Chandel, Manipur	Agro-Rural trade	Operational
40.	Manipur	District Industries Centre, Ukhrul, Manipur	Honey processing, medicinal plants processing, mushroom processing	Operational
41.	Manipur	District Industries Centre, Imphal East, Manipur	Agro-Rural trade	Operational
42.	Manipur	District Industries Centre, Imphal West, Manipur	Agro-Rural trade	Operational
43.	Manipur	District Industries Centre, Thoubal, Manipur	Agro-Rural trade	Operational
44.	Manipur	District Industries Centre, Senapati, Manipur	Agro-Rural trade	Operational
45.	Manipur	District Industries Centre, Tamenglong, Manipur	Agro-Rural trade	Operational
46.	Manipur	District Industries Centre, Bishnupur, Manipur	Agro-Rural trade	Operational
47.	Manipur	District Industries Centre, Churachandpur, Manipur	Mushroom processing, bee-keeping, carpentry, medicinal plant processing, spices processing, bakery	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
48.	Meghalaya	Meghalaya Basin Management Agency (MBMA), West Garo Hills, Tura, Meghalaya	Honey processing, meat processing, brick making	Operational
49.	Meghalaya	Meghalaya Basin Management Agency (MBMA), West Khasi Hills, Nongstoin, Meghalaya	Sanitary pads making, Bakery, Ginger processing, Honey processing, Meat processing, Bamboo craft and Incense stick making	Operational
50.	Meghalaya	North Eastern Hill University, Tura, Meghalaya	Fruits and Vegetables, processing, value addition and marketing (Domestic and Exports), Meat, Poultry, fish, milk, products processing, value addition and marketing	Operational
51.	Mizoram	Mizoram Khadi and Village Industries Board, Aizawl, Mizoram	Wood Works, Oil Extraction, leather products manufacturing	Operational
52.	Mizoram	Mizoram KVI Board	Wood Works, Oil Extraction, leather products manufacturing	Operational
53.	Nagaland	Doeshe Village Council	Wood Works, Honey Processing	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
54.	Nagaland	YouthNet, Kohima, Nagaland	Food Processing (Processing, Packaging, Quality Assurance)	Operational
55.	Nagaland	District Planning and Development Board, Noklak, Nagaland	Agro-rural (Agro Processing and Skilling)	Operational
56.	Nagaland	Training Center at MDTC Dimapur, Nagaland	Multi-Disciplinary Training (Weaving, Knitting, Tailoring, Embroidery, Leather, Carpentry)	Non-operational
57.	Odisha	IED Govt of Odisha	Agriculture and allied	Withdrawn
58.	Odisha	Coir Board, Regional Office, Bhubaneswar, Odisha	Coir Based Multi Product	Operational
59.	Odisha	IED Govt of Odisha	Agriculture and allied	Operational
60.	Odisha	National Small Industries Corporation Ltd (NSIC), Branch Office, Rourkela, Odisha	Manufacturing Trades: Spices grinding Plant, packing machine for powder (spices), Soya Milk extraction plant with tofu packing machine, Packing machine for Rice, Sugar, Dal etc (dry weight items), Skill Training Trades, Electrician with motor winding, Welding	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
			TIG/MIG/ARC/GAS with welding simulator, Computer Hardware and Networking, Cosmetology and Beautician Fashion Design and Apparel Technology	
61.	Odisha	Central Tool Room and Training Centre, Bhubaneswar, Odisha	Welding, Solar Equipment, Bee Keeping, Operation, Repair and Maintenance of Farm Equipment.	Operationa l
62.	Odisha	ADIRE Trust, Jahangirabad, Cuttack	Allied Agriculture	legal/compl iance issue
63.	Odisha	MSME- DI Cuttack, Orissa	Mechanical, Food Processing, Chemical, Leather and Ceramic	legal/compl iance issue
64.	Odisha	Center for Livelihood Business Incubation, Rourkela, Sundargarh, Odisha	Food Processing, Agriculture Allied (Millet processing and Value addition; Organic Biofertilizer)	legal/compl iance issue
65.	Pondicherry	Department of International Business, School of Management Pondicherry University, Pondicherry	Agro-Rural	Non- operational

Sr. No.	State	Name of LBI	Thrust Area	Status
66.	Rajasthan	Government Engineering College (GEC), Jhalawar, Rajasthan	Agro-Rural trade	Non-operational
67.	Rajasthan	Govt ITI, Kho- Nagorian, Jaipur, Rajasthan	Agro-Rural trade	Withdrawn
68.	Rajasthan	Production Centre , Udaipur, Rajasthan	Agro-Rural trade	Withdrawn
69.	Rajasthan	Government Engineering College (GEC), Bikaner, Rajasthan	Agro-Rural trade	Non-operational
70.	Rajasthan	Govt. ITI, Ramgarh, Alwar, Rajasthan	Agro-Rural trade	legal/ compliance issue
71.	Rajasthan	Government Engineering College (GEC), Ajmer, Rajasthan	Agro-Rural trade	Non-operational
72.	Rajasthan	Rajasthan Technical University, Kota, Rajasthan	Agro-Rural trade	Withdrawn
73.	Rajasthan	Kumarappa National Hand Paper Institute (KNHPI)', Jaipur, Rajasthan	Handmade Paper Processing; Beekeeping and Honey Processing	Non-operational
74.	Rajasthan	MSME TDC(PPDC) Extension Centre, Nagaur	Allied Agriculture and Jewellery/Artefacts	Operational
75.	Rajasthan	MSME-TDC (PPDC) Extension Centre, Jodhpur, Rajasthan	Agro-Rural-Wood Work, Metal Work and Solar PV	Operational
76.	Sikkim	Sikkim Organic Valley Livelihood Business Incubator, South Sikkim, Sikkim	Agro-rural (Aquaponics and Hydroponics, Apiculture, Coffee	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
			processing and Bamboo processing)	
77.	Tamil Nadu	NSIC-Technical Services Centre, Chennai, Tamil Nadu	Tomato ketchup processing, bakery, packaging, 3D printing and scanning	Operational
78.	Tamil Nadu	Coir Board Regional Extension Center	Coir Based Multi Product	Operational
79.	Tamil Nadu	NIFT-TEA Knitwear Fashion Institute, Tirupur, Tamil Nadu	Textiles and Apparels	Operational
80.	Tamil Nadu	Indian Institute of Food Processing Technology (IIFPT), MoFPI, Thanjavur, Tamil Nadu	Food Processing, Beverage processing	Operational
81.	Tamil Nadu	MSME-TDC (PPDC) Extension Centre, Coimbatore, Tamil Nadu	Agro- Rural Waste to Wealth- Agro, Textile and Solar PV	Operational
82.	Telangana	NSIC	Agriculture and allied	legal/ compliance issue
83.	Telangana	National Institute for Micro, Small and Medium Enterprises, (ni-msme), Hyderabad, Telangana	Food Processing and Fashion Technology	Operational
84.	Telangana	Association of Lady Entrepreneurs of India (ALEAP)	Textile Sector- Fabric cutting, Sewing, Computer Embroidery, Fashion Designing	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
85.	Telangana	'MLR Institute of Technology' Hyderabad, Telangana	1. Bread, Biscuits making 2. Cake and Pastries making 3. Fruit and Vegetable processing 4. Sauces, Chutney, Pickles making 5. Soft Drinks Juices and concentrates 6. Noodle, Pasta and Vermicelli 7. Masala, Spices and packaging 8. Testing of Food and Beverages 9. Analytical approach to current food safety issues 10. Trainer Training programme for Fruit and Vegetable processing 11. Trainer Training programme for bread, pastries making and packaging	Operational
86.	Telangana	Government ITI, Nizamabad	Allied Agriculture- Dairy, Poultry, Apiculture etc.	Operational
87.	Telangana	Government ITI, Wanaparthy	Agriculture- Seed Production, Manufacturing	Operational
88.	Telangana	Government ITI, Sircilla	Garment Production	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
89.	Telangana	Government ITI, Medchal, Nirmal	Food Processing	Operational
90.	Telangana	Government ITI, Khammam	Bamboo Plantation and Value-added Products	Operational
91.	Telangana	Government ITI	Home based Jewellery, Toiletry, Footwear	Operational
92.	Telangana	Central Institute of Tool Design Balanagar, Telangana	Manufacturing and Skilling	Operational
93.	Uttar Pradesh	Govt ITI, U.P.	Agro-Rural trade	Non-operational
94.	Uttar Pradesh	NSIC Deoria, UP	Tailoring, Beauty Therapist, Handset repair, domestic data entry operator, air conditioner field technician	Operational
95.	Uttar Pradesh	NSIC, Naini Allahabad, U.P.	Noodle Making, Chips Making, packaging, printing, soyabean milk processing, paper napkin, computer data entry operator	Operational
96.	Uttar Pradesh	NIESBUD, Gautam Buddha Nagar (Noida), U.P.	Fashion designing, food processing, beauty and wellness, mobile repairing, electronics and home appliance repairing	Operational

Sr. No.	State	Name of LBI	Thrust Area	Status
97.	Uttar Pradesh	Samadhan Samiti, Lucknow /Delhi	Food Processing, Waste Management	Operational
98.	Uttar Pradesh	Govt ITI, U.P.	Agro-Rural trade	Operational
99.	Uttar Pradesh	Govt ITI, U.P.	Agro-Rural trade	Operational
100.	Uttar Pradesh	Govt ITI, U.P.	Agro-Rural trade	Operational
101.	Uttar Pradesh	Rajkiya Audyogik Prasikshan Sansthan, Padrauna, Kushinagar	Agro-Rural trade	Operational
102.	Uttarakhand	NSIC, Kashipur, Uttarakhand	Paper Napkin, spice grinding, granule packaging, powder packaging, bakery, tomato ketchup, beautician, data entry operator	Operational

List of approved LBIs as per the revised guidelines under ASPIRE

Sr. No.	State	Name of LBI	Thrust Area	Status
1.	Assam	Mentor Institute: IIE, Guwahati Host Institute: Aquaculture and Biodiversity Centre	Aquaculture and Value Addition	Non-operational
2.	Assam	Mentor Institute: IIE, Guwahati Host Institute: Northeast Handloom and Handicraft Development Centre	Handicrafts	Non-operational

Sr. No.	State	Name of LBI	Thrust Area	Status
3.	West Bengal	Mentor Institute: IIE, Guwahati HostInstitute: Ghani Khan Choudhary Institute of Eng and Tech	Food Processing	Non-operational
4.	Tamil Nadu	Mentor Institute: EDII, Ahmedabad HostInstitute: Crescent Innovation and Incubation Council	Food Processing and Nutraceuticals	Non-operational
5.	Rajasthan	Mentor Institute: IIE, Guwahati Host Institute: IIT Jodhpur	1. Local Natural Fiber Processing and Local Functional Pottery, 2. Processing Packaging, Branding in Agriculture and Market connect (brand localization), and 3. Horticulture, kitchen gardens, metal casting and soil testing	Non-operational
6.	Telangana	Mentor Institute: IIE, Guwahati Host Institute: Prof. Jayashankar Telangana State Agricultural University	Agriculture Allied/ Value Addition	Non-operational

Sr. No.	State	Name of LBI	Thrust Area	Status
7.	Tamil Nadu	Mentor Institute: IIE, Guwahati Host Institute: JKK Munirajah College of Agricultural Sciences	Food Processing	Non-operational

State-wise and sector-wise details of Technology Business Incubators (TBI)* approved under ASPIRE

Sr. No.	State	Name of TBI	Thrust Area	Status
1.	Andhra Pradesh	Sri Venkateshwara College of Engineering and Technology	Sector Agnostic	Operational
2.	Andhra Pradesh	Dhanekula Institute of Engineering and Technology	Agri-Tech	Operational
3.	Assam	India SkillPedia Foundation-Machine Design and Technology Development Center, Kamrup Metro, Assam	Manufacturing-Agro Processing and Farming; Metal Fabrication	Operational
4.	Delhi	Indigram Labs foundation	Sector Agnostic	Operational
5.	Karnataka	SJCIT	Sector Agnostic	Operational
6.	Karnataka	Karnataka Innovation and Technology	Sector Agnostic	legal/compliance issue

		Society, Bengaluru, Karnataka		
7.	Madhya Pradesh	Agri-Business and Smart Village Incubation Centre Atal Bihari Vajpayee-Indian Institute of Information Technology and Management, Gwalior, Madhya Pradesh	Agri-Tech	Non-operational
8.	Maharashtra	MITCON-STEP	Sector Agnostic	Operational
9.	Maharashtra	Ramdeobaba Engineering College	Sector Agnostic	Operational
10.	Maharashtra	Yashwantro Chavan College of Engineering	Sector Agnostic	Operational
11.	Odisha	Central Tool Room and Training Centre, Bhubaneswar, Odisha	Agri-Tech	Operational
12.	Rajasthan	Start-up Oasis-STEP	Sector Agnostic	The TBI only came for availing funds for idea
13.	Rajasthan	Birla Institute of Technological Sciences (BITS), Pilani, Rajasthan	Sector Agnostic	Operational
14.	Rajasthan	Sofields Vivekananda Global University Jaipur Rajasthan	Agri-Tech	Operational
15.	Rajasthan	IIMU Campus Balicha	AgriTech, FinTech,	Withdrawn

			Health Tech, Arts and Crafts	
16.	Tamil Nadu	TREC-STEP	Sector Agnostic	Operational
17.	Telangana	Govt. of Telangana-K-HUB	Sector Agnostic	legal/ compliance issue
18.	Telangana	Sumathi Reddy Institute of Technology for Women	Sector Agnostic	Withdrawn
19.	Telangana	Institute of Aeronautical Engineering, Hyderabad, Telangana	Agriculture, Renewable Energy, Rural Innovation, IoT, Machine Design, Production Technology	Operational
20.	Telangana	SR Foundation	Sector Agnostic	Operational
21.	Uttar Pradesh	Malviya Centre for Innovation, Incubation and Entrepreneurship- IIT(BHU)	Sector Agnostic	Withdrawn
22.	Uttar Pradesh	Shobhit University	Sector Agnostic	Non-operational

* The TBI component was discontinued with effect from October 2021 owing to similarities with Incubation Scheme of the O/o DC(MSME).

STATEMENT-II

Fund allocated and utilized under ASPIRE during the last 5 Years.		
Financial Year	Funds allocated (₹ in Cr)	Funds Utilized (₹ in Cr)
2019-20	10.00	1.38
2020-21	15.00	13.26
2021-22	10.00	08.64
2022-23	04.00	04.00
2023-24	02.84	02.84
Total	41.84	30.12

STATEMENT-III

The details of LBIs and TBIs sanctioned in Andhra Pradesh with their current status

(i) List of LBIs approved in Andhra Pradesh:

Sr.No.	District Name	Name of LBI	Thrust Area	Status
1.	Rajahmundry	Coir Board, Rajahmundry, Andhra Pradesh	Coir Based Multi Product	Operational
2.	East Godavari	Aditya College of Engineering and Technology	Food Processing- Beverages, Bakery, Masala and Fruits and Vegetable Processing	Operational
3.	Krishna	Indian Institute of Plantationand Management,	Agriculture and Allied (Vermi- compost, Value	Operational

Sr.No.	District Name	Name of LBI	Thrust Area	Status
		Vijayawada, Andhra Pradesh	Addition, Seed Bank)	
4.	Chittoor	SPMVV Livelihood business Incubation facility. Chittoor, Andhra Pradesh	Food Processing; Agriculture and Allied; Fashion Technology	Operational
5.	Guntur	Agriculture waste to wealth Innovative business Incubation Centre. Guntur, AP	Agriculture (Agri Waste Value Addition)	Operational

(ii) List of TBIs* approved in Andhra Pradesh:

Sr.No.	District Name	Name of TBI	Thrust Area	Status
1.	Chittoor	Sri Venkateshwara College of Engineering and Technology	Sector Agnostic	Operational
2.	Krishna	Dhanekula Institute of Engineering and Technology	Agri-Tech	Operational

* The TBI component was discontinued with effect from October 2021.

STATEMENT-IV

Year wise details of persons who have completed training under ASPIRE and employed in Andhra Pradesh

Since Inception to March 2020				
State Name	District Name	No of Beneficiaries Trained	No of Beneficiaries Wage Employed	No of Beneficiaries Self Employed
Andhra Pradesh	Rajahmundry	80	20	56

Financial Year 2020-21				
State Name	District Name	No of Beneficiaries Trained	No of Beneficiaries Wage Employed	No of Beneficiaries Self Employed
Andhra Pradesh	East Godavari	173	16	21

Financial Year 2021-22				
State Name	District Name	No of Beneficiaries Trained	No of Beneficiaries Wage Employed	No of Beneficiaries Self Employed
Andhra Pradesh	Krishna	5	0	0
Andhra Pradesh	East Godavari	157	16	19

Financial Year 2022-23				

State Name	District Name	No of Beneficiaries Trained	No of Beneficiaries Wage Employed	No of Beneficiaries Self Employed
Andhra Pradesh	Chittoor	312	62	4
Andhra Pradesh	Guntur	40	0	0
Andhra Pradesh	Krishna	88	0	0
Andhra Pradesh	East Godavari	328	61	57

Financial Year 2023-24				
State Name	District Name	No of Beneficiaries Trained	No of Beneficiaries Wage Employed	No of Beneficiaries Self Employed
Andhra Pradesh	Chittoor	192	0	0
Andhra Pradesh	Guntur	241	0	0
Andhra Pradesh	Krishna	39	0	0
Andhra Pradesh	East Godavari	161	56	0

Financial Year 2024-25				
State Name	District Name	No of Beneficiaries Trained	No of Beneficiaries Wage Employed	No of Beneficiaries Self Employed

Andhra Pradesh	Rajahmundry	6	0	0
Andhra Pradesh	Chittoor	113	0	0
Andhra Pradesh	East Godavari	128	59	0

इथेनॉल सम्मिश्रण का पर्यावरणीय प्रभाव

2306. श्री दर्शन सिंह चौधरी :

क्या पेट्रोलियम और प्राकृतिक गैस मंत्री यह बताने की कृपा करेंगे कि:

(क) देश में स्वच्छ ऊर्जा के व्यापक लक्ष्यों को प्राप्त करने के लिए उठाए जा रहे कदमों/किए जा रहे उपायों का ब्यौरा क्या है;

(ख) क्या सरकार के पास इथेनॉल सम्मिश्रण के दीर्घकालिक पर्यावरणीय प्रभाव का आकलन करने की कोई योजना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) देश में कार्बन उत्सर्जन को और कम करने के लिए सरकार द्वारा क्या अतिरिक्त उपाय किए जा रहे हैं?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) से (ग) सरकार ने स्वच्छ ऊर्जा लक्ष्य हासिल करने के लिए कई पहलें की हैं। इनमें अन्य बातों के साथ-साथ पीएम-कुसुम, राष्ट्रीय हरित हाइड्रोजन मिशन, सौर पार्क और अल्ट्रा-मेगा सौर ऊर्जा परियोजनाओं की स्थापना के लिए योजना, वाणिज्यिक और आवासीय भवनों के लिए ऊर्जा संरक्षण और सतत भवन संहिता (ईसीएसबीसी), सभी के लिए किफायती एलईडी द्वारा उन्नत ज्योति (उजाला) आदि जैसी पहलों के माध्यम से सौर और पवन ऊर्जा में निवेश के लिए समर्थन शामिल है। इसके

अलावा, सरकार परिवहन क्षेत्र से उत्सर्जन को कम करने के लिए एथेनॉल मिश्रण कार्यक्रम, सतत (एसएटीएटी) को लागू कर रही है, राजसहायता और बुनियादी ढांचे के विकास के माध्यम से इलेक्ट्रिक वाहनों (ईवी) को बढ़ावा देने के लिए फेम योजना की शुरुआत की गई है तथा ईवी चार्जिंग स्टेशनों का एक व्यापक नेटवर्क बना रही है।

सरकार ने कार्बन उत्सर्जन में कमी को प्रोत्साहित करने वाली बाजार आधारित व्यवस्था का सृजन करने, स्वच्छ प्रौद्योगिकियों में निवेश को सुविधाजनक बनाने और नवीकरणीय ऊर्जा स्रोतों को बढ़ावा देने के लिए ऊर्जा संरक्षण अधिनियम, 2001 के तहत जून, 2023 में कार्बन क्रेडिट ट्रेडिंग योजना (सीसीटीएस) को अधिसूचित किया है और दिसंबर, 2023 में इसमें संशोधन किया।

अंतर-मंत्रालयी समिति द्वारा तैयार किये गए "भारत में एथेनॉल मिश्रण के लिए रोडमैप 2020-25" के अनुसार, एक सफल ई20 (पेट्रोल में 20% एथेनॉल मिश्रण) के परिणामस्वरूप ई0 (शुद्ध पेट्रोल) की तुलना में ई20 का उपयोग करके दो पहिया वाहनों में लगभग 50% और चार पहिया वाहनों में 30% कार्बन मोनोऑक्साइड उत्सर्जन में कमी अनुमानित की गई है। दो पहिया वाहनों और यात्री कारों दोनों में हाइड्रोकार्बन उत्सर्जन में 20% की कमी आने का अनुमान है।

IMPLEMENTATION OF CENTRALLY SPONSORED SCHEMES IN

BARABANKI

2307. SHRI TANUJ PUNIA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the details of the major programmes and the Centrally Sponsored Schemes (CSSs) being implemented by the Union Government at present in Barabanki district of Uttar Pradesh; and

(b) the details of the targets fixed for the said schemes along with the funds allocated, released and utilised for the said purpose during the last five years and the current year in the said district, scheme-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b) As per the provisions of Article 243W of the Constitution, in conjunction with the Seventh and Twelfth Schedules, matters relating to urban development fall within the purview of States/Urban Local Bodies. However, Ministry of Housing and Urban Affairs (MoHUA) provides programmatic support to the States/Union Territories (UTs) in their urban development agenda through its various flagship Missions/Programmes viz. Atal Mission for Rejuvenation and Urban Transformation 2.0 (AMRUT 2.0), Pradhan Mantri Awas Yojana – Urban 2.0 (PMAY-U 2.0), Swatchh Bharat Mission – Urban 2.0 (SBM – U 2.0) etc.

Through these Missions/Schemes, the Central Government approves the State Plans and provides the Central Assistance (CA) to the States. The projects are selected, designed, approved and executed by the States/UTs and the cities. The State Governments release funds to the cities/districts.

The details of projects sanctioned and funds allocated to Barabanki district of Uttar Pradesh under various Missions/Schemes during the last five years and the current year are as follows:

Atal Mission for Rejuvenation and Urban Transformation (AMRUT and AMRUT 2.0):

Barabanki district of Uttar Pradesh was not covered under AMRUT.

Under AMRUT 2.0 Mission, 5 water supply projects worth ₹297.32 crore and 2 water body rejuvenation projects worth ₹3.6 crore have been approved.

Pradhan Mantri Awas Yojana – Urban (PMAY-U and PMAY-U 2.0):

PMAY-U – ‘Housing For All Mission’ is implemented since 25.06.2015 to provide pucca houses with basic civic amenities to all eligible beneficiaries across the country. An amount of ₹214.72 crore has been sanctioned as Central Assistance for Barabanki district of Uttar Pradesh during the last five years and current year and number of Houses sanctioned is 14040.

Swachh Bharat Mission – Urban (SBM-U and SBM – U 2.0):

Swachh Bharat Mission - Urban is uniformly implemented for in all the urban areas of the country including Barabanki district of Uttar Pradesh.

Further, funds under SBM-U are allocated to States/UTs for entire mission period and not on yearly basis.

Pradhan Mantri Street Vendor's AtmaNirbhar Nidhi (PM SVANidhi):

More than 12,134 street vendors have been disbursed 16,474 loans amounting to ₹ 22.46 crore in Barabanki district of Uttar Pradesh.

SURVEY OF SLUMS AND JJ CLUSTER IN DELHI

2308. SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

SHRI CHAVAN RAVINDRA VASANTRAO:

SHRI SUDHEER GUPTA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) whether the Government/Delhi Development Authority (DDA) proposes to provide in-situ rehabilitation to the households across slums and Jhuggi-Jhopri (JJ) Clusters in Delhi under the Prime Minister Awas Yojana – Urban (PMAY-U) and if so, the details thereof;
- (b) whether the Government has initiated the process of hiring agencies to conduct household surveys across the slums and JJ Clusters in Delhi for the said purpose;
- (c) if so, the details thereof along with the names of such agencies;
- (d) whether the Government has set any timeline for conducting the said survey and if so, the details thereof;
- (e) whether the Government has identified the slums and JJ Clusters in which work would start at initial phase and if so, the details thereof; and
- (f) the total expenditure likely to be incurred on the said project?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (f) DDA has informed that it is implementing the In-situ rehabilitation and redevelopment of JJ clusters under the “In-Situ Slum Redevelopment / Rehabilitation on PPP mode in Delhi”. As part of this process, out of total 376 JJ clusters, DDA has surveyed 210 JJ clusters on DDA and LandDO land to update the household data and identify viable JJ clusters for ISSR projects on PPP mode by using land as a resource. This survey was done through an Agency, namely, M/s Society for Promotion of Youth and Masses. For the remaining 166 JJ clusters,

request for empanelment of survey Agencies has been issued. Based on survey results and MPD norms, DDA will select viable JJ cluster for taking up rehabilitation projects on PPP mode by using land as a resource wherein the successful bidder i.e. the PPP partner would carry out the investments both for rehabilitation as well as remunerative components.

CONVERSION OF SHS TO NHS

2309. SHRI ROBERT BRUCE C:

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

- (a) the criteria adopted for conversion/upgradation of various State Highways (SHs) into National Highways (NHs) in the country;
- (b) the details of SHs identified for upgradation into NHs in the country under the National Highways Development Project (NHDP);
- (c) the number of SHs upgraded into NHs under NHDP so far in the country, State-wise;
- (d) the present status of such pending projects in the country, along with the time by which these pending projects are likely to be completed, project-wise; and
- (e) the present status of such pending projects in Tirunelveli district along with the time by which these pending projects are likely to be completed, project-wise?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) State roads, including State Highways (SHs), are declared as National Highways (NHs) from time to time on the basis of well-established broad principles, including: -

- i. Connecting adjacent countries, National Capitals with State Capitals / mutually the State Capitals, major ports, non-major ports, large industrial centers or tourist centers.
- ii. Roads having important strategic requirement in hilly and isolated area.
- iii. Arterial roads which enable sizeable reduction in travel distance and achieve substantial economic growth.
- iv. Roads which help in opening up large tracts of backward area and hilly region.
- v. Roads contributing towards achievement of National Highways grid of 100 km.
- vi. Synergy with PM GatiShakti National Master Plan (NMP).

(b) and (c) The Government receives proposals from various State Governments / Union Territories (UTs) from time to time for declaration / upgradation of State roads, including SHs and also for development of new roads including National Highways Development Project (NHDP) (subsumed under Bharatmala Pariyojana), as new NHs. Decisions are taken based on the broad principles of declaration of NHs, requirement of connectivity, traffic density, inter-se priority and synergy with PM GatiShakti National Master Plan.

State / UT – wise details of State Roads, including SHs and greenfield stretches, notified as NHs during the last five years are at **Statement**.

(d) Works on notified NHs, including capacity augmentation under various schemes (including Bharatmala Pariyojana), are taken up based on the traffic density, condition of the road, inter-se priority and availability of funds. At present, 1,310 NHs projects in 31,187 km length costing Rs. 8.11 Lakh Crore are under construction in the country, out of which 17,104 km length is completed. These projects are under various stages of construction with likely completion in a phased manner by FY 2028-29.

(e) 56 NHs projects in 984 km length costing Rs. 36,490 Crore are under construction in the State of Tamil Nadu, including Tirunelveli district, out of which 549 km length is completed. These projects are under various stages of construction with likely completion in a phased manner by FY 2026-27

STATEMENT

State / UT – wise details of State Roads, including SHs and greenfield stretches, notified as NHs during the last five years

Sr. No.	State / UT	Length in Km				
		2019-20	2020-21	2021-22	2022-23	2023-24
1	Andhra Pradesh	0	846	447	481	0
2	Arunachal Pradesh	0	0	0	1,748	82
3	Assam	0	97	71	0	0
4	Bihar	0	413	169	0	162
5	Chhattisgarh	0	15	0	0	0
6	Goa	0	6	0	0	0
7	Gujarat	265	844	141	0	214

Length in Km						
Sr. No.	State / UT	2019-20	2020-21	2021-22	2022-23	2023-24
8	Haryana	0	71	23	132	0
9	Jammu and Kashmir	0	0	55	124	59
10	Jharkhand	0	26	37	0	203
11	Karnataka	0	77	229	461	69
12	Kerala	0	0	0	76	0
13	Madhya Pradesh	0	178	121	93	0
14	Maharashtra	174	265	122	142	-13
15	Manipur	0	90	0	0	0
16	Mizoram	0	0	0	76	0
17	Nagaland	0	0	123	0	0
18	Odisha	0	136	0	0	0
19	Punjab	50	775	140	0	0
20	Rajasthan	0	8	127	230	0
21	Sikkim	0	246	0	0	0
22	Tamil Nadu	0	117	0	142	0
23	Tripura	0	0	0	35	0
24	Telangana	0	469	661	0	0
25	Uttarakhand	0	463	240	0	0
26	Uttar Pradesh	0	94	414	54	-129
27	West Bengal	0	0	9	0	235
28	Dadra and Nagar Haveli and Daman and Diu	6	0	0	0	0
Note: Negative figures on account of realignment / construction of bypasses / length de-notified etc.						

झारखंड में पीएमयूवाई के तहत एलपीजी कनेक्शन

2310. श्री चन्द्र प्रकाश चौधरी :

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे कि:

- (क) झारखंड राज्य में, विशेषकर गिरिडीह लोक सभा निर्वाचन क्षेत्र में प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) के अंतर्गत एलपीजी कनेक्शनों से लाभान्वित परिवारों की संख्या कितनी है;
- (ख) वर्तमान में कितने घर/परिवार अपने एलपीजी गैस सिलेंडरों को पुनः भरवाते हैं और अपने एलपीजी कनेक्शनों का उपयोग करते हैं; और
- (ग) क्या उज्ज्वला योजना की शुरुआत से पीएमयूवाई लाभार्थियों द्वारा एलपीजी की खपत कम हुई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) से (ग) पूरे देश में गरीब परिवारों की महिला सदस्यों को बगैर जमानत राशि के एलपीजी कनेक्शन उपलब्ध करवाने के उद्देश्य से मई 2016 में प्रधानमंत्री उज्ज्वला योजना (पीएमयूवाई) शुरू की गई थी। पीएमयूवाई के तहत 8 करोड़ कनेक्शन जारी करने का लक्ष्य सितंबर, 2019 में हासिल कर लिया गया था। शेष गरीब परिवारों को शामिल करने के लिए 1 करोड़ अतिरिक्त पीएमयूवाई कनेक्शन जारी करने के लक्ष्य के साथ अगस्त, 2021 में उज्ज्वला 2.0 की शुरुआत की गई थी, जिसे जनवरी, 2022 में हासिल कर लिया गया था। इसके साथ ही सरकार ने उज्ज्वला 2.0 के तहत और 60 लाख एलपीजी कनेक्शन जारी करने का निर्णय लिया तथा दिसंबर 2022 के दौरान उज्ज्वला 2.0 के तहत 1.60 करोड़ कनेक्शन के लक्ष्य को हासिल कर लिया गया है। इसके अतिरिक्त, सरकार ने पीएमयूवाई योजना के तहत वित्त वर्ष 2023-24 से 2025-26 तक की अवधि के लिए अतिरिक्त 75 लाख कनेक्शन जारी करने को अनुमोदित कर दिया था जिसे पहले ही जुलाई, 2024 के दौरान हासिल किया जा चुका है। दिनांक 01.03.2025 की स्थिति के अनुसार, झारखंड राज्य में 38.95 लाख कनेक्शन सहित देश भर में 10.33 करोड़ पीएमयूवाई कनेक्शन जारी किए गए हैं। गिरिडीह, बोकारो और धनबाद जिले (जिसमें गिरिडीह संसदीय निर्वाचन क्षेत्र शामिल है) में पीएमयूवाई योजना के तहत एलपीजी कनेक्शन जारी किए

जाते हैं जिनका ब्यौरा **विवरण** में दिया गया है। पीएमयूवाई लाभार्थियों की एलपीजी की खपत की निगरानी नियमित आधार पर की जाती है। परिवारों द्वारा घरेलू एलपीजी की खपत विभिन्न कारकों जैसे खान-पान की आदतें, परिवारों का आकार, खाना पकाने की आदतें, परंपरा, आस्वाद, स्वाद, वरीयता मूल्य, वैकल्पिक ईंधनों की उपलब्धता आदि पर निर्भर करती है।

देश भर में एलपीजी तक पहुँच को समुन्नत करने के उद्देश्य से, अन्य बातों के साथ-साथ पीएमयूवाई को प्रोत्साहित करने के निमित्त अभियान चलाना, कनेक्शनों का नामांकन और वितरित करने के निमित्त मेला/शिविर आयोजित करना, आउट ऑफ होम (ओओएच) होर्डिंगों, रेडियो जिंगलों, सूचना, शिक्षा और संचार (आईईसी) वैनो आदि के माध्यम से प्रचार-प्रसार करना, अन्य पारंपरिक ईंधनों की तुलना में एलपीजी का उपयोग करने के लाभों और एलपीजी पंचायतों के माध्यम से एलपीजी का सुरक्षित उपयोग के बारे में जागरूकता फैलाना, विकसित भारत संकल्प यात्रा के तहत नामांकन/जागरूकता शिविर, पीएमयूवाई कनेक्शन प्राप्त करने के निमित्त आधार नामांकन और बैंक खाता खोलने के लिए उपभोक्ताओं और उनके परिवारों को सुविधा प्रदान करना, एलपीजी कनेक्शन प्राप्त करने की प्रक्रिया का सरलीकरण, www.pmu.gov.in पर पीएमयूवाई कनेक्शन के लिए ऑनलाइन आवेदन, निकटतम एलपीजी वितरक, जन सहायता केन्द्र (सीएससी) इत्यादि, 5 किलोग्राम के डबल बॉटल कनेक्शन (डीबीसी) का विकल्प, 14.2 किलोग्राम से 5 किलोग्राम के सिलेंडर में अदला-बदली का विकल्प और प्रवासी परिवारों के लिए निवास प्रमाण और राशन कार्ड के बजाय स्व-घोषणा के आधार पर नया कनेक्शन प्राप्त करने की सुविधा आदि शामिल हैं। इसके अलावा, ओएमसीज लगातार नए एलपीजी डिस्ट्रीब्यूटरशिप, विशेषकर ग्रामीण क्षेत्रों में, शुरू कर रही हैं। पीएमयूवाई योजना की शुरुआत से ही, ओएमसीज ने पूरे देश में 7959 डिस्ट्रीब्यूटरशिपों (दिनांक 01.04.2016 से दिनांक 31.12.2024 के दौरान शुरू किए गए) की शुरुआत की है, जिनमें से 7373 (अर्थात 93%) ग्रामीण क्षेत्रों में कार्यरत है।

पीएमयूवाई उपभोक्ताओं के लिए एलपीजी को और अधिक किफायती बनाने तथा उनके द्वारा एलपीजी का निर्बाध उपयोग सुनिश्चित करने के उद्देश्य से, सरकार ने मई, 2022 में पीएमयूवाई उपभोक्ताओं को प्रति वर्ष 12 रिफिल तक 200 रुपए प्रति 14.2 किलोग्राम एलपीजी सिलेंडर (तथा 5 किलोग्राम वाले कनेक्शनों के लिए समानुपातिक यथा निर्धारित) की निर्धारित राजसहायता की शुरुआत की। अक्टूबर, 2023 में, सरकार ने प्रति वर्ष 12 रिफिलों तक प्रति 14.2 किलोग्राम एलपीजी सिलेंडर पर 300 रुपए तक (तथा 5 किलोग्राम सिलेण्डर के लिए समानुपातिक यथानिर्धारित) निर्धारित राजसहायता को बढ़ा दिया है। पीएमयूवाई उपभोक्ताओं के लिए 300 रुपए प्रति सिलेण्डर की निर्धारित राजसहायता के बाद, भारत सरकार 503 रुपए प्रति सिलेण्डर (दिल्ली में) के प्रभावी मूल्य पर 14.2 किलोग्राम एलपीजी सिलेंडर प्रदान कर रही है। यह देश में 10.33 करोड़ से अधिक उज्ज्वला लाभार्थियों को उपलब्ध है।

पीएमयूवाई उपभोक्ताओं के लिए घरेलू एलपीजी तक पहुँच और वहनीयता सुनिश्चित करने के परिणामस्वरूप, पीएमयूवाई लाभार्थियों की प्रति व्यक्ति खपत (प्रति वर्ष लिए गए 14.2 किलोग्राम घरेलू एलपीजी सिलेंडर के संदर्भ में) 3.68 (वित्त वर्ष 2021-22) से बढ़कर वर्ष 2023-24 में 3.95 और वित्त वर्ष 2024-25 (जनवरी, 2025 तक) में 4.34 हो गई है।

विवरण

गिरिडीह, बोकारो और धनबाद जिले में पीएमयूवाई योजना के तहत एलपीजी जारी कनेक्शन

जिला	पीएमयूवाई कनेक्शनों की संख्या
गिरिडीह	3.37 लाख
बोकारो	2.17 लाख
धनबाद	2.48 लाख

स्रोत: उद्योग आधार पर आईओसीएल

UPGRADATION OF EMRS**2311. DR. PRABHA MALLIKARJUN:****SHRI S JAGATHRATCHAKAN:****SHRI TANGELLA UDAY SRINIVAS:****SHRI ABHAY KUMAR SINHA:**

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

- (a) the details of funds allocated, released and utilized in the country for Eklavya Model Residential Schools (EMRS) since their approval, State-wise;
- (b) the list of EMRS identified for upgradation, State-wise;
- (c) the details of funds allocated, released and utilized in financial years 2023-24 and 2024-25 for the upgradation of EMRS, State-wise;
- (d) the student capacity of each EMRS and the actual enrollment during the last five years across the country, State-wise;
- (e) the sanctioned strength and existing vacancies for teaching and non-teaching staff in EMRS across the country, State-wise;
- (f) whether the Government is planning to sanction/set up/develop infrastructure for new EMRS, especially in Davanagere district of Karnataka, Nilgiris and Salem districts of Tamil Nadu, Kakinada district of Andhra Pradesh and Aurangabad district of Bihar, if so, the details thereof and if not, the reasons therefor;
- (g) the status of land acquisition for the construction of EMRS in Devanagere district and the expected time for its completion;

(h) the steps taken/being taken by the Union Government to address challenges in operationalizing EMRS and ensuring quality education for tribal children in the country, especially in Tamil Nadu; and

(i) whether any improvements have been made in scholarships, academic facilities and infrastructure under EMRS for tribal students, particularly in Bihar and if so, the details thereof along with the quantum of funds allocated and utilised for EMRS in the State?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) National Education Society for Tribal Students (NESTS) has been established as an autonomous body under Ministry of Tribal Affairs for managing and implementing scheme of EMRS. Ministry releases funds to NESTS and NESTS further releases funds to States/ UTs/ PSUs/ Construction Agencies/ State Societies as per their requirements for construction of EMRSs and recurring cost for running of the schools.

Prior to 2020-21, this scheme was a component under Grants under Article 275(1) of the Constitution of India. All the EMRSs are managed through respective State Governments, State EMRS Societies supported by respective tribal welfare departments of States/UTs. Funds released by NESTS to States/ UTs for EMRSs during the last five years are as under:

Year wise statement of amount released.

Rs. In Lakhs

S. No.	Name of the State/UT	2020-21	2021-22	2022-23	2023-24	2024-25 (Till 05.03.2024)
1	Andhra Pradesh	6,199.12	14,591.28	12,600.57	10,795.05	22,777.28
2	Arunachal Pradesh (NE)	200.24	119.54	1,010.87	693.91	2,003.38
3	Assam (NE)	750	1,800.00	1,433.65	2,732.67	6,961.78
4	Bihar	10	0	0	8.95	34.12
5	Chhattisgarh	6,968.12	13,259.66	19,435.93	15,888.89	76,678.92
6	Dadra and Nagar Haveli	95.7	252.55	568.22	163.45	317.34
7	Gujarat	4,755.86	1,060.00	10,088.95	15,667.55	26,410.42
8	Himachal Pradesh	255.06	599.11	483.18	829.76	1,323.04
9	Jammu and Kashmir	0	392.4	1,200.00	891.4	778.27
10	Jharkhand	2,205.73	11,309.20	23,562.27	23,915.13	57,747.49
11	Karnataka	2,495.83	3,672.86	1,768.84	2,677.67	7,688.33
12	Kerala	0	229.56	1,515.66	249	1,137.74
13	Ladakh	0	10	450	800	17.41
14	Madhya Pradesh	14,459.36	3,560.00	31,817.79	13,157.19	33,627.80
15	Maharashtra	2,787.16	4,393.74	12,919.16	8,525.91	26,693.18
16	Manipur (NE)	1,268.00	398.08	2,369.98	3,044.92	2,351.85
17	Meghalaya (NE)	1,123.45	1,100.00	800	21,014.66	31,458.72
18	Mizoram (NE)	3,283.73	6,085.41	2,094.54	1,242.52	14,110.99
19	Nagaland (NE)	5,885.51	9,481.60	557.71	18,377.12	698.27
20	Odisha	6,174.27	10,648.82	28,164.31	48,934.80	59,029.76

21	Rajasthan	12,944.17	18,214.71	19,463.30	13,687.79	13,590.48
22	Sikkim (NE)	800.33	1,037.88	1,047.35	1,118.83	1,034.32
23	Tamil Nadu	1,225.14	1,190.62	1,098.78	1,099.80	1,738.95
24	Telangana	9,517.30	19,695.52	12,794.53	14,276.17	16,187.05
25	Tripura (NE)	6,064.89	5,715.44	6,435.19	6,670.35	8,763.64
26	Uttar Pradesh	386.68	337.49	596.23	624.14	1,309.39
27	Uttarakhand	321.28	598.39	474.95	1,537.53	2,945.43
28	West Bengal	2,062.45	0	2,303.67	1,869.70	1,727.36
	Total	92,239.38	1,29,753.86	1,97,055.63	2,30,494.86	4,19,142.71

NESTS releases Rs. 1,09,000/- per student per annum for recurring grant under GIA-General for running and maintenance of Eklavya Model Residential School (EMRSs). Fund under GIA-CCA (Creation of Capital Assets) is released as per requirement on the basis of physical and financial progress of construction of schools.

(b) 211 Old Schools for upgradation of EMRSs have been approved under Article 275 (1) by Ministry of Tribal Affairs. The list of 211 EMRSs is attached as

Statement I.

(c) Details of funds released for Upgradation for the 2023-24 and 2024-25

(Amount in lakhs)

S. No.	Name of State	Fund released during the year 2023-24	Fund released during the year 2024-25
1	Andhra Pradesh	483.35	238.89
2	Arunachal Pradesh	195.99	0.00
3	Assam	0.00	199.99
4	Chhattisgarh	3604.50	2071.06

5	Gujarat	2702.30	3538.77
6	Himachal Pradesh	0.00	200.00
7	Jammu and Kashmir	591.40	0.00
8	Jharkhand	0.00	1947.01
9	Karnataka	1227.67	2739.95
10	Kerala	96.69	386.75
11	Madhya Pradesh	392.05	3660.79
12	Maharashtra	899.59	3696.46
13	Manipur	560.52	408.79
14	Meghalaya	0.00	400.00
15	Mizoram	0.00	599.88
16	Odisha	2340.23	5454.34
17	Rajasthan	2142.86	1648.77
18	Tamil Nadu	299.80	371.67
19	Telangana	1762.63	318.64
20	Tripura	883.19	629.91
21	Uttar Pradesh	196.00	399.41
22	Uttarakhand	194.88	148.83
23	West Bengal	196.33	0.00
	Total	18769.98	29059.90

(d) Eklavya Model Residential School (EMRS) has a maximum capacity of 480 students per school, catering to students from Class VI to XII. The State-wise enrollment in EMRSs as reported by NESTS during the last five years is as follows:

S. No.	State	2023-24	2022-23	2021-22	2020-21	2019-20
1.	Andhra Pradesh	8810	7087	5795	4609	3424
2.	Arunachal Pradesh	451	290	220	100	208
3.	Assam	NR*	NR	480	480	480

4.	Chhattisgarh	21943	19123	15581	11519	7961
5.	Dadra and Nagar Haveli and Daman and Diu	300	238	179	120	-
6.	Gujarat	11066	10985	10973	10974	10156
7.	Himachal Pradesh	794	673	552	422	312
8.	Jammu and Kashmir	577	294	-	-	-
9.	Jharkhand	3202	3201	3051	3084	3558
10.	Karnataka	4236	4185	4027	3638	3053
11.	Kerala	862	697	560	520	535
12.	Madhya Pradesh	23084	24281	23393	20657	12946
13.	Maharashtra	9010	8048	7062	6272	5067
14.	Manipur	1435	1440	1431	1439	1440
15.	Mizoram	1197	1250	1061	856	396
16.	Nagaland	712	681	671	640	619
17.	Odisha	9625	8495	7317	6711	5821
18.	Rajasthan	8375	8222	7224	5938	4947
19.	Sikkim	1254	1131	1008	987	979
20.	Tamil Nadu	2226	2488	2867	2506	2186
21.	Telangana	8194	7113	6795	5815	3960
22.	Tripura	1994	1984	1899	1824	1740
23.	Uttar Pradesh	652	617	480	495	473
24.	Uttarakhand	963	752	765	514	393
25.	West Bengal	2879	NR	2072	400	2737
	Grand Total	123841	113275	105463	90520	73391

* NR- Not Reported

**NA- Not Applicable

(e) Department of Expenditure, Ministry of Finance has sanctioned a total of 52 posts per EMRS across the country. The posting of staff is done as per the highest functional class and number of section and hence all the 52 posts are not

posted at class VI level. Many of the posts in EMRSs have been filled through EMRS Staff Selection Exam – 2023. Postings have been given to 9075 candidates through ESSE – 2023, conducted by NESTS. Further, engagement on guest basis have been done in many EMRSs as a stopgap arrangement, so that availability of teaching staff is ensured.

(f) Government has decided to establish 728 Eklavya Model Residential School (EMRS) in every block with more than 50% ST population and at least 20,000 tribal persons as per 2011 census. Accordingly, in addition to the 288 Old schools sanctioned under Grants under article 275(1) of Constitution, 440 new schools (cumulatively 728 EMRSs) are scheduled to be established in the blocks fulfilling the criteria which are approved by the Union Cabinet in 2018-19 and provision of suitable land by the State to enroll around 3.5 lakhs ST students. As on date, a total number of 721 locations have been approved out of which 477 schools have been made functional.

The status of new EMRSs in Devanagere district of Karnataka, Nilgiris and Salem districts of Tamil Nadu, Kakinada districts of Andhra Pradesh and Aurangabad district of Bihar is as under:

State	District	Status
Karnataka	Devanagere	No EMRS were approved under the new scheme as no blocks met the twin criteria.
Tamil Nadu	Nilgiris	No EMRS were approved under the new scheme as no blocks met the twin criteria.

Tamil Nadu	Salem	One EMRS was approved at Yercaud block in Salem district in FY 2018-19. The said EMRS have been made functional by State Govt.
Andhra Pradesh	Kakinada	The District is a newly formed district, getting divided from Erstwhile East Godavari District. No EMRS were approved under the new scheme as no blocks met the twin criteria.
Bihar	Aurangabad	No EMRS were approved under the new scheme as no blocks met the twin criteria.

(g) There are no EMRS approved in Devanagere district, Karnataka as no blocks of the said district meet the twin criteria for establishment of EMRS.

(h) The Union Government, through the National Education Society for Tribal Students (NESTS) under the Ministry of Tribal Affairs, is committed to strengthening the Eklavya Model Residential Schools (EMRSs) to ensure quality education for tribal children across the country, including Tamil Nadu. To ensure quality education and holistic development for tribal students following facilities are being provided in these schools:

1. Educational Infrastructure:

- Well-equipped classrooms with modern teaching aids.
- Science and computer laboratories.
- Libraries with diverse learning resources.

2. Accommodation and Amenities:

- Residential facilities for students and staff.

- Separate hostels for boys and girls with essential amenities like bedding, furniture, and hygiene facilities.

3. Sports and Extracurricular Facilities:

- Playgrounds and sports equipment.
- Facilities for extracurricular activities like music, art, and sports

4. IT and Digital Learning:

- Smart classrooms for digital education.
- Computer labs with internet access.

5. Holistic Development:

- Special emphasis on extracurricular activities, vocational training, and skill development programs to enhance the overall personality of tribal students.

6. Training Programs:

- Regular training programs for principals, teachers, and staff in collaboration with premier institutions like NCERT, NIEPA, NISHTHA, Amazon Future Engineer (AFE) Program, and CBSE to enhance teaching quality.

7. Competitive Exam Coaching:

- Coaching for JEE, NEET courses is being introduced in EMRSs to improve higher education opportunities.

8. Value Education and Career Guidance:

- Value education is imparted to encourage moral upliftment among students.

- Career guidance and psychometric testing initiatives help students identify their potential, interests, and aptitude, guiding them toward suitable career paths.

9. **DTH-Based Education:**

- Education is provided through DTH mode and a dedicated TV channel exclusively for EMRS students to enhance learning opportunities.

To operationalise the approved EMRSs, NESTS has empowered the State Societies to functionalise the schools till the completion of construction of school buildings. Further, to provide quality education in EMRSs across the country, NESTS through EMRS Staff Selection Exam has posted more than 9000 teaching and non-teaching regular staffs, selected through centralised recruitment.

Under new scheme, the Ministry of Tribal Affairs approved 01 EMRS at Yercaud block of Salem district. Currently the said EMRS is functional from other Govt. building. State Govt. has submitted proposal for 07 EMRSs for upgradation and the same has been approved by NESTS.

- (i) There are significant improvement in infrastructure for new EMRSs includes classrooms, science and computer labs, library, sports facilities, separate hostels for boys and girls student, Kitchen and Dining, and staff quarters for principal and teaching and non-teaching staffs. To address infrastructure gaps in Old School, the Ministry of Tribal Affairs is providing ₹5 crore per school for upgradation as per guidelines.

The Ministry of Tribal Affairs has approved three EMRSs in Bihar. Out of these, two schools were sanctioned under Article 275(1) (Old Scheme) and are currently operational from their respective buildings. The third school, approved under the new scheme, is presently in the pre-construction stage.

Year wise statements of actual amount released under GIA-General and GIA-Capital for Bihar is given below:

Rs in Lakhs

Financial Year	GIA-CCA	GIA-General
2020-21	10.00	-
2021-22	-	-
2022-23	-	-
2023-24	8.95	-
2024-25 (Till 03.03.2025)	34.12	-

STATEMENT-I

The list of 211 EMRSs is as under:

S. No.	State	District	Block/ Taluka	Name of the School	Year of sanction
1	Andhra Pradesh	SPS Nellore	Kodavalur	EMRS Kodavalur	2003-04
2	Andhra Pradesh	Tirupathi	Buchinaidu Kandriga	EMRS Kandriga	2014-15
3	Andhra Pradesh	Alluri Sitharama Raju	Maredumilli	EMRS Maredumilli	2014-15

4	Andhra Pradesh	Tirupathi	Ozili	EMRS Ozili	2014-15
5	Andhra Pradesh	Srikakulam	Meliaputti	EMRS Meliaputti	2014-15
6	Andhra Pradesh	Manyam Paravathipuram	Bhamini	EMRS Bhamini	2014-15
7	Andhra Pradesh	Alluri Sitharama Raju	Munchingi Puttu	EMRS Munchigaput	2014-15
8	Andhra Pradesh	Alluri Sitharama Raju	Dumbriguda	EMRS Dumbriguda	2014-15
9	Andhra Pradesh	Manyam Paravathipuram	Makkuva	EMRS Anasabhadra	2014-15
10	Andhra Pradesh	Manyam Paravathipuram	Kurupam	EMRS Kurupam	2014-15
11	Andhra Pradesh	Manyam Paravathipuram	Pachipenta	EMRS Kotikapenta	2014-15
12	Arunachal Pradesh	Kurung Kumey	Nyapin	EMRS Kampu	2015-16
13	Arunachal Pradesh	Tirap	Khonsa	EMRS Khela	2015-16
14	Arunachal Pradesh	West Siang	Tirbin	EMRS Tirbin	2016-17
15	Arunachal Pradesh	Lohit	Wakro	EMRS Medo	2016-17
16	Arunachal Pradesh	Lower Dibang Valley	Dambuk	EMRS Dambuk	2017-18
17	Assam	Baksa	Barama	EMRS Dalbari	2010-11

18	Assam	Barpeta	Bajali	EMRS Khara Dhara	2015-16
19	Assam	Kokrajhar	Chapar (Pt)	EMRS Bedlangmari	2016-17
20	Assam	Karbi Anglong	Howraghat	EMRS Lumbajong	2016-17
21	Bihar	West Champaran	Ramnagar	EMRS Belatandi	2014-15
22	Bihar	Jamui	Jhajha	EMRS Jhajha	2014-15
23	Chhattisgarh	Dantewada	Katekalyan	EMRS Katekalyan	2005-06
24	Chhattisgarh	Bijapur	Bhairamgarh	EMRS Bhairamgarh	2010-11
25	Chhattisgarh	Korba	Katghora	EMRS Chhuri	2010-11
26	Chhattisgarh	Rajnandgaon	Rajnandgaon	EMRS Pendri	2010-11
27	Chhattisgarh	Korea	Khadganva	EMRS Pondidih	2011-12
28	Chhattisgarh	Kondagaon	Kondagaon	EMRS Golawand	2012-13
29	Chhattisgarh	Bastar	Bastar	EMRS Besoli	2013-14
30	Chhattisgarh	Gaurella Pendra Marwahi (Bilaspur)	Marwahi	EMRS Dongariya	2013-14
31	Chhattisgarh	Narayanpur	Narayanpur	EMRS Chheribeda	2013-14
32	Chhattisgarh	Balod	Dondi	EMRS Dondi	2015-16
33	Chhattisgarh	Balrampur	Balrampur	EMRS Balrampur	2015-16
34	Chhattisgarh	Baloda Bazar	Kasdol	EMRS Sonakhan	2015-16
35	Chhattisgarh	Dhamtari	Nagari	EMRS Patharridih	2015-16
36	Chhattisgarh	Gariyaband	Chhura	EMRS Kosambuda (Chhura)	2015-16
37	Chhattisgarh	Janjgir Champa	Sakti	EMRS Paladikhurd	2015-16

38	Chhattisgarh	Mahasamund	Pithora	EMRS Mahasamund	2015-16
39	Chhattisgarh	Mungeli	Lormi	EMRS Bandhwa Lormi	2015-16
40	Chhattisgarh	Sukma	Sukma	EMRS Sukma	2015-16
41	Gujarat	Narmada	Tilakwada	EMRS Tilkawada	1997-98
42	Gujarat	Arvalli	Bhiloda	EMRS Shamalaji - I	1997-98
43	Gujarat	Surat	Bardoli	ERMS Mota	1997-98
44	Gujarat	The Dangs	Ahwa	EMRS Ahwa	1997-98
45	Gujarat	Valsad	Pardi	EMRS Pardi	2001-02
46	Gujarat	Valsad	Kaprada	EMRS Kaparada	2001-02
47	Gujarat	Navsari	Vansda	EMRS Bartad	2001-02
48	Gujarat	Tapi	Nizar	EMRS Khodada	2003-04
49	Gujarat	Banas Kantha	Danta	EMRS Ambaji	2007-08
50	Gujarat	Dahod	Dahod	EMRS Kharedi	2007-08
51	Gujarat	Panch Mahals	Kalol	EMRS Vejalpur	2007-08
52	Gujarat	Arvalli	Bhiloda	EMRS Shamalaji 2	2010-11
53	Gujarat	The Dangs	Ahwa	EMRS Saputara	2011-12
54	Gujarat	Vadodara	Waghodia	EMRS Waghodia 2	2011-12
55	Gujarat	Banas Kantha	Palanpur	EMRS Jagana	2011-12
56	Gujarat	Dahod	Dhanpur	EMRS Lukhadiya	2011-12
57	Gujarat	Mahisagar	Kadana	EMRS Kadana	2011-12
58	Gujarat	Tapi	Songadh	EMRS Ukai	2011-12
59	Gujarat	Valsad	Dharampur	EMRS Dharamapur	2011-12
60	Gujarat	Chhotaudepu r	Chhota udepur	EMRS Puniyavant	2013-14

61	Gujarat	Sabar Kantha	Poshina	EMRS Poshina	2015-16
62	Gujarat	Bharuch	Netrang	EMRS Wagalkhod	2016-17
63	Gujarat	Narmada	Sagbara	EMRS Sagbara	2017-18
64	Gujarat	Chhotaudepur	Nasvadi	EMRS Nasvadi	2017-18
65	Gujarat	Surat	Mandavi	EMRS Mandavi	2017-18
66	Gujarat	Dahod	Singvad	EMRS Singvad	2018-19 (Old)
67	Himachal Pradesh	Lahaul and Spiti	Lahul (Kukumseri)	EMRS Lahaul	2018-19 (Old)
68	Himachal Pradesh	Chamba	Pangi	EMRS Pangi	2018-19 (Old)
69	Jammu and Kashmir	Anantnag	Anantnag (Khowripora)	EMRS Salia	1997-98
70	Jammu and Kashmir	Kulgam	Manzgam (Damhal Hanjipora)	EMRS Tangmarg	2003-04
71	Jammu and Kashmir	Rajouri	Rajouri	EMRS Rajouri	2016-17
72	Jammu and Kashmir	Poonch	Poonch (Mendhar)	EMRS Poonch	2017-18
73	Jammu and Kashmir	Bandipora	Gurej	EMRS Gurej	2018-19 (Old)
74	Jammu and Kashmir	Rajouri	Budhal	EMRS Koteranka	2018-19 (Old)
75	Jharkhand	Jamtara	Fatehpur	EMRS Choukunda	2016-17
76	Jharkhand	Khunti	Karra	EMRS Siankel	2016-17
77	Jharkhand	Latehar	Latehar	EMRS Negain	2016-17
78	Jharkhand	Saraikela Kharsawan	Nimdihi	EMRS Jhimiri	2016-17

79	Jharkhand	West Singhbhum	Kumardungi	EMRS Gandkida	2017-18
80	Jharkhand	Ranchi	Burmu	EMRS Kander	2017-18
81	Jharkhand	Dhanbad	Tundi	EMRS Nawatand	2018-19 (Old)
82	Jharkhand	Garhwa	Bhandaria	EMRS Bhandaria	2018-19 (Old)
83	Karnataka	Raichur	Devadurga	EMRS Kottadoddi	2005-06
84	Karnataka	Chitradurga	Hiriyur	EMRS Devarakotta	2010-11
85	Karnataka	Tumakuru	Koratagere	EMRS Bajjanahalli	2010-11
86	Karnataka	Mysuru	Heggadadevan kote	EMRS Sollapura	2010-11
87	Karnataka	Chamarajana gar	Kollegala	EMRS Managala	2010-11
88	Karnataka	Kalaburagi	Chittapur	EMRS Konchur	2010-11
89	Karnataka	Ballari	Ballari	EMRS Kolagallu	2010-11
90	Karnataka	Kolar	Srinivaspur	EMRS Gangannagaripalli	2012-13
91	Karnataka	Yadgir	Yadgir	EMRS Bandalli	2015-16
92	Kerala	Wayanad	Kalpetta (Vythri)	EMRS Pookode (M)	1997-98
93	Kerala	Idukki	Idukki	EMRS Idukki (M)	1998-99
94	Kerala	Palakkad	Attapady (Manarkad)	EMRS Attappady	2017-18
95	Kerala	Kasargod	Parappa	EMRS Karinthalam	2018-19 (Old)
96	Ladakh	Kargil	Kargil	EMRS Kargil	2016-17
97	Ladakh	Leh	Leh	EMRS Stogstok Nubra	2018-19 (Old)
98	Madhya Pradesh	Barwani	Barwani	EMRS Barwani	2000-01

99	Madhya Pradesh	Ratlam	Sailana	EMRS Sailana	2000-01
100	Madhya Pradesh	Guna	Guna	EMRS (PTG) Guna	2007-08
101	Madhya Pradesh	Indore	Indore Rural	EMRS (PTG) Indore	2008-09
102	Madhya Pradesh	Jabalpur	Jabalpur	EMRS (PTG) Jabalpur	2008-09
103	Madhya Pradesh	Alirajpur	Sondwa	EMRS Sondwa	2010-11
104	Madhya Pradesh	Balaghat	Paraswada	EMRS Ukwā	2010-11
105	Madhya Pradesh	Chhindwara	Bichhua	EMRS Singardip	2010-11
106	Madhya Pradesh	Hoshangabad	Kesla	EMRS Kesala	2010-11
107	Madhya Pradesh	Jabalpur	Jabalpur	EMRS Narainala	2010-11
108	Madhya Pradesh	Jhabua	Ranapur	EMRS Mordundiya	2010-11
109	Madhya Pradesh	Khandwa	Khalwa	EMRS Khalwa	2010-11
110	Madhya Pradesh	Shahdol	Sohagpur	EMRS Sohagpur	2010-11
111	Madhya Pradesh	Sehore	Budni	EMRS Budhni	2014-15
112	Madhya Pradesh	Dhar	Dhar	EMRS Gardawad	2014-15
113	Madhya Pradesh	Satna	Maihar	EMRS Arkani	2014-15
114	Madhya Pradesh	Satna	Majhgawan	EMRS Chitrakoot	2015-16
115	Madhya Pradesh	Khargone	Khargone	EMRS Khargone	2015-16

116	Madhya Pradesh	Mandla	Mandla	EMRS Mandla	2015-16
117	Madhya Pradesh	Singrauli	Deosar	EMRS Singrauli	2015-16
118	Maharashtra	Amravati	Chikhaldara	EMRS Chikhaldara	1997-98
119	Maharashtra	Nagpur	Ramtek	EMRS Khairi Parsoda	1997-98
120	Maharashtra	Nashik	Nashik	EMRS Peth Road	1997-98
121	Maharashtra	Palghar	Palghar	EMRS Kambalgaon	1997-98
122	Maharashtra	Gadchiroli	Aheri	EMRS Aheri	2013-14
123	Maharashtra	Gondia	Deori	EMRS Borgaon	2013-14
124	Maharashtra	Nandurbar	Nandurbar	EMRS Nandurbar	2013-14
125	Maharashtra	Nashik	Igatpuri	EMRS Pimprisadroddin	2013-14
126	Maharashtra	Ahmednagar	Akole	EMRS Maveshi	2014-15
127	Maharashtra	Thane	Shahapur	EMRS Shedegaon	2014-15
128	Maharashtra	Nashik	Baglan	EMRS Ajmer Saudane	2014-15
129	Maharashtra	Dhule	Shirpur	EMRS Pimpalner	2015-16
130	Maharashtra	Nanded	Kinwat	EMRS Shahstrakund	2015-16
131	Maharashtra	Chandrapur	Rajura	EMRS Devada	2015-16
132	Maharashtra	Gadchiroli	Chamorshi	EMRS Chamorshi	2016-17
133	Maharashtra	Nashik	Dindori	EMRS Titave	2016-17
134	Maharashtra	Nandurbar	Akrani	EMRS Dhadgaon	2017-18
135	Maharashtra	Yavatmal	Maregaon	EMRS Botoni	2017-18
136	Manipur	Churachandpur	Henglep	EMRS Loktak	2016-17
137	Manipur	Kamjong	Phungyar	EMRS Kamjong	2016-17

138	Manipur	Chandel	Chandel	EMRS Mantripantha	2018-19 (Old)
139	Meghalaya	Ri Bhoi	Umling	EMRS Ri Bhoi	2016-17
140	Meghalaya	East Garo Hills	Samanda	EMRS Samanda	2018-19 (Old)
141	Mizoram	Lawngtlai	Chawngte	EMRS Chawngte	2014-15
142	Mizoram	Lawngtlai	Lawngtlai	EMRS Lawngtlai	2014-15
143	Mizoram	Siaha	Tuipang	EMRS Tuipang	2014-15
144	Mizoram	Champhai	Ngopa	EMRS Ngopa	2015-16
145	Nagaland	Kohima	Tseminyu	EMRS Phenshuny	2015-16
146	Nagaland	Phek	Pfutsuro	EMRS Pfutsuro	2015-16
147	Odisha	Koraput	Semiliguda	EMRS Pungar	1997-98
148	Odisha	Mayurbhanj	Khunta	EMRS Dhanghera	1997-98
149	Odisha	Rayagada	Rayagada	EMRS Siriguda	1997-98
150	Odisha	Sundargarh	Sundargarh	EMRS Bhawanipur	1997-98
151	Odisha	Gajapati	Mohana	EMRS Chandragiri	2001-02
152	Odisha	Kandhamal	Baliguda	EMRS Mahasingi	2001-02
153	Odisha	Kendujhar	Kendujhar Sadar	EMRS Ranki	2001-02
154	Odisha	Nabarangpur	Nabarangpur	EMRS Hirli	2001-02
155	Odisha	Sundargarh	Lahunipara	EMRS Lahunipara	2002-03
156	Odisha	Sundargarh	Rajgangpur	EMRS Laing	2002-03
157	Odisha	Jajapur	Danagadi	EMRS Rampilo	2007-08
158	Odisha	Malkangiri	Malkangiri	EMRS Malkangiri	2010-11
159	Odisha	Nuapada	Nuapada	EMRS Nuapada	2010-11
160	Odisha	Balangir	Puintala	EMRS Dumberahal	2011-12
161	Odisha	Kalahandi	Lanjigarh	EMRS Dharnabhata	2011-12

162	Odisha	Mayurbhanj	Bahalda	EMRS Bahalda	2011-12
163	Odisha	Mayurbhanj	Bangriposi	EMRS Bangriposi	2015-16
164	Odisha	Rayagada	Gunupur	EMRS Bikrampur	2015-16
165	Odisha	Mayurbhanj	Karanjia	EMRS Karanjia	2015-16
166	Odisha	Sambalpur	Kuchinda	EMRS Kuchinda	2015-16
167	Odisha	Sundargarh	Kuarmunda	EMRS Kuarmunda	2015-16
168	Odisha	Kandhamal	Phiringia	EMRS Phiringia	2015-16
169	Odisha	Balasore	Nilagiri	EMRS Saladahara	2016-17
170	Odisha	Deogarh	Debagarh	EMRS Tileibani	2016-17
171	Odisha	Jharsuguda	Kirimira	EMRS Kirmira	2016-17
172	Odisha	Kendujhar	Champua	EMRS Champua (Gidhibas)	2016-17
173	Odisha	Koraput	Jeypore	EMRS Jeypore (Konga)	2016-17
174	Rajasthan	Alwar	Rajgarh	EMRS Mallana	2010-11
175	Rajasthan	Banswara	Anandpuri	EMRS Padola	2010-11
176	Rajasthan	Dungarpur	Sabla	EMRS Parda Chundawat	2010-11
177	Rajasthan	Jaipur	Bassi	EMRS Biharipura	2010-11
178	Rajasthan	Karauli	Todabhim	EMRS Ranoli	2010-11
179	Rajasthan	Sawai Madhopur	Bamanwas	EMRS Barnala	2010-11
180	Rajasthan	Alwar	Reni	EMRS Patan	2011-12
181	Rajasthan	Udaipur	Gogunda	EMRS Gogunda	2013-14
182	Rajasthan	Jaipur	Jamwa Ramgarh	EMRS Jamwa Ramgarh	2016-17
183	Sikkim	North District	Kabi/ Mangan	EMRS Swayem	1997-98
184	Sikkim	South District	Sumbuk	EMRS Melli	2015-16
185	Sikkim	East District	Pakyong	EMRS Parkha	2016-17
186	Tamil Nadu	Villupuram (Kalakuruchi)	Kalrayan Hills (Chinnasalem)	EMRS Vellimalai	1997-98

187	Tamil Nadu	Salem	Peddanaickenp alayam	EMRS Abinavam	2005-06
188	Tamil Nadu	Thiruvanna Malai	Jawathu Hills	EMRS Athipattu	2016-17
189	Tamil Nadu	The Nilgiris	Udhagamandal am	EMRS Kodapmundu	2016-17
190	Tamil Nadu	Namakkal	Kolli Hills	EMRS Sengarai	2016-17
191	Tamil Nadu	Tirupattur	Kandili	EMRS Vishamangalam	2016-17
192	Tamil Nadu	Kanchipuram (Chengalpatt u)	Thiruporur	EMRS Pattipulam	2017-18
193	Telangana	Mahabubaba d	Kuravi	EMRS (G) Seerole	2014-15
194	Telangana	Bhadradi Kothagudem	Dammapeta	EMRS (G) Gandugulapally	2015-16
195	Telangana	Nizamabad	Indalwai	EMRS (G) Indalvai	2015-16
196	Telangana	Bhadradi Kothagudem	Palwancha	EMRS (G) Palwancha	2017-18
197	Telangana	Nagarkurnool	Jadcherla	EMRS (B) Kalwakurthy	2017-18
198	Tripura	West Tripura	Belbari	EMRS Khumulwng	1997-98
199	Tripura	Unakoti	Kumarghat	EMRS Kumarghat	1997-98
200	Tripura	Gomati	Bokafa	EMRS Birchandranagar	1998-99
201	Tripura	Khowai	Tulashikhar	EMRS Rajnagar	2010-11
202	Tripura	Gomati	Amarpur	EMRS Purba Duluma	2016-17
203	Tripura	Dhalai	Ambassa	EMRS East Nalichhara	2016-17

204	Tripura	Sepahijala	Jampuijala	EMRS Jampuijala	2018-19 (Old)
205	Uttar Pradesh	Kheri	Palia	EMRS Saunaha	2009-10
206	Uttar Pradesh	Bahraich	Mihinpurwa	EMRS Bhojia	2010-11
207	Uttar Pradesh	Sonbhadra	Chopan (Kun)	EMRS Piparkhand	2010-11
208	Uttar Pradesh	Lalitpur	Bar	EMRS Lalitpur	2016-17
209	Uttarakhand	Udam Singh Nagar	Bajpur	EMRS Bajpur	2017-18
210	Uttarakhand	Udam Singh Nagar	Khatima	EMRS Khatima	2018-19 (Old)
211	West Bengal	Kalimpong	Kalimpong	EMRS Kalimpong	2018-19 (Old)

SUPPLY-DEMAND IMBALANCE IN AVIATION MARKET

2312. DR. T SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) whether the Government is aware that the report of CAPA India estimates that Indian airlines are expected to incur industry-wide losses between \$400 million to \$600 million in the financial year 2025 primarily due to rising costs outweighing demand and if so, the details thereof;
- (b) the steps taken by the Government to address the supply-demand imbalance in the aviation market considering that India is currently the world's fastest-growing aviation market with demand surpassing the supply of planes; and
- (c) whether the Government proposes to introduce a comprehensive National Aviation Policy aimed at promoting the development and manufacturing of 'Made in India' passenger aircraft, if so, the details thereof and if not, the reasons therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) and (b) The outlook report for financial year 2025 prepared in March, 2024 by CAPA India, had projected that Indian airlines would lose a combined USD 400-500 million during the year. CAPA outlook report also states that supply remains a constraint and the leading Original Equipment Manufacturers (OEMs) continue to face supply chain challenges with respect to the delivery of new equipment. These constraints are a global phenomenon and not unique to India. Orders for 2026 aircraft have been placed by major airlines and 350 aircraft have already been imported as on 31.01.2025.;

(c) A comprehensive National Civil Aviation Policy (NCAP) was launched in 2016 for promoting, inter alia, commercial aero-manufacturing under 'Make in India' initiative.

शिर्डी में सड़कें

2313. श्री भाऊसाहेब राजाराम वाकचौरे:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को केन्द्रीय सड़क एवं अवसंरचना निधि (सीआरआईएफ) के अंतर्गत महाराष्ट्र के शिर्डी संसदीय निर्वाचन क्षेत्र में चौदह सड़कों के निर्माण/मरम्मत के संबंध में जनप्रतिनिधियों से कोई अनुरोध प्राप्त हुए हैं, यदि हां, तो तत्संबंधी व्यौरा क्या है; और

(ख) इस संबंध में अब तक हुई प्रगति का व्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (ख) जी, हां। सरकार को केन्द्रीय सड़क एवं अवसंरचना निधि (सीआरआईएफ) स्कीम के अंतर्गत महाराष्ट्र के शिर्डी संसदीय निर्वाचन क्षेत्र में चौदह सड़कों के निर्माण/मरम्मत के संबंध में अनुरोध प्राप्त हुए हैं। महाराष्ट्र राज्य सरकार को सीआरआईएफ स्कीम के तहत स्वीकृति के लिए परियोजनाओं को प्राथमिकता प्रदान करने हेतु कार्यों की सूची अग्रेषित कर दी गई है।

IMPLEMENTATION OF THE FOREST RIGHTS ACT, 2006 IN ASSAM

2314. SHRI PRADYUT BORDOLOI:

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

(a) the details of the share of claims pertaining to Individual Forest Rights (IFR), Community Forest Rights (CFR) and Community Forest Resource Rights under the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 (FRA) that are pending and rejected in Assam and the average wait time between the assertion of a claim and distribution of title;

(b) the number of tribal families displaced due to conservation related activities in and around Kaziranga National Park during the last ten years;

(c) the details of assessments conducted on the impact of conservation policies in Kaziranga on the livelihoods, cultural practices and access to resources of tribal communities;

(d) the steps taken to involve tribal communities in the management and conservation of Kaziranga National Park; and

(e) the number of complaints received by the Government regarding violations of the FRA in Kaziranga?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) Ministry of Tribal Affairs, being the Nodal Ministry for administering the legislative matters of “Scheduled Tribes and Other Forest Dwellers Recognition of Forest Rights Act 2006” (in short FRA), has been issuing directions and guidelines from time to time on various aspects to ensure proper implementation of the Act. As per FRA and rules made thereunder respective State Governments/UT Administrations are responsible for implementation of various provisions of the Act and are being implemented in 20 States (including Assam) and 1 UT, while Ministry monitors the implementation of the Act through Monthly Progress Report submitted by the States / UTs.

As informed by the Government of Assam, a total of **87227 titles** have been distributed and the number of pending and rejected claims are 5464 and 15731 respectively.

(b) As land is a state subject and also rehabilitation if any, therefore as informed by Govt of Assam there is no record of the number of tribal families displaced due to conservation related activities in and around Kaziranga National Park during the last ten years.

(c) Government of Assam has informed this Ministry that no assessment has been conducted on the impact of conservation policies in Kaziranga on the livelihoods, cultural practices and access to resources of tribal communities.

(d) Government of Assam has informed that following steps have been taken to involve tribal communities in the management and conservation of Kaziranga National Park through Eco Development Committee (EDC):

(i) Establishment of “Choren Ahem” ethnic restaurant and Village road development work under Natundanga EDC

(ii) Construction of Community Hall under NaharubostySilimkhowa EDC

(iii) Construction of Community Hall, Digging of Fisher under KanchanjuriMandugaon EDC

(iv) Construction of weaving Shed under Amgurichang EDC

(v) Training on piggery and distribution of piglet at Agoratoli EDC

(vi) Establishment of AjonUkum, a community based tourism model under PanbariAdarshaMishingGaon EDC

(vii) Training on computer in PanbariAdarshaMisinggaon EDC

(viii) Training on Tailoring and distribution of sewing machine in PanbariAdarshaMisinggaon EDC

(ix) Training on Weaving in Bohikhuwa EDC and distribution of weaving machine (Jacquard) 4 nos.

(x) Training on poultry in Bohikhuwa EDC

(xi) Training on Piggery in Amgurichang EDC

(xii) Training on piggery in DhubaatiBeloguri EDC

(xiii) Computer training at Borbheta EDC

(e) Government of Assam has informed that no complaint has been received under Eastern Assam Wildlife Division.

NATIONAL HIGHWAYS FEE (DETERMINATION OF RATES AND COLLECTION) RULES, 2008

2315. SHRI K C VENUGOPAL:

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

(a) whether there is any plan to amend the National Highways Fee (Determination of Rates and Collection) Rules, 2008, to address concerns related to toll rates, exemptions or collection mechanisms, if so, the details thereof;

(b) the total toll collection across National Highways (NHs) in the last five years and the manner in which this revenue has been utilized for infrastructure development and maintenance;

(c) the actions that have been taken to ensure the completion of pending works such as underpasses, service roads, and drainage systems on toll roads as per the agreement with contractors;

(d) the penalties that have been imposed on toll contractors for non-compliance with contractual obligations and the total amount actually recovered from them so far; and

(e) whether there are any monitoring mechanisms in place to ensure that toll contractors complete all mandated infrastructure works on time and if so, the steps taken against repeated violations?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Government is working to address various issues pertaining to the levy of user fee and to enhance operational efficiency and promote convenience of the road user at Fee Plaza.

(b) The year-wise user fee collection at fee plazas on the National Highways during the last five (05) Years are as under:

Financial Year	User fee collection (In Crore Rupees)
2019-20	27,503.86
2020-21	27,926.66
2021-22	33,928.67
2022-23	48,032.40
2023-24	55,882.13

Further, the revenue collected by the Government from user fee collection is deposited in Consolidated Fund of India (CFI) and the funds provided through budgetary allocations are utilised for the development of National Highways.

(c) The Contract Agreement with user fee collecting agencies are entered into for collection of user fee and maintenance of adjacent toilet blocks.

Other construction works viz. Highways, underpasses, service roads and drainage work, are undertaken through separate contract agreements with individual civil works contractors, in accordance with the terms and conditions specified in the respective concession/contract agreements. There is no role of user fee collecting agencies for the construction work under Public Funded highway sections. However, user fee collection starts after the substantial completion of the Projects.

(d) The details of penalties imposed on user fee collecting contractors in the last 02 years, for breach of Contractual Obligations, are at **Statement**.

(e) Same as outlined in the reply to part (c) of this question.

STATEMENT

The details of penalties imposed on user fee collecting contractors in the last 02 years, for breach of Contractual Obligations

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
1.	Financial penalty imposed.	Delhi	M/s Riddhi Siddhi Associates	3,00,000	11.06.2024
2.	Financial penalty imposed.	Delhi	M/s Skylark Infra Engineering Pvt. Ltd.	5,00,000	23.11.2023
3.	Financial penalty imposed.	Delhi	M/s Riddhi Siddhi Associates	2,00,000	15.09.2024
4.	Financial penalty imposed.	Delhi	M/s Riddhi Siddhi Associates	6,00,000	10.01.2025
5.	Financial penalty imposed.	Delhi	M/s Skylark Infra Engineering Pvt. Ltd.	5,00,000	05.02.2025
6.	Failure to deploy staff under clause 23 of the agreement	Bengaluru	M/s Ganeshgarhia Constructions Pvt.Ltd (Chowlaggere Toll plaza)	2,00,000	15.11.2025

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
7.	Financial penalty imposed.	Uttarakhand	M/s Prakash Asphaltting and Toll Highways (India) Ltd.	2,00,000	05.02.2025
8.	Financial penalty imposed.	Uttarakhand	M/s Skylark Infra Engg. Pvt. Ltd.	1,00,000	03.10.2024
9.	Financial penalty imposed.	Uttarakhand	M/s Jandu Construction India Pvt. Ltd.	1,00,000	31.05.2024
10.	Financial penalty imposed.	Jammu	M/s Rakesh Kumar Choudhary	1,00,000	05.09.2024
11.	Financial penalty imposed.	Jammu	M/s Rakesh Kumar Choudhary	1,00,000	05.09.2024
12.	Financial penalty imposed.	Jammu	M/s Rakesh Kumar Choudhary	1,00,000	05.09.2024
13.	Financial penalty imposed.	Jammu	M/s Rakesh Kumar Choudhary	1,00,000	05.09.2024
14.	Financial penalty imposed.	Jammu	M/s Rakesh Kumar Choudhary	1,00,000	10.01.2025
15.	Financial penalty imposed.	Jammu	M/s Rakesh Kumar Choudhary	1,00,000	10.01.2025

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
16.	Financial penalty imposed.	Jammu	M/s Rakesh Kumar Choudhary	1,00,000	10.01.2025
17.	Financial penalty imposed.	Jaipur	M/s. Eagle Infra India Ltd.	1,00,000	21.10.2024
18.	Financial penalty imposed	Jaipur	M/s. Sonu Kumar	1,00,000	11.12.2024
19.	Financial penalty imposed	Jaipur	M/s. Sonu Kumar	1,00,000	16.01.2025
20.	Financial penalty imposed	Jaipur	M/s. Mandeepa Enterprises	1,00,000	11.12.2024
21.	Financial penalty imposed	Jaipur	M/s. Mandeepa Enterprises	1,00,000	16.01.2025
22.	Financial penalty imposed	Jaipur	M/s. Shakar Global Ltd.	1,00,000	04.10.2024
23.	Financial penalty imposed	Jaipur	M/s. Shakar Global Ltd.	2,00,000	11.12.2024
24.	Financial penalty imposed	Jaipur	M/s. Shakar Global Ltd.	1,00,000	10.01.2024
24.	Financial penalty imposed	Jaipur	M/s. Riddhi Siddhi and Associates	1,00,000	22.08.2024

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
26.	Financial penalty imposed	Jaipur	M/s. Riddhi Siddhi and Associates	2,00,000	14.10.2024
27.	Financial penalty imposed	Jaipur	M/s. Riddhi Siddhi and Associates	1,00,000	12.12.2024
28.	Financial penalty imposed	Jaipur	M/s. Riddhi Siddhi and Associates	1,00,000	16.01.2025
29.	Financial penalty imposed	Jaipur	M/s. Ram Niwas and Company	1,00,000	10.01.2025
30.	Financial penalty imposed	Jaipur	M/s. Ashmi Road Carriers Pvt. Ltd.	3,00,000	30.01.2025
31.	Financial penalty imposed	Jaipur	M/s. Prakash Asphaltting and Toll Highways (I) Ltd.	1,00,000	16.01.2025
32.	Financial penalty imposed	Jaipur	M/s. Prakash Asphaltting and Toll Highways (I) Ltd.	1,00,000	03.02.2025
33.	Financial penalty imposed	Jaipur	Jai Singh and Company	4,00,000	06.08.2024
34.	Financial penalty imposed.	Jaipur	M/s Dinesh Rai (Rajora Toll)	2,00,000	05.02.2025

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
35.	Financial penalty imposed.	Jaipur	M/s Eagle Infra India Pvt. Ltd.(Bhandarej)	1,00,000	22.10.2024
36.	Financial penalty imposed.	Jaipur	M/s Ashmi Road Carriers Pvt Ltd. (Jaswantgarh)	2,00,000	05.08.2024
37.	Financial penalty imposed.	Jaipur	M/s Ashmi Road Carriers Pvt Ltd. (Malera)	2,00,000	05.08.2024
38.	Financial penalty imposed.	Jaipur	M/s OM Enterprises (Malera)	2,00,000	30.12.2024
39.	Financial penalty imposed.	Jaipur	M/s Coral Associates, Udaipur (Dakan Kotra)	2,00,000	08.11.2024
40.	Financial penalty imposed.	Jaipur	M/s Ashmi Road Carriers Pvt Ltd. (Dakan Kotra)	5,00,000	20.01.2025
41.	Financial penalty imposed.	Jaipur	M/s Umesh Kumar (Dhulepura)	6,25,000	12.09.2024
42.	Financial penalty imposed.	Jaipur	M/s Coral Associates,	1,00,000	08.11.2024

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
			Udaipur (Khachrol)		
43.	Financial penalty imposed.	Jaipur	M/s Roadlink Infratech (Beermendi)	1,00,000	19.11.2024
44.	Financial penalty imposed.	Jaipur	M/s Synergy Engineers Group Pvt. Ltd. (Simliyaand Fatehpur)	2,00,000	26.12.2024
45.	Financial penalty imposed.	Jaipur	M/s. Rishiraj Singh, Kota.	1,00,000	07.02.2025
46.	Financial penalty imposed.	Jaipur	M/s Raja Ram Godara	2,00,000	15.02.2021
47.	Financial penalty imposed	Jaipur	M/s Renu	1,00,000	14.02.2024
48.	Financial penalty imposed	Jaipur	M/s Suresh Chandra Agarwal	10,000	15.03.2023
49.	Financial penalty imposed	Jaipur	M/s Khalatkar Construction infra Pvt. Ltd.	1,00,000	22.08.2023
50.	Financial penalty imposed	Jaipur	M/s Khalatkar Construction infra Pvt. Ltd.	10,000	30.04.2024

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
51.	Financial penalty imposed	Jaipur	M/s Dimple Choudhary	1,00,000	17.03.2021
52.	Financial penalty imposed	Jaipur	M/s Raja Ram Godara	1,00,000	15.02.2021
53.	Financial penalty imposed	Jaipur	M/s Sahakar Global Ltd.	10,000	27.02.2021
54.	Financial penalty imposed	Jaipur	M/s Dinkar Commercials Pvt. Ltd.	3,00,000	14.07.2021
55.	Financial penalty imposed	Jaipur	M/s Dinkar Commercials Pvt. Ltd.	1,00,000	30.12.2021
56.	Financial penalty imposed	Jaipur	M/s Surendra Kumar Shukla	10,000	04.04.2024
57.	Financial penalty imposed	Jaipur	M/s Banco Construction Pvt. Ltd.	2,00,000	26.10.2023
58.	Financial penalty imposed.	Jaipur	M/s Anil Kumar Shukla	1,00,000	28.05.2024
59.	Financial penalty imposed.	Jaipur	M/s A S Multi Services	1,00,000	27.05.2024
60.	Financial penalty imposed.	Jaipur	M/s Riddhi Siddhi Associates	1,00,000	07.05.2024

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
	Debarment done.				
61.	Financial penalty imposed.	Jaipur	M/s NOOR MOHAMMAD	1,00,000	04.10.2024
62.	Financial penalty imposed.	Jaipur	M/s Riddhi Siddhi Associates	2,00,000	05.09.2024
63.	Financial penalty imposed.	Jaipur	M/s Ganeshgarhia Construction Co.	1,00,000	15.10.2024
64.	Financial penalty imposed.	Jaipur	M/s Anil kumar Shukla	2,00,000	03.02.2023
65.	Financial penalty imposed.	Jaipur	M/s Lalji Pathak	2,00,000	16.06.2023
66.	Financial penalty imposed.	Jaipur	M/s khatakar Construction Infra Pvt.Ltd.	1,00,000	07.08.2024
67.	Financial penalty imposed.	Jaipur	M/s Ranchor Infra Developers Pvt.Ltd.	2,00,000	25.05.2023
68.	Financial penalty imposed.	Jaipur	Ridhi Sidhi Housing Pvt. Ltd.	2,00,000	22.01.2024

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
69.	Financial penalty imposed.	Jaipur	M/s GTB Global Services Pvt. Ltd.	2,00,000	10.09.2023
70.	Financial penalty imposed.	Jaipur	M/s PC Maloo	2,00,000	15.04.2024
71.	Financial penalty imposed.	Jaipur	M/s PC maloo	2,00,000	30.12.2023
72.	Financial penalty imposed.	Jaipur	M/s PC maloo	2,00,000	16.06.2024
73.	Penalty	Chandigarh	RK Jain	10,00,000	31.10.2023
74.	Financial penalty imposed.	Chandigarh	M/s Renu	1,00,000	10.10.2024
75.	Financial penalty imposed.	Chandigarh	Sahakar global	2,00,000	03.02.2025
76.	Financial penalty imposed.	Chandigarh	Sahakar global	60,000	06.01.2025
77.	Financial penalty imposed.	Chandigarh	PATH	60,000	06.01.2025
78.	Financial penalty imposed.	Chandigarh	M/s Sahakar Global Ltd.	1,00,000	09.12.2024

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
79.	Financial penalty imposed.	Chandigarh	M/s Ranchor Infra Developers Pvt. Ltd.	12,00,000	19.01.2025
80.	Financial penalty imposed	Chandigarh	Eagle Infra India Pvt. Ltd.	1,00,000	21.05.2024
81.	Penalty	Chandigarh	Ashmi Road Carriers pvt ltd	22,64,000	31.01.2024
82.	Penalty	Chandigarh	M/s Rakesh Kumar Choudhary	1,00,000	11.12.2024
83.	Penalty	Chandigarh	M/s Umesh Kumar	1,00,000	29.11.2024
84.	Penalty	Chandigarh	M/s Skylark Infra Engineering Pvt. Ltd	1,00,000	15.01.2025
85.	Penalty	Chandigarh	M/s NXT Infra MCP Highways Pvt. Ltd.	1,00,000	23.01.2025
86.	Penalty	Patna	Sonu Kumar	3,00,000	Dec-24
87.	Penalty	Chennai	M/s. SU Toll Roads Pvt. Ltd.	1,00,000	11.11.2024
88.	Penalty	Chennai	M/s.Skylark Infra	3,00,000	14.10.2024

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
			Engineering Pvt Ltd		
89.	Penalty	Chennai	M/s. MD yousuf ali	1,00,000	11.11.2024
90.	Penalty	Bhopal	M/s Khalkatkar Construction Pvt Ltd.	13,00,000	31.01.2025
91.	Penalty	Bhopal	M/s Coral Associates	2,03,920	09.01.2024
92.	Penalty/ Debar	Bhopal	M/s Rakshak Securitas (P) Ltd	2,00,000	21.12.2023
93.	Penalty	Bhopal	M/s. Road LinkInfraTech. Pvt.Ltd.	2,00,000	24.01.2025
94.	Penalty/ Debar	Bhopal	M/s. Neeraj Kumar	12,00,000	24.01.2025
95.	Penalty	Bhopal	M/s Ganeshgarhia Construction Pvt. Ltd.	1,00,000	30.01.2025
96.	Penalty	Bhopal	M/S Alok Buildtech	1,00,000	30.05.2024
97.	Penalty	Bhopal	M/S AKCC	7,20,000	01.05.2024
98.	Penalty	Mumbai	M/s. Riddhi Siddhi Associates	1,00,000	10.07.2024
99.	Penalty	Mumbai	M/s Ganeshgarhia	4,45,000	25.01.2025

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
			Construction Pvt. Ltd.		
100 .	Penalty/ Debar	Mumbai	M/s Rajkumar Dhakane	19,38,518	18.07.2024
101 .	Penalty	Gandhinagar	M/s Ashirwad Smart Infralink	2,00,000	10.01.2025
102 .	Penalty	Gandhinagar	M/s Sahakar Global Ltd.	6,00,000	18.09.2024
103 .	Penalty	UP East	M/s Path Ltd.	10,00,000	15.05.2024
104 .	Penalty	UP East	M/s Shiva Buildtech Ltd	3,00,000	17.10.2024
105 .	Penalty/ Debar	UP East	M/s Shiva Buildtech Ltd	10,00,000	15.01.2025
106 .	Penalty	UP East	M/s Ashish Agarwal	3,00,000	27.11.2024
107 .	Penalty/ Debar	UP East	M/s Ashish Agarwal	10,00,000	25.01.2025
108 .	Penalty	UP East	M/s Ganesh Garia (previous tenure)	11,00,000	25.04.2024
109 .	Penalty/ Debar	UP East	M/s Ashmi Road carriers	10,00,000	25.01.2025
110 .	Penalty	UP East	M/s Coral Associates	1,00,000	18.12.2024

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
			(Previous Agency)		
111 .	Penalty	UP West	M/s Coral Associates	10,000	25.01.2025
112 .	Penalty	Kolkata	M/s. ShreePal Singh	8,70,000	27.11.2024
113 .	Penalty	Raipur	M/s Ashmi Road carriers	1,00,000	25.01.2025
114 .	Penalty	Raipur	M/s Coral Associates	1,00,000	15.10.2024
115 .	Penalty	Raipur	M/a Anil Kumar Shukla	2,00,000	08.10.2024
116 .	Penalty	Ranchi	M/s Riddhi Siddhi Associates	1,00,000	08.05.2024
117 .	Penalty	Ranchi	M/s Riddhi Siddhi Associates	3,00,000	08.01.2025
118 .	Penalty	Ranchi	M/s Ashmi Road carriers	1,10,000	08.10.2024
119 .	Penalty	Ranchi	M/s Ashmi Road carriers	2,00,000	11.01.2025
120 .	Penalty	Ranchi	M/s Coral Associates	1,00,000	14.03.2024
121 .	Penalty	Ranchi	M/s West Well Iron and Steel Pvt. Ltd.	1,00,000	14.03.2024

Sl. No.	Penalty/ Debarment	Name of Regional Office	Name of Toll Agency	Amount of Penalty imposed (Rs.)	Date of Penalty
122	Penalty	Ranchi	M/s Rajendra Singh	3,00,000	07.02.2025

शहरी नियोजन संबंधी सुधारों का प्रभाव

2316. श्री विजय बघेल:

श्री दिनेशभाई मकवाणा:

श्री प्रताप चंद्र षडङ्गी:

श्री अरुण गोविल:

श्री विश्वेश्वर हेगड़े कागेरी:

श्री त्रिवेन्द्र सिंह रावत:

श्री बिद्युत बरन महतो:

डॉ. विनोद कुमार बिंद:

डॉ. भोला सिंह:

डॉ. निशिकान्त दुबे:

श्री अनुराग सिंह ठाकुर:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) छत्तीसगढ़ सहित देशभर में भूमि के इष्टतम उपयोग और पारगमन-उन्मुख विकास पर पूंजी निवेश के लिए राज्यों को विशेष सहायता योजना (एसएसएससीआई) के अंतर्गत शहरी नियोजन संबंधी सुधारों के प्रभाव का ब्यौरा क्या है;

(ख) एसएसएससीआई, 2024-25 के अंतर्गत परिनगरीय क्षेत्र नियोजन और शहरों के सृजनात्मक पुनर्विकास को समर्थन देने हेतु की गई पहलों का ब्यौरा क्या है;

(ग) राज्यों और शहरी स्थानीय निकायों को शहरी नियोजन में जलवायु वहनीयता संबंधी उपायों को अपनाने के लिए प्रोत्साहित करने हेतु क्या प्रोत्साहन प्रदान किए गए/किए जा रहे हैं; और

(घ) दुर्ग लोक सभा निर्वाचन क्षेत्र के दुर्ग और बेमेतरा जिलों सहित देश में शहरी अवसंरचना और गतिशीलता में सुधार लाने के लिए शहरी नियोजन में प्रौद्योगिकी आधारित सुधारों को एकीकृत करने की सरकार की योजना का ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) भारतीय संविधान की 12वीं अनुसूची के अनुसार, नगर नियोजन सहित शहरी नियोजन शहरी स्थानीय निकायों (यूएलबी)/शहरी विकास प्राधिकरणों का कार्य है। भारत सरकार योजनाबद्ध हस्तक्षेपों/परामर्शिकाओं के माध्यम से राज्यों के प्रयासों की सहायता करती है।

शहरी नियोजन का विकास के प्रमुख साधन के रूप में लाभ उठाने के उद्देश्य से, भारत सरकार ने पूंजी निवेश के लिए राज्यों को विशेष सहायता योजना (एसएसएससीआई)- भाग-III (शहरी नियोजन सुधार), 2023-24, कार्यान्वित की है। यह पहल कई महत्वपूर्ण विषयों पर केंद्रित है, जिसमें भवन उपनियमों का आधुनिकीकरण (एमबीबीएल), नगर नियोजन (टीपीएस) और भूमि पूलिंग योजनाओं (एलपीएस) का कार्यान्वयन, शहरी घनत्व के लिए पारगमन-उन्मुख विकास (टीओडी) को अपनाना शामिल है।

इस योजना को वर्ष 2024-25 में भी जारी रखा गया है। एसएसएससीआई 2024-25 – भाग – XIII (शहरी नियोजन सुधार) के अंतर्गत सुधार घटकों में नगर नियोजन योजनाएँ / भूमि पूलिंग योजना का कार्यान्वयन, भवन उपनियमों / ज़ोनिंग पहलों का युक्तिकरण, व्यापक पार्किंग प्रतिमान, शहरों का रचनात्मक पुनर्विकास, पेरी अर्बन क्षेत्रों की योजना, पारगमन उन्मुख विकास, प्रौद्योगिकी आधारित सुधार, शहरी नियोजन के माध्यम से जलवायु स्थिरता, उत्तर पूर्वी/पहाड़ी राज्यों में पारगमन की आसानी के लिए व्यापक गतिशीलता योजना आदि शामिल हैं।

एसएसएससीआई (शहरी नियोजन सुधार) के अंतर्गत, वर्ष 2022-23 में, 5 राज्यों ने टीओडी कॉरिडोर शुरू किए हैं। वर्ष 2023-24 में, 6 राज्यों में 25 टीओडी कॉरिडोर शुरू किए गए हैं और 14 राज्यों में 44 टीपीएस/भूमि पूलिंग योजनाएँ (एलपीएस) शुरू की गई हैं। एसएसएससीआई (शहरी नियोजन सुधार) के अंतर्गत, छत्तीसगढ़ राज्य ने टीओडी श्रेणी के अंतर्गत किसी प्रकार के प्रोत्साहन का दावा नहीं किया है।

(ख) से (घ) एसएसएससीआई 2024-25 में शहरी नियोजन के तहत सुधार उपायों में से एक पेरी-अर्बन क्षेत्रों की योजना बनाना है। इस सुधार का उद्देश्य पेरी-अर्बन विकास केंद्रों को चिह्नित करके, पेरी-अर्बन क्षेत्रों को 'नियोजित क्षेत्र' के रूप में अधिसूचित करना, पारगमन संपर्क की योजना बनाना, ब्लू-ग्रीन इन्फ्रास्ट्रक्चर के संरक्षण की योजना बनाकर पेरी-अर्बन क्षेत्रों के व्यवस्थित विकास को बढ़ावा देना है। प्रत्येक शहर (दस लाख से अधिक आबादी) के लिए इस सुधार के तहत विभिन्न घटकों के लिए कुल 50 करोड़ रुपये की प्रोत्साहन राशि निर्धारित की गई है।

शहरों के रचनात्मक पुनर्विकास के तहत, शहरी नियोजन साधनों का प्रयोग करके मुख्य क्षेत्रों, बाजार क्षेत्रों, जीर्ण गोदामों, कम उपयोग की गई/गैर-मुख्य संपत्तियों आदि के पुनर्विकास के लिए शहरों द्वारा इस सुधार को अपनाए जाने पर ध्यान केंद्रित किया गया है। उचित मास्टर प्लानिंग, रेट्रोफिटिंग और सामाजिक और भौतिक इन्फ्रास्ट्रक्चर के संवर्धन के माध्यम से सार्वजनिक उपयोग के लिए भूमि को आरक्षित करने की परिकल्पना की गई है। बड़े राज्यों के लिए दस लाख से अधिक आबादी और उत्तर पूर्वी/पहाड़ी राज्यों के लिए राजधानी शहर/एक बड़े शहर हेतु प्रत्येक परियोजना के लिए 50 करोड़ रुपए का सुधार प्रोत्साहन स्वीकार्य है।

जलवायु का समर्थन स्थिरता को सहायता प्रदान करने के लिए, इस योजना में दस लाख से अधिक आबादी वाले शहरों में ग्रीन फुटप्रिंट्स में सुधार, ब्लू-ग्रीन इन्फ्रास्ट्रक्चर/शहरी वनों को समग्र योजना ढांचे के साथ एकीकृत करने के लिए राज्यों को प्रोत्साहन देने का प्रावधान है। शहरी वन परियोजनाओं (क्षेत्रफल 1 एकड़) वाले प्रत्येक राज्य के अधिकतम 5 शहरों के लिए इस घटक के तहत प्रत्येक शहर के लिए 5 करोड़ रुपए की प्रोत्साहन राशि निर्धारित की गई है। प्राकृतिक आपदाओं को

कम करने के लिए पूर्वोत्तर/पहाड़ी राज्यों को असुरक्षित क्षेत्रों के मैपिंग/डिजिटलीकरण के माध्यम से रिस्क इन्फोर्मर्ड मास्टर प्लान तैयार करना है। ऐसे क्षेत्रों का सीमित और नियंत्रित विकास किया जाना चाहिए या इसे और इनमें आबादी के और अधिक सघन होने की अनुमति नहीं दी जाने चाहिए। प्रत्येक शहर (अधिकतम 2 सबसे बड़े/पर्यटक शहर) के लिए इस सुधार के तहत विभिन्न घटकों के लिए कुल 50 करोड़ रुपये की प्रोत्साहन राशि निर्धारित की गई है।

एसएसएससीआई 2024-25 के अंतर्गत शहरी नियोजन में प्रौद्योगिकी आधारित सुधारों के तहत, मौजूदा जल नेटवर्क, वर्षा जल निकासी और सीवरेज नेटवर्क परतों की मैपिंग/डिजिटलीकरण करने के लिए प्रोत्साहन स्वीकार्य हैं। सभी नेटवर्क को आवासन और शहरी कार्य मंत्रालय द्वारा प्रकाशित डिजाइन और मानकों के अनुसार जीआईएस प्लेटफॉर्म पर बनाया जाना चाहिए। इस पहल के तहत विभिन्न घटकों के लिए प्रति शहर 3 करोड़ रुपये (प्रति यूटिलिटी 1 करोड़ रुपये) की कुल प्रोत्साहन राशि निर्धारित की गई है। इस पहल के अंतर्गत केवल अमृत शहर ही पात्र हैं। 'शहरी नियोजन में प्रौद्योगिकी आधारित सुधार' की श्रेणी के तहत, छत्तीसगढ़ राज्य ने 2024-25 के दौरान पांच शहरों यानी रायपुर, राजनांदगांव, अंबिकापुर, कोरबा और रायगढ़ में जलापूर्ति नेटवर्क के डिजिटलीकरण का दावा किया है। छत्तीसगढ़ के दुर्ग और बेमेतरा जिलों के लिए किसी प्रकार के प्रोत्साहन हेतु दावा नहीं किया गया है।

USER DEVELOPMENT FEE

2317. PROF SOUGATA RAY:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) whether the Government is aware of the fact that the passengers are charged huge amount as User Development Fee by airport operators across the country;
- (b) if so, the details of the fee charged, airport and operator-wise;

- (c) the details of the criteria to fix User Development Fee;
- (d) whether it is true that the Operators obtained the prior necessary approval from Airport Economic Regulatory Authority (AERA) in this regard and if so, the details thereof;
- (e) whether the AERA/Government has permitted to charge extra charges for selection of seats in the flights other than ticket charges and if so, the details thereof; and
- (f) if not, the steps taken by the Government to stop such illegal charges?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (c) Government of India has set up an Independent Economic Regulator namely, Airports Economic Regulatory Authority of India (AERA) under the AERA Act, 2008. AERA determines aeronautical charges of all the major airports such as landing, parking and User Development Fee (UDF) inter-alia considering the factors such as Return on Investment for aeronautical assets, Operating expenditure, Depreciation, Tax, etc. AERA aims to optimally balance the interest of service provider and the end user and ensures that the airport operator maintains and operates the airport with reasonable return on investment consisting with risk profile by following the statute provisions and tariff guidelines which protects the interests of Airport Operator, Airlines and passengers, at large.;

The UDF as approved by AERA for Major Airports in FY 2024-25 is at **Statement.**;

For non major airports, UDF is approved by Ministry of Civil Aviation. These are categorised into three categories, namely Cluster-1 (passenger throughput of more than 1 million passenger per annum (mppa)), Cluster-2 (passenger throughput of 0.1 mppa to 1 mppa) and Cluster-3 (passenger throughput of less than 0.1 mppa). Details of UDF at non-major airports during FY 2024-25 is as under;;

(In Rs. Per Pax);

Category	Type of Pax	Domestic/International;
Cluster-1	Embarking	709
Cluster-2	Embarking	625
Cluster-3	Embarking	184;

(d) Tariff for Aeronautical services is determined by AERA based on Multi Year Tariff Proposal submitted by the Airport Operators, which comes into effect after getting notified through Aeronautical Information Circular issued by Directorate General of Civil Aviation (DGCA).

(e) and (f) DGCA has issued Air Transport Circular (ATC) 01 of 2024 titled, "Unbundle of Services and fees by scheduled airlines" as per which, some services like preferential seating have been allowed to be unbundled and charged separately from the travellers. Such unbundled services are provided on "opt-in" basis by Airlines and are not mandatory in nature. Further, there is also a provision for auto seat assignment to the passengers who have not selected any seat for web check-in before scheduled departure. Scheduled domestic airlines are not charging any fee for completing web check-in formalities.

STATEMENT**UDF LEVIED AT MAJOR AIRPORTS (FY 2024-25)****(In Rs. Per Pax)**

			FY 2024-25	
Sr. No.	Name of Airports	Type of Pax	Domestic	International
1	DELHI	Embarking	129	129
2	MUMBAI	Embarking	-	187
3	BENGALURU	Embarking	550	1500
4	HYDERABAD	Embarking	750	1500
5	AHMEDABAD	Embarking	450	880
6	AMRITSAR	Embarking	500	1300
7	BHUBANESWAR	Embarking	750	820
8	CALICUT	Embarking	430	720
9	CHANDIGARH	Embarking	725	1550
10	CHENNAI	Embarking	395	615
11	COCHIN	Embarking	270	570
12	COIMBATORE	Embarking	550	710
13	GOA-DABOLIM	Embarking	495	825
14	GUWAHATI	Embarking	555	770
		Disembarking	235	330
15	INDORE	Embarking	600	650
16	JAIPUR	Embarking	805	980
		Disembarking	345	420
17	KANNUR	Embarking	750	1680
18	KOLKATA	Embarking	628	1509
19	LUCKNOW	Embarking	850	1400
20	MANGALORE	Embarking	700	1050
		Disembarking	300	450
21	MOPA-GOA	Embarking	820	1120
		Disembarking	350	480
22	PATNA	Embarking	660	-

23	PUNE	Embarking	387	745
24	RAIPUR	Embarking	500	-
25	SHIRDI	Embarking	630	-
		Disembarking	270	-
26	SRINAGAR	Embarking	960	1100
27	TRIVANDRUM	Embarking	770	1540
		Disembarking	330	660
28	TIRUCHIRAPPALLI	Embarking	600	800
29	VARANASI	Embarking	400	1300
30	PORTBLAIR	Embarking	709	709
31	DEHRADUN	Embarking	709	709

GOBARDHAN INITIATIVE

2318. SHRI JASHUBHAI BHILUBHAI RATHVA:

SHRI DHARAMBIR SINGH:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the current progress of the GOBARdhan initiative, including the number of bio-methanation plants set up so far;

(b) the details of technologies or innovations being incorporated into the GOBARdhan initiative to enhance efficiency and productivity in waste-to-energy conversion; and

(c) the manner in which the said initiative contributes to increase the availability of biogas and compost for rural and agricultural sectors?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) The GOBARdhan initiative is a major initiative of Govt. of India for generating wealth and energy by converting cattle dung, agri residue and other organic waste into biogas, Compressed Biogas (CBG) and organic manure. Various Ministries/Departments (GoI) are working together in a “Whole of Government” approach for implementation of this initiative and to further promote circular economy. A Unified Registration Portal for GOBARdhan has been developed to facilitate registration Compress Bio Gas (CBG) plants. As on date, 870 CBG plants have been registered by the plant proponents, out of which 122 are functional with installed capacity of 786 Tonne Per Day(TPD).

(b) The GOBARdhan initiative primarily focuses on Compressed Biogas (CBG) and the various technologies or innovations being used for conversion of biogas to CBG which enhances the efficiencies and productivities are as under:

- Water Scrubbing
- Pressure Swing Adsorption
- Chemical Scrubbing
- Membrane Separation

(c) The use of local biogenic waste (agri-residues, cattle dung, organic fraction of MSW etc.,) for biomethanation under GOBARdhan increases the availability of biogas/CBG for rural and agricultural sectors. CBG produced is an alternate source

of clean fuel which can be blended with CNG and used as vehicle fuel or injected into the pipeline. Whereas, the production of Fermented Organic Manure (FOM) and Liquid Fermented Organic Manure (LFOM) during the biomethanation process increases availability of compost or organic manure for rural and agricultural sector.

ALLOCATION OF FUNDS TO TAMIL NADU

2319 SHRI S JAGATHRATCHAKAN:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

- (a) whether it is a fact that around 10% of food is only processed in India and if so, the details thereof;
- (b) the details of fund allocation to Tamil Nadu under various schemes for the last five years till date, year-wise;
- (c) the details of employment opportunities created in food processing sectors under various programmes including PMFME in the country during the last three years, State-wise;
- (d) the details of Self-Help Groups, Women entrepreneurs benefited under the Scheme during the last three years in Tamil Nadu, State/District wise;
- (e) the steps taken by the Government to strengthen and extend financial support particularly in the Delta region of Tamil Nadu; and
- (f) whether the Government has taken any steps to increase the formal sector in Food processing and achievements made so far if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI RAVNEET SINGH):

(a) As per the report of the “Study to determine level of Food Processing in India” in 2021 commissioned by Ministry of Food Processing Industries (MoFPI), the details of the extent of processing of agricultural commodities covered in the study are placed at **Statement-I**.

(b) MoFPI implements Central Sector Umbrella Scheme, Pradhan Mantri Kisan Sampada Yojana (PMKSY), since 2016-17, Production Linked Incentive Scheme for Food Processing Industry (PLISFPI), since 2021-22 and Centrally sponsored Pradhan Mantri Formalization of Micro Food Processing Enterprises (PMFME) Scheme, since 2020-21. PMKSY is demand driven in nature and applications are invited through Expression of Interest (EoI) from all over India. The funds are not allocated/sanctioned/released state-wise under any of the component schemes of PMKSY. The details of number of projects approved and completed/operational in the state of Tamil-Nadu since inception of PMKSY is placed at **Statement-II**.

Under PLISFPI, incentives are granted directly to the beneficiary company and not through the state Government. Under PMFME, Centre Share amount of Rs. 212.19 Cr. has been released for implementation of various components of the Scheme for the state of Tamil Nadu. The year-wise details are mentioned below:

Financial Year	2020-21	2021-22	2022-23	2023-24	2024-25*
Centre Share Amount released (Rs. in Cr.)	12.947	3.23	24.01	71.9978	100.00

*: As on 28th February, 2025

(c) The details of state-wise employment generated under PMKSY and PMFME scheme of MoFPI for the last three years is placed as **Statement-III**. Under PLISFPI, the total employment of 3,31,018 has reportedly been generated.

(d) Under the PMFME scheme, support for Credit Linked Subsidy is being provided for setting up of new/ upgradation of existing micro food processing enterprises. During the last three years, for the State of Tamil Nadu, 8377 Loans have been sanctioned for women entrepreneurs and 11 for Self Help Groups under Credit Linked Subsidy as on 28th February, 2025. In addition to this, Seed capital support @ Rs. 40,000 is being provided to SHG members. During the last three years, 22,053 SHG members have been sanctioned for Seed capital in the state of Tamil Nadu. The District-wise year-wise details for the State of Tamil Nadu is at **Statement-IV**.

(e) In order to promote food processing sector in the country, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/expansion of food processing units and related infrastructure through its Central Sector Scheme Pradhan Mantri Kisan SAMPADA Yojana (PMKSY), Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and Centrally Sponsored PM Formalization of Micro Food Processing Enterprises (PMFME) Scheme. These

schemes are not region or state specific but demand driven. Ministry extends financial support to prospective entrepreneurs for setting up of different kinds of food processing units including prospective entrepreneurs from Delta region of Tamil Nadu state as per respective scheme guidelines

(f) The PMFME scheme aims to enhance the competitiveness of existing individual micro-enterprises in the unorganized segment of the food processing industry and promote formalization of the sector. The scheme provides support of credit-linked grant of 35% of the eligible project cost, seed capital of up to Rs. 40,000, capacity building for beneficiaries, and handholding support for the formalization of units. Formalization of units is facilitated through Udyam Aadhaar registration, FSSAI registration, GST registration as per the applicability through handholding support by District Resource Person (DRPs). Under the PMFME Scheme, 36,946 enterprises have been formalized till 28th February 2025.

STATEMENT-I

Level of processing in India in terms of percentage:

Category/ Commodity	Year		
	2010-11	2015-16	2018-19
Paddy	69.7	82.5	92.3
Wheat	55.3	70.1	78.0
Coarse Cereals	20.0	28.3	29.4
Cereals (Overall)	51.1	63.7	68.8
Gram	29.3	59.6	80.4
Arhar	31.6	51.3	51.7
Other Pulses	40.5	58.1	53.8
Pulses (Overall)	34.0	57.4	61.8

Foodgrains	49.3	63.2	68.2
Groundnut	8.1	17.5	43.7
Mustard	56.5	36.0	32.5
Other Oilseeds	87.9	79.9	61.5
Oilseeds (Overall)	60.1	49.5	49.8
Fruits	1.6	2.9	4.5
Potatoes and Onion	1.1	2.0	3.2
Other Vegetables	2.7	2.4	2.4
Fruits and Vegetables (Overall)	1.9	2.5	3.3
Milk	17.2	20.1	21.1
Eggs and Poultry	3.5	7.4	11.6
Meat	18.6	22.7	34.2
Animal Husbandry	8.7	12.7	18.7
Fish	2.8	8.3	15.4

STATEMENT-II

The details of number of projects approved and completed/operational in the state of Tamil-Nadu since inception of PMKSY

Projects approved in the state of Tamil Nadu for last five years under PMKSY					
Year	Approved	Completed/Operational			
		Number	Project Cost (₹ in crore)	Approved GIA (₹ in crore)	GIA released (₹ in crore)
2020-21	42	24	301.26	64.25	57.93
2021-22	2	23	335.5	83.63	79.74

2022-23	32	15	152.89	57.86	56.45
2023-24	34	25	171.73	55.07	46.66
2024-25	0	7	55.66	23.73	20.55

STATEMENT-III

The details of state-wise employment generated under PMKSY and PMFME scheme of MoFPI for the last three years

(A) State-wise employment generated under PMKSY for last three years				
S.No	State and UTs	2022-23	2023-24	2024-25
1	Andaman and Nicobar	0	0	0
2	Andhra Pradesh	8288	3274	6728
3	Arunachal Pradesh	200	0	0
4	Assam	3830	2906	6555
5	Bihar	0	0	0
6	Chandigarh	0	0	0
7	Chhattisgarh	2480	0	0
8	Dadar and Nagar Haveli and Daman and Diu	1400	0	0
9	Delhi	0	0	0
10	Goa	0	0	74
11	Gujarat	14366	9866	5444

12	Haryana	2704	4186	586
13	Himachal Pradesh	6068	1200	0
14	Jammu and Kashmir	2484	0	74
15	Jharkhand	0	0	0
16	Karnataka	3200	6008	894
17	Kerala	11440	3864	4311
18	Ladakh	0	0	0
19	Lakshadweep	0	0	0
20	Madhya Pradesh	1290	2550	640
21	Maharashtra	21396	6878	22503
22	Manipur	80	0	0
23	Meghalaya	0	0	0
24	Mizoram	0	0	0
25	Nagaland	0	0	0
26	Orissa	74	1200	0
27	Puduchery	0	0	0
28	Punjab	5292	5328	1900
29	Rajasthan	1468	970	290
30	Sikkim	0	0	0
31	Tamil Nadu	4326	5452	3330
32	Telangana	0	1200	637
33	Tripura	370	0	234

34	Uttar Pradesh	4596	3388	5107
35	Uttarakhand	3484	6924	1360
36	West Bengal	2400	1968	120
	Total	101236	67162	60787

(B) State-wise employment generated under PMFME for last three years

S. No.	States and UTs	2022-23	2023-24	2024-25
1	Andaman and Nicobar islands	12	24	0
2	Andhra Pradesh	8424	6711	2697
3	Arunachal Pradesh	63	84	72
4	Assam	1977	1899	4125
5	Bihar	8769	30852	24411
6	Chandigarh	0	0	0
7	Chhattisgarh	633	1050	933
8	Dadra And Nagar Haveli And Daman And Diu	6	15	12
9	Delhi	243	309	234
10	Goa	126	69	87
11	Gujarat	309	858	792
12	Haryana	987	1818	930
13	Himachal Pradesh	1809	1650	1401
14	Jammu and Kashmir	510	1440	1749

15	Jharkhand	594	4581	4644
16	Karnataka	5469	6033	5850
17	Kerala	2421	7719	7614
18	Ladakh	78	99	42
19	Madhya Pradesh	4278	8076	12645
20	Maharashtra	18120	28479	18000
21	Manipur	201	39	78
22	Meghalaya	78	132	327
23	Mizoram	21	39	57
24	Nagaland	75	465	450
25	Odisha	1860	1881	1686
26	Puducherry	174	162	120
27	Punjab	2511	3549	1356
28	Rajasthan	576	726	1272
29	Sikkim	93	60	24
30	Tamil Nadu	11151	22998	9474
31	Telangana	6201	10500	3024
32	Tripura	129	189	186
33	Uttar Pradesh	6912	19962	19257
34	Uttarakhand	666	1248	510
35	West Bengal	0	66	324
	Total	85476	163782	124362

STATEMENT-IV

The District-wise year-wise details for the State of Tamil Nadu

(A) District Wise Loans Sanctioned for Women Entrepreneurs in Tamil Nadu during last three years

S.No.	Districts	2022-23	2023-24	2024-25
1	Ariyalur	44	23	8
2	Chengalpattu	43	84	44
3	Chennai	27	704	171
4	Coimbatore	49	89	64
5	Cuddalore	65	293	195
6	Dharmapuri	34	84	36
7	Dindigul	62	70	39
8	Erode	47	80	40
9	Kallakurichi	32	85	19
10	Kanchipuram	66	100	39
11	Kanniyakumari	32	209	26
12	Karur	36	63	38
13	Krishnagiri	57	74	15
14	Madurai	120	238	60
15	Mayiladuthurai	42	184	33
16	Nagapattinam	39	50	24
17	Namakkal	32	84	42

18	Perambalur	41	23	7
19	Pudukkottai	26	77	26
20	Ramanathapuram	22	169	52
21	Ranipet	59	49	36
22	Salem	63	102	44
23	Sivaganga	27	59	25
24	Tenkasi	21	163	91
25	Thanjavur	20	150	35
26	The Nilgiris	15	19	6
27	Theni	23	52	15
28	Thiruvallur	93	229	99
29	Thiruvavarur	89	76	29
30	Tiruchirappalli	50	65	23
31	Tirunelveli	44	160	77
32	Tirupathur	124	49	11
33	Tiruppur	61	84	37
34	Tiruvannamalai	89	153	38
35	Tuticorin	57	318	72
36	Vellore	36	40	11
37	Villupuram	21	167	68
38	Virudhunagar	60	69	27
	Total	1868	4787	1722

(B) District Wise Loans Sanctioned for Self Help Groups in Tamil Nadu

during last three years:

S.No.	District	2022-23	2023-24	2024-25
1.	Chengalpattu	0	1	0
2.	Coimbatore	0	1	0
3.	Erode	7	0	0
4.	Kanniyakumari	0	1	0
5.	Tirunelveli	1	0	0
	Total	8	3	0

(C) District Wise List of SHGs Members Sanctioned for Seed Capital in

Tamil Nadu during last three years:

Sr S. No.	Districts	SHG Members Approved		
		2022-23	2023-24	2024-25
1	ARIYALUR	61	166	336
2	CHENGALPATTU	62	108	51
3	CHENNAI	75	333	111
4	COIMBATORE	55	313	67
5	CUDDALORE	201	185	250
6	DHARMAPURI	70	145	145
7	DINDIGUL	128	257	366

8	ERODE	111	203	563
9	KALLAKURICHI	82	90	90
10	KANCHIPURAM	150	299	201
11	KANNIYAKUMARI	403	227	287
12	KARUR	87	211	382
13	KRISHNAGIRI	35	134	173
14	MADURAI	172	436	328
15	MAYILADUTHURAI	30	19	24
16	NAGAPATTINAM	319	241	238
17	NAMAKKAL	163	342	82
18	PERAMBALUR	149	63	162
19	PUDUKKOTTAI	133	787	71
20	RAMANATHAPURAM	31	232	228
21	RANIPET	9	17	164
22	SALEM	284	826	450
23	SIVAGANGAI	92	224	266
24	TENKASI	64	180	56
25	THANJAVUR	40	501	150
26	THENI	114	216	275
27	THE NILGIRIS	51	73	64
28	THIRPPUR	24	262	163
29	THOOTHUKKUDI	39	95	61

30	TIRUCHIRAPPALLI	22	489	125
31	TIRUNELVELI	55	389	196
32	TIRUPATTUR	46	118	77
33	TIRUVALLUR	95	481	113
34	TIRUVANNAMALAI	31	429	134
35	TIRUVARUR	80	332	245
36	VELLORE	192	541	157
37	VILLUPURAM	166	511	163
38	VIRUDHUNAGAR	185	235	223
Total		4106	10710	7237

HERITAGE CITY DEVELOPMENT AND AUGMENTATION YOJANA

2320. SHRI BAIJAYANT PANDA:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the details of the progress made in the cities across the country under the Heritage City Development and Augmentation Yojana (HRIDAY), particularly in Odisha, city-wise;
- (b) whether the Government proposes to include any new cities from North-Eastern Region and Odisha under the said scheme; and
- (c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) The National Heritage City Development and Augmentation Yojana (HRIDAY), a central sector scheme launched on 21st January, 2015 and implemented in 12 cities of Ajmer (Rajasthan), Amaravati (Andhra Pradesh), Amritsar (Punjab), Badami (Karnataka), Dwarka (Gujarat), Gaya (Bihar), Kancheepuram and Velankanni (Tamil Nadu), Mathura and Varanasi (Uttar Pradesh), Puri (Odisha), and Warangal (Telangana). The mission has ended on 31st March, 2019. As on date, 77 projects amounting to Rs.419.57crore have been approved under the Scheme and 76 projects costing to Rs. 392.71 crore have been completed. Six projects were completed in Puri(Odisha) under HRIDAY scheme.

(b) and (c) **No, HRIDAY scheme ended on 31st March, 2019.** On discontinuation of the HRIDAY scheme, heritage component has been included under National Mission on Pilgrimage Rejuvenation and Spiritual, Heritage Augmentation Drive (PRASHAD), a scheme with Ministry of Tourism.

FUNDING STRUCTURE OF THE PROJECTS UNDER PMAY-U IN MAHARASHTRA

2321. DR. PRASHANT YADAORAO PADOLE:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) the details of the funding structure of the projects undertaken under the PMAY-U in Maharashtra during the last five years;

(b) whether the Union Government is aware of the fact that its contribution to the PMAY-U has not been increasing since 2016, particularly in Maharashtra and if so, the details thereof along with the reasons therefor; and

(c) whether the Government proposes to increase its contribution, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (c) 'Land' and 'Colonization' are State subjects. Therefore, schemes related to housing for their citizens are implemented by States/Union Territories (UTs). However, the Ministry of Housing and Urban Affairs (MoHUA) supplements the efforts of States/UTs, by providing Central Assistance under Pradhan Mantri Awas Yojana- Urban (PMAY-U) since 25.06.2015 to provide pucca houses with basic civic amenities to eligible urban beneficiaries across the country including in the State of Maharashtra.

Houses under PMAY-U are being constructed using Central Assistance, State share as well as beneficiary contribution. Government of India provided fixed Central Assistance of ₹1.5 lakh under AHP and BLC verticals of PMAY-U. The remaining cost of the house, as per Detailed Project Report (DPR), is shared by States/UTs/Urban Local Bodies (ULB)/Beneficiaries. However, States/UTs are free to contribute their share in a such way to make the houses affordable. The scheme period, which was earlier upto 31.03.2022, has further been extended upto 31.12.2025 to complete the sanctioned houses without changing the funding pattern and implementation methodology.

Based on 9 years of experience and learning from implementing PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 to assist 1 crore additional eligible urban beneficiaries through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). BLC, AHP and ARH verticals are implemented as Centrally Sponsored Scheme by State/UT Governments, and ISS vertical is implemented as Central Sector Scheme through the identified Central Nodal Agencies such as National Housing Bank (NHB), State Bank of India (SBI) and Housing and Urban Development Corporation (HUDCO) by Housing Finance Companies and Primary Lending Institutions. As per the scheme guidelines of PMAY-U 2.0, the fund required for purchase/construction of houses under the scheme is shared between the Central Government, State/UT Government/ULBs/ Implementing agencies and the beneficiaries. States/UTs are free to increase State share to increase the affordability of houses.

A fixed amount of Central Assistance is provided by Government of India under different verticals and mandatory State share has been provisioned under the scheme as under:

S. No.	States/UTs	PMAY-U 2.0 Verticals		
		BLC and AHP	ARH	ISS
1.	North-Eastern States, Himalayan States and UTs with legislature (Assam, Arunachal Pradesh, Meghalaya,	Central Govt. - ₹2.25 lakh per unit State Govt. - Min. ₹0.25 lakh per unit	Technology Innovation Grant	Home Loan Subsidy – up to ₹1.80 lakh (Actual Release)

	Manipur, Mizoram, Nagaland, Tripura, Sikkim, Himachal Pradesh, Uttarakhand, UTs of Jammu and Kashmir, Puducherry and Delhi)		Gol: ₹3,000/Sqm. per unit State Share: ₹2,000/Sqm. per unit	per unit by Government of India as Central Sector Scheme
2.	All UTs without legislature	Central Govt. - ₹2.50 lakh per unit		
3.	All other States	Central Govt. - ₹1.50 lakh per unit State Govt. - Min. ₹1.00 lakh per unit		

PMAY-U PROJECTS IN CHANDIGARH

2322. SHRI MANISH TEWARI:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) whether it is a fact that houses constructed under the Pradhan Mantri Awas Yojana - Urban (PMAY-U) in Maloya, Chandigarh, remain unallotted and are in a dilapidated condition;
- (b) if so, the details thereof along with the reasons therefor, especially when Chandigarh is yet to achieve the status of a slum-free city;
- (c) the number of houses constructed under various projects of PMAY-U and PMAY 2.0 schemes in Chandigarh since their inception, year-wise;
- (d) the number of beneficiaries under each of the four verticals of the PMAY-U scheme in Chandigarh since its inception, year-wise; and

(e) the total budgetary allocation and expenditure under the PMAY-U and PMAY 2.0 schemes in Chandigarh since its inception, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (c) Ministry of Housing and Urban Affairs (MoHUA) is implementing Pradhan Mantri Awas Yojana - Urban (PMAY-U) since 25.06.2015 to provide all weather pucca houses with basic civic amenities to eligible urban beneficiaries across the country including Chandigarh. The scheme is implemented through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), In-Situ Slum Redevelopment (ISSR) and Credit Linked Subsidy Scheme (CLSS).

PMAY-U is a demand driven scheme. Selection of beneficiaries, under various verticals preferred by the beneficiaries, formulation of projects and execution is done by States/Union Territories (UTs). States/UTs prepare project proposals and after approval of State Level Sanctioning and Monitoring Committee (SLSMC), headed by Chief Secretary of the State/UT, these are submitted to the Ministry for sanctioning of admissible Central Assistance by Central Sanctioning and Monitoring Committee (CSMC).

Based on the project proposals submitted by States/UTs, as on 03.03.2025, a total of 118.64 lakh houses have been sanctioned by the Ministry, out of which 112.23 lakh have been grounded and 90.56 lakh are completed/delivered to the beneficiaries across the country including Chandigarh.

A total of 1,255 families have availed benefits of interest subsidy under CLSS vertical of the Scheme in UT of Chandigarh. The UT has not submitted any proposal to the Ministry for sanction in any other vertical of PMAY-U so far.

However, 2,195 houses constructed under Jawahar Lal Nehru National Urban Renewal Mission (JnNURM) at Maloya, Chandigarh have been converted under Affordable Rental Housing Complexes (ARHCs), of which a total of 1,997 houses are at present allotted to the beneficiaries on rental basis and houses are being used.

(d) and (e) Based on the learning from the experiences of 9 years implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 for implementation in urban areas across the country for 1 crore additional eligible beneficiaries at affordable cost through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS).

As PMAY-U 2.0 is a demand driven scheme, there is no specific budgetary allocation for States/UTs under the scheme. As per the scheme guidelines, selection of beneficiaries, formulation of projects and execution is done by States/UTs. After demand assessment and verification, States/UTs prepare project proposals and after approval of SLSMC, these are submitted to the Ministry for sanctioning of admissible Central Assistance by CSMC. However, in-principle approval of more than 6.75 lakh houses have been provided to 30 States/UTs which have signed Memorandum of Agreement (MoA) to implement

PMAY-U 2.0 for eligible beneficiaries. The scheme guidelines and Unified Web Portal for submitting the online applications can be accessed through <https://pmay-urban.gov.in>.

राजस्थान में अनुसूचित जनजाति समुदाय के विद्यार्थियों के लिए छात्रावासों की स्थापना

2323. श्री मुरारी लाल मीना:

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

(क) क्या सरकार का राजस्थान के दौसा जिले में अनुसूचित जनजाति (एसटी) समुदाय के विद्यार्थियों के लिए छात्रावास स्थापित करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या इस संबंध में कोई योजना/कार्य-योजना तैयार की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या दौसा जिले में अनुसूचित जनजाति के विद्यार्थियों के लिए कोई सरकारी छात्रावास उपलब्ध नहीं है;

(घ) यदि हां, तो क्या सरकार तीतरवाड़ा, धरनवास, हिंगोटा, गंदरावा, गोकुलपुरा, सीकरी, जगरामपुरा पट्टी और ठिकरिया जैसे क्षेत्रों में छात्रावास स्थापित करने के लिए कोई ठोस कदम उठा रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ङ) क्या सरकार का इन छात्रावासों के निर्माण के लिए आवश्यक बजट स्वीकृत करने और उक्त योजना/कार्य-योजना को शीघ्र क्रियान्वित करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके लिए अनुमानित समय-सीमा क्या है; और

(च) क्या सरकार अनुसूचित जनजाति समुदाय के छात्रों को सामाजिक और शैक्षिक रूप से सशक्त बनाने के लिए आवश्यक संसाधन और सुविधाएं प्रदान करती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क) से (ड) जनजातीय कार्य मंत्रालय के पास अनुसूचित जनजाति के छात्रों के लिए छात्रावास स्थापित करने की कोई योजना नहीं है। हालाँकि, जनजातीय कार्य मंत्रालय (एमओटीए) पहले एक अलग योजना “अजजा बालिकाओं और बालकों के लिए छात्रावास” चला रहा था, जिसके तहत छात्रावासों के निर्माण के लिए राज्य सरकारों को धनराशि प्रदान की जाती थी। यह योजना वित्तीय वर्ष 2017-18 तक लागू थी। मंत्रालय की योजनाओं के युक्तिकरण के हिस्से के रूप में, छात्रावासों के निर्माण के उपाय को 2018-19 से संविधान के अनुच्छेद 275 (1) के तहत अनुदान और जनजातीय उप-योजना के लिए विशेष केंद्रीय सहायता (टीएसएस को एससीए) की योजनाओं के तहत शामिल किया गया था, जिसमें मंत्रालय में परियोजना मूल्यांकन समिति (पीएसी) के मूल्यांकन और अनुमोदन के बाद राज्य सरकारों को धनराशि उनसे प्राप्त प्रस्ताव के आधार पर प्रदान की जाती है।

संविधान के अनुच्छेद 275(1) के प्रावधान के अंतर्गत दौसा सहित राजस्थान राज्य में स्वीकृत छात्रावासों का विवरण निम्नानुसार है:

(लाख रुपये में)

क्र.सं.	कार्यकलाप	स्थान	पीएसी द्वारा स्वीकृत राशि
	वित्तीय वर्ष: 2021-22		
1.	उच्च प्रदर्शन करने वाले स्कूलों में अनुसूचित जनजाति के छात्रों के लिए 13 आश्रम छात्रावासों का निर्माण 1. अजमेर (मुख्यालय) 2. नीमका थाना(सीकर) 3. वीयर (भरतपुर) 4. मंडरायल(करौली) 5. भीनमाल(जालौर) 6. बडोदिया(हिण्डोली-बूंदी) 7. करनावर(बांदीकुई-दौसा) 8. शाहपुरा(भीलवाड़ा)	भरतपुर, करौली, दौसा, झालावाड़ा सीकर, बूंदी, बांसवाड़ा, भीलवाड़ा, अजमेर, जालौर,	1300.00

	9. गोदी-तेजपुर(बांसवाड़ा) 10. कुंडला(बांसवाड़ा) 11. केशोराय पाटन(बुंदली) 12. मनोहरथाना (झालावाड़) 13. करौली मुख्यालय क्षमता: 50 छात्र प्रत्येक कुल निर्माण क्षेत्र: 11600 वर्ग फीट अनुमानित लागत- @रु. 2400/वर्ग फीट = रु. 280.00 लाख/छात्रावास		
वित्तीय वर्ष: 2023-24			
2.	अच्छे शैक्षणिक प्रदर्शन करने वाले स्कूलों में अनुसूचित जनजाति के छात्रों के लिए 13 आश्रम छात्रावासों का निर्माण छात्रावासों की संख्या: 13, स्वीकृति वर्ष की प्रतिबद्ध देयता: 2021-22, कुल लागत: 3640.00 लाख, पहले से जारी निधि- 2640.00।	भरतपुर, करौली, दौसा, झालावाड़। सीकर, बूंदी, बांसवाड़ा, भीलवाड़ा, अजमेर, जालौर,	1000.00
वित्तीय वर्ष: 2024-25			
3.	7 नये छात्रावासों का निर्माण कुल लागत: रु. 1960.00 लाख इकाई लागत: रु. 280.00 लाख	जोधपुर, सिरोही (2), भीलवाड़ा (2), जालौर, दौसा	875.00

इसके अतिरिक्त, राजस्थान राज्य में मंत्रालय ने टीएसएस को एससीए योजना के अंतर्गत वित्त वर्ष 2017-18 के दौरान टीएडीडी के 300 छात्रावासों और विद्यालयों के लिए किचन गार्डन को मंजूरी दी है, जिसके लिए स्वीकृत राशि 40.5 लाख रुपये है।

(च) इसके अलावा, जनजातीय कार्य मंत्रालय अनुसूचित जनजाति के विद्यार्थियों में बुनियादी और उच्च शिक्षा को बढ़ावा देने और प्रोत्साहित करने के लिए निम्नलिखित छात्रवृत्ति योजनाएं क्रियान्वित कर रहा है ताकि उन्हें सामाजिक और शैक्षिक रूप से सशक्त बनाया जा सके।

- i) अनुसूचित जनजाति के छात्रों के लिए मैट्रिक-पूर्व छात्रवृत्ति (कक्षा IX और X के लिए):
- ii) अनुसूचित जनजाति के छात्रों के लिए मैट्रिकोत्तर छात्रवृत्ति (कक्षा XI और उससे ऊपर):
- iii) अनुसूचित जनजाति के छात्रों की उच्च शिक्षा के लिए राष्ट्रीय छात्रवृत्ति योजना (पहले शीर्ष श्रेणी छात्रवृत्ति योजना के रूप में जानी जाती थी): प्रबंधन, चिकित्सा, इंजीनियरिंग, सूचना प्रौद्योगिकी, कानून आदि जैसे व्यावसायिक क्षेत्रों में 265 शीर्ष श्रेणी के सरकारी और गैर-सरकारी संस्थानों में स्नातक / स्नातकोत्तर पाठ्यक्रम पूरा करने के लिए छात्रवृत्ति प्रदान की जाती है।
- iv. अजजा छात्रों की उच्च शिक्षा के लिए राष्ट्रीय अध्येतावृत्ति योजना: भारत में एम.फिल या पीएचडी करने के लिए मेधावी अजजा छात्रों को छात्रवृत्ति
- v) अनुसूचित जनजाति के छात्रों के लिए राष्ट्रीय समुद्रपारीय छात्रवृत्ति: विदेश में उच्च शिक्षा प्राप्त करने के लिए मेधावी अनुसूचित जनजाति (अजजा) छात्रों को छात्रवृत्ति दी जाती है।

उपरोक्त योजना के अतिरिक्त, धरती आबा जनजातीय ग्राम उत्कर्ष अभियान 2 अक्टूबर, 2024 को माननीय प्रधानमंत्री द्वारा शुरू किया गया है। अभियान में 17 लाइन मंत्रालयों द्वारा कार्यान्वित 25 उपाय शामिल हैं और इसका उद्देश्य 5 वर्षों में 30 राज्यों/संघ राज्यक्षेत्रों के 549 जिलों और 2,911 ब्लॉकों के 63,843 गांवों में बुनियादी ढांचे के अंतरों को पूरा करना, स्वास्थ्य, शिक्षा, आंगनवाड़ी सुविधाओं तक पहुंच में सुधार करना और आजीविका के अवसर प्रदान करना है। इसमें राजस्थान के दौसा जिले के 11 ब्लॉकों के 321 गांव शामिल हैं। इस अभियान में शिक्षा मंत्रालय के समग्र शिक्षा के अंतर्गत छात्रावासों का उपयोग है और छात्रावासों को अभियान के अंतर्गत जनजातीय कार्य मंत्रालय के उपाय के अंतर्गत भी शामिल किया गया है। वित्त वर्ष 2024-25 के दौरान राज्य सरकार के प्रस्तावों के आधार पर जनजातीय कार्य मंत्रालय ने आवासीय विद्यालयों के उन्नयन/छात्रावासों, शौचालय ब्लॉक आदि के निर्माण के लिए 60.29 करोड़ रुपये की परियोजनाओं को मंजूरी दी है।"

जनजातीय बच्चों को उनके अपने परिवेश में गुणवत्तापूर्ण शिक्षा प्रदान करने के लिए वर्ष 2018-19 में केन्द्रीय क्षेत्र की योजना के रूप में एकलव्य आदर्श आवासीय विद्यालय (ईएमआरएस) की शुरुआत की गई थी। जनजातीय कार्य मंत्रालय के तहत एक स्वायत्त संस्था, नेशनल एजुकेशन सोसाइटी फॉर ट्राइबल स्टूडेंट्स (एनईएसटीएस), जिसे एकलव्य आदर्श आवासीय विद्यालय (ईएमआरएस) की स्थापना और प्रबंधन का दायित्व सौंपा गया है, ने मार्च 2024 में 200 ईएमआरएस में 400 कौशल प्रयोगशालाएँ (प्रति विद्यालय 2 कौशल प्रयोगशालाएँ) स्थापित करने के लिए कौशल विकास और उद्यमिता मंत्रालय के साथ एक समझौता ज्ञापन पर हस्ताक्षर किए हैं। इसके अलावा, एनईएसटीएस ने सीबीएसई और विश्व बैंक के सहयोग से ईएमआरएस में अध्ययनरत जनजातीय छात्रों के कौशल प्रशिक्षण की सुविधा प्रदान करने के लिए ईएमआरएस में 14 और कौशल प्रयोगशालाएँ स्थापित की हैं। एनईएसटीएस ने नीति आयोग के साथ मिलकर 16 ईएमआरएस में अटल टिकरिंग लैब (एटीएल) प्रयोगशालाएँ भी स्थापित की हैं। इन विद्यालयों में पढ़ने वाले छात्रों को कौशल विकास में अनुभव प्राप्त करने में सक्षम बनाया गया है।

जनजातीय कार्य मंत्रालय ने केन्द्रीय क्षेत्र की योजना जनजातीय अनुसंधान सूचना, शिक्षा, संचार और कार्यक्रम (टीआरआई-ईसीई) के तहत 2023-24 में नैनो विज्ञान और इंजीनियरिंग केंद्र, भारतीय विज्ञान संस्थान, बेंगलुरु को “जनजातीय समुदाय के छात्रों के लिए सेमीकंडक्टर निर्माण और लक्षण वर्णन प्रशिक्षण” परियोजना सौंपी है। इस परियोजना का उद्देश्य आईआईएससी के सहयोग से तीन वर्षों में जनजातीय छात्रों को सेमीकंडक्टर प्रौद्योगिकी में 2100 एनएसक्यूएफ-प्रमाणित स्तर 6.0 और 6.5 का प्रशिक्षण प्रदान करना है। परियोजना के अंतर्गत 1500 जनजातीय छात्रों को बुनियादी प्रशिक्षण तथा 600 जनजातीय छात्रों को उन्नत प्रशिक्षण प्रदान करने का प्रावधान है। वर्तमान में, प्रथम फाउंडेशन कार्यक्रम में 111 प्रशिक्षुओं को तथा नैनो विज्ञान एवं प्रौद्योगिकी पर प्रथम उन्नत कार्यक्रम के लिए कुल 29 प्रशिक्षुओं को प्रशिक्षण प्राप्त हुआ है।

अनुसूचित जनजातियों के कल्याण के लिए कार्यरत स्वैच्छिक संगठनों को अनुदान सहायता योजना के अंतर्गत, मंत्रालय शिक्षा और स्वास्थ्य के क्षेत्र में परियोजनाओं को वित्तपोषित करता है, जिसमें आवासीय विद्यालय, गैर-आवासीय विद्यालय, छात्रावास, सचल औषधालय, दस या अधिक बिस्तरों वाले अस्पताल, आजीविका आदि शामिल हैं।

ST MAJORITY DISTRICTS

2324. SHRI RAJA RAM SINGH:

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

(a) the total number of Scheduled Tribe (ST) majority districts in the country along with the number of districts out of these declared as scheduled areas under Article 244(1), State-wise;

(b) whether the Government is aware that ST majority districts and habitations in several States including Kerala, Tamil Nadu, Karnataka, West Bengal, Uttar Pradesh, Jammu and Kashmir have not been brought under the Fifth Schedule and if so, the details thereof; and

(c) whether the Government has any proposals to declare the said ST majority districts as scheduled areas, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UI KEY):

(a) As per the 2011 Census there are 87 tribal majority districts having at least 50% Scheduled Tribes population. As per the notifications declaring Scheduled Areas under article 244(1) of the Fifth Schedule of the Constitution, 97 districts (33 fully and 64 partially covered) have been notified as Scheduled Areas in 10 states namely Andhra Pradesh (including Telengana), Chhattisgarh, Gujarat, Himachal Pradesh, Jharkhand, Madhya Pradesh, Maharashtra, Rajasthan and Orissa.

(b) Specification of "Scheduled Areas" in relation to a State is by notified Order of the President, after consultation with the State Government concerned. The criteria for declaration of Scheduled Area, which are not spelt in the Constitution of India, but have been used as a matter of practice, are:

- (i) preponderance of tribal population;
- (ii) compactness and reasonable size of the area;
- (ii) a viable administrative entity such as a district, block or taluk; and
- (iv) economic backwardness of the area as compared to the neighbouring areas.

As such for declaration of any areas as Scheduled Areas in any State fulfilling the above criteria the State Government after consultation with the Governor of the concerned State has to submit a proposal to Ministry of Tribal Affairs for further action for notification of Scheduled Areas

(c) The Ministry has received a proposal, during October 2024, from the State of Maharashtra for restructuring of Schedule Areas.

**SKILL DEVELOPMENT AND WORKFORCE TRAINING IN AEROSPACE
MANUFACTURING**

2325. DR. K SUDHAKAR:

SHRI P P CHAUDHARY:

SHRI KOTA SRINIVASA POOJARY:

SHRI JASWANTSINH SUMANBHAI BHABHOR:

SMT KRITI DEVI DEBBARMAN:

SHRI VISHWESHWAR HEGDE KAGERI:

SHRI TEJASVI SURYA:

SHRI CHINTAMANI MAHARAJ:

SHRI ANURAG SHARMA:

SHRI BASAVARAJ BOMMAI:

SHRI GAJENDRA SINGH PATEL:

SHRI TRIVENDRA SINGH RAWAT:

DR. HEMANT VISHNU SAVARA:

SHRI BIBHU PRASAD TARAI:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) the specific measures taken by the Government to boost domestic aircraft component manufacturing;
- (b) the initiatives being introduced to enhance skill development and workforce training in aerospace manufacturing;

(c) whether the Government proposes to involve Micro, Small and Medium Enterprises (MSMEs) in the aircraft component manufacturing ecosystem; and

(d) if so, the details thereof along with the support to be provided to the MSMEs?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) The Government has been encouraging the development of the ecosystem for the manufacturing of aircraft components, engines and associated equipment by public and private enterprises in India. The steps taken are as follows:

i. Comprehensive National Civil Aviation Policy (NCAP) was launched in 2016 for promoting, inter alia, commercial aero-manufacturing under 'Make in India' initiative.

ii. In a major boost to the domestic aircraft repair, component manufacturing and MRO industry in 2024, the Government has implemented a uniform rate of 5% IGST that will apply to imports of aircraft parts, components, testing equipments, tools and tool-kits of aircraft, irrespective of their Harmonised System of Nomenclature (HSN) classification subject to specified conditions. This will make the domestic aerospace industry more competitive.

(b) In order to enhance skills development in Aerospace Manufacturing, presently 57 Aircraft Maintenance Engineering (AME) Training Institutes have been approved by DGCA under CAR-147 (Basic) to impart basic maintenance training to around 3700 AMEs per year, which is sufficient to cater to the demand of the Indian civil aviation Industry. Rajiv Gandhi National Aviation University (RGNAU),

(a Central University) India's first National Aviation University was established under act of Parliament, 2013. The University campus is fully operational at Fursatganj Airfield under the direct administrative control Ministry of Civil Aviation.

(c) and (d) Indian MSMEs already have a footprint in aircraft component and aerospace manufacturing. It is reported that global OEMs like Boeing and Airbus together are annually sourcing more than USD 2 billion of aircraft components from MSMEs in India.

ग्रीन मेट्रो सिस्टम

2326. श्री दुलू महतो:

श्री प्रदीप कुमार सिंह:

श्री योगेन्द्र चांदोलिया:

श्री लुम्बाराम चौधरी:

श्री जसवंतसिंह सुमनभाई भाभोर:

श्री बसवराज बोम्मई:

श्री दिलीप शङ्कीया:

श्री त्रिवेन्द्र सिंह रावत:

श्री खगेन मुर्मू:

श्री बलभद्र माझी:

डॉ. हेमंत विष्णु सवरा:

श्रीमती अपराजिता सारंगी:

श्रीमती शोभनाबेन महेन्द्रसिंह बारैया:

श्री रवीन्द्र शुक्ला उर्फ रवि किशन:

श्री बिप्लब कुमार देब

श्री मनोज तिवारी:

श्री अनिल फिरोजिया:

क्या **आवासन और शहरी कार्य** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का नवीकरणीय ऊर्जा को बढ़ावा देने के लिए दिल्ली के अलावा देश भर में मेट्रो नेटवर्क में वर्टिकल बाइफेशियल सौर संयंत्रों और छतों पर सौर ऊर्जा प्रणालियों की संस्थापना का विस्तार करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) सरकार किस तरह से ग्रीन मेट्रो सिस्टम को 2070 तक भारत के व्यापक निवल-शून्य उत्सर्जन लक्ष्य के साथ एकीकृत करने की योजना बना रही है;

(ग) मेट्रो निगमों द्वारा ऊर्जा-कुशल प्रौद्योगिकियों को अपनाने और देश भर में पर्यावरण अनुकूल भवन प्रमाणन प्राप्त करने के लिए प्रोत्साहित करने हेतु शुरू की जा रही विशिष्ट नीतियों और प्रोत्साहन योजनाओं का ब्यौरा क्या है;

(घ) ग्रीन मेट्रो सिस्टम के पहलों के वित्तपोषण और उनके कार्यान्वयन में निजी क्षेत्र की क्या भूमिका है; और

(ङ) क्या किन्हीं सार्वजनिक-निजी भागीदारी मॉडल की खोज/विचार किया जा रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) देश भर में विभिन्न मेट्रो नेटवर्क में 88 एमडब्ल्यूपी से अधिक क्षमता के रूफटॉप सोलर प्लांट लगाए गए हैं। इसके अलावा, दिल्ली मेट्रो रेल कॉरपोरेशन (डीएमआरसी) ने अपने वायडक्ट पर 50 किलोवाट के वर्टिकल बाइफेशियल सोलर पैनल लगाए हैं।

(ख) और (ग) भारत सरकार ने स्थायी गतिशीलता के लक्ष्य को प्राप्त करने के लिए मेट्रो रेल सहित सार्वजनिक परिवहन परियोजनाओं की व्यवस्थित आयोजना के लिए राष्ट्रीय शहरी परिवहन नीति,

2006 और मेट्रो रेल नीति, 2017 जारी की है। मेट्रो रेल प्रणाली को अत्याधुनिक ऊर्जा कुशल प्रौद्योगिकी के साथ कार्यान्वित किया गया है जिसमें रीजेनरेटिव ब्रेकिंग प्रणाली के साथ रोलिंग स्टॉक लगाना शामिल है। सोलर रूफटॉप प्रणाली के साथ-साथ ऐसी ऊर्जा कुशल प्रणालियाँ ऊर्जा की खपत को कम करेंगी और हरित ऊर्जा का दोहन करेंगी। ये कदम मेट्रो परियोजनाओं को कुशल, स्थायी और पर्यावरण के अनुकूल बनाने में महत्वपूर्ण योगदान देते हैं।

(घ) और (ङ) मेट्रो रेल प्रणाली में, रूफटॉप और भूमि पर स्थापित सोलर पैनलों की स्थापना आमतौर पर अक्षय ऊर्जा सेवा कंपनी (आरईएससीओ) मॉडल के तहत निजी भागीदारी के माध्यम से की जाती है, जिसमें सोलर पावर डेवलपर को इस संयंत्र से उत्पन्न ऊर्जा के लिए भुगतान किया जाता है।

ROOF COLLAPSE AT DELHI AIRPORT

2327. SHRI GURMEET SINGH MEET HAYER:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) whether it is true that a portion of the roof at Terminal 1 of Indira Gandhi International Airport in New Delhi collapsed on June 28, 2024 due to heavy rainfall resulting in one fatality and injuries to several individuals;
- (b) if so, the details thereof along with the details of reports/investigations conducted in this regard;
- (c) the measures taken by the Government to ensure that such incidents would not occur at any airport of the country in the future;
- (d) the details of any compensation provided to the victims and their families; and
- (e) whether the Government has fixed any responsibility and accountability in this regard and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) During heavy rain, forecourt canopy collapsed at Terminal 1D of Indira Gandhi International Airport, Delhi on 28.06.2024, resulting in one fatality and injuries to nine individuals.;

(b) Following the incident, this Ministry constituted a High-Level Expert Committee comprising Structural Engineers from IIT Delhi to assess the incident and the report has been submitted by IIT Delhi.;

(c) All the Airport Operators have been directed to carry out a thorough evaluation of all civil, electrical and technical aspects of the building including the design, specifications and workmanship of the roof sheeting structure before the onset of monsoon every year. Additionally, all the Airport Operators were directed to carry out a Third Party Audit of structural stability of Airport buildings and associated infrastructures through a reputed Government Institution/ Body such as IITs, NITs, CBRI, EIL etc.;

A workshop cum hand holding session was conducted with the airport operators on 28.01.2025 on "Structural Stability of Airport Buildings and Associated Infrastructure" in collaboration with the Central Building Research Institute (CBRI).

(d) A compensation of Rs.20 lakh has been provided to the family of the deceased and Rs.3 lakh each to the injured by DIAL.

(e) Delhi International Airport Limited (DIAL) is governed by the Operation, Management and Development Agreement (OMDA) signed between Airports

Authority of India (AAI) and DIAL, whereby the functioning operations, maintenance, development, design, construction, upgradation, modernisation, finance, management and keeping the airport in good repair and operating condition has been assigned to the Joint Venture Company i.e. DIAL. DIAL has furnished inputs on the findings of the investigation report of IIT Delhi. The response of DIAL is under examination by Airports Authority of India.

एकीकृत जल संसाधन प्रबंधन

2328. श्री दिनेशभाई मकवाणा:

डॉ. मन्ना लाल रावत:

श्री जसवंतसिंह सुमनभाई भाभोर:

श्री विश्वेश्वर हेगड़े कागेरी:

श्री बसवराज बोम्मई:

श्री प्रवीण पटेल:

श्री मुकेश राजपूत:

श्री मनोज तिवारी:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने हाल ही में उदयपुर, राजस्थान में दूसरा अखिल भारतीय राज्य जल मंत्री सम्मेलन आयोजित किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) एकीकृत जल संसाधन प्रबंधन पर केंद्रित उक्त सम्मेलन में किस प्रकार से राज्य-विशिष्ट जल चुनौतियों का समाधान किया तथा इसके कार्यान्वयन के लिए क्या कार्य-नीतियां प्रस्तावित की गई हैं;

(ग) क्या उक्त सम्मेलन में जल प्रशासन और दक्षता में सुधार के लिए डेटा, प्रौद्योगिकी और नवाचार की भूमिका पर चर्चा की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा किन विशिष्ट तकनीकी

हस्तक्षेपों पर विचार-विमर्श किया गया है;

(घ) क्या 'जल संचय जन भागीदारी' पहल जमीनी स्तर पर जल संरक्षण को बढ़ावा देती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा इसके राष्ट्रव्यापी विस्तार के लिए क्या उपाय किए जाएंगे; और

(ङ) क्या सरकार द्वारा नदी-जोड़ों परियोजनाओं में तेजी लाने के लिए कदम उठाए गए हैं/उठाए जा रहे हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा राज्यों के बीच आम सहमति किस प्रकार सुनिश्चित की जाएगी?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) और (ख) दिनांक 18-19 फरवरी, 2025 को जल शक्ति मंत्रालय द्वारा उदयपुर में "इंडिया@2047-एक जल सुरक्षित राष्ट्र" विषय पर द्वितीय राज्य मंत्री जल सम्मेलन 2025 आयोजित किया गया था। माननीय जल शक्ति मंत्री और माननीय मुख्यमंत्री, राजस्थान द्वारा इस सम्मेलन का उदघाटन किया गया था। इस कार्यक्रम में माननीय मुख्यमंत्री ओड़िशा और त्रिपुरा, सहित उप मुख्यमंत्री हिमाचल प्रदेश, छत्तीसगढ़ और कर्नाटक की गरिमामय उपस्थिति भी थी। इस सम्मेलन में 33 माननीय मंत्रियों और केंद्र/राज्य सरकारों, बहुपक्षिय/द्विपक्षीय संगठनों आदि के 300 से अधिक प्रतिनिधि ने भाग लिया। इस विचार-विमर्श के दौरान देश में अंतर-राज्य सहयोग को मजबूत करने और मुख्य जल संरक्षण पहल को आगे बढ़ाते हुए वर्ष 2047 तक भारत की जल सुरक्षा को सुदृढ़ करने पर ध्यान केंद्रित किया गया। इस सम्मेलन को छः विषयगत सत्र में आयोजित किया गया अर्थात् 1. जल शासन का सुदृढ़ीकरण करना, 2. जल भंडारण अवसंरचनाएं और आपूर्ति संवर्धन, 3. पेयजल पर फोकस करते हुए जल डीलिवरी सेवा, 4. सिंचाई और अन्य उपयोगों पर फोकस करते हुए जल डीलिवरी सेवा, 5. मांग प्रबंधन और जल उपयोग दक्षता, 6. एकीकृत नदी और तटीय प्रबंधन।

द्वितीय राज्य मंत्री जल सम्मेलन 2025 एकीकृत जल संसाधन प्रबंधन पर केंद्रित था, इसे राज्य-विशिष्ट जल चुनौतियों का समाधान करने के लिए प्रमुखता प्रदान की गई है। यह सम्मेलन यह रेखांकित करता है कि जल का प्रबंधन अलग-थलग रूप से नहीं किया जा सकता और विभिन्न स्तरों पर एक समन्वित

शासन की इसमें अहम भूमिका है। प्रभावी जल प्रबंधन सुनिश्चित करने के लिए एक बहु-स्तरीय शासन अपेक्षित है, जो बेसिन और उप-बेसिन स्तरों से लेकर राज्य, जिला और नगरपालिका स्तरों तक हो। इस चर्चा में इस बात पर जोर दिया गया कि एकीकृत जल संसाधन प्रबंधन में विभिन्न जल स्रोतों को शामिल किया जाना चाहिए, जिसमें वर्षा, सतही जल, भूजल और उपचारित जल शामिल हो और हैं, जिससे एक समग्र और सतत दृष्टिकोण सुनिश्चित हो सके। इस सम्मेलन द्वारा एकीकृत जल संसाधन प्रबंधन को प्रभावी ढंग से कार्यान्वित करने के लिए, एक विकेंद्रीकृत शासन संरचना प्रस्तावित की गई है जो विभिन्न क्षेत्रों के बीच समन्वय बढ़ाएगी।

(ग) द्वितीय राज्य मंत्री जल सम्मेलन 2025 में जल शासन और दक्षता में डेटा, प्रौद्योगिकी और नवाचार की भूमिका पर व्यापक चर्चा की गई। मुख्य कार्यकलापों में जल जीवन मिशन के तहत रियल-टाइम मॉनिटरिंग के लिए इंटरनेट ऑफ थिंग्स आधारित स्मार्ट जल मीटर, भूजल प्रबंधन के लिए हाइड्रोजियोलॉजिकल मानचित्र और जल क्षति और रिसाव को ट्रैक करने के लिए आर्टिफिशियल इंटेलिजेंस आधारित सिस्टम शामिल थे।

इस सम्मेलन के दौरान जल शासन और कार्य-निष्पादकता में कई नवाचारों पर चर्चा की गई, जिसमें अन्य बातों के साथ-साथ रियल टाइम मॉनिटरिंग और स्वचालन प्रौद्योगिकियों का उपयोग शामिल है। शहरी जल शासन में, जल आपूर्ति और सीवरेज प्रबंधन के लिए पर्यवेक्षी नियंत्रण और डेटा अधिग्रहण प्रणाली लागू की गई हैं, जो जल संवितरण, लिक डिटेक्शन और सीवेज उपचार कार्य निष्पादकता की निरंतर निगरानी को सक्षम बनाती हैं। नवी मुंबई नगर निगम ने अपने अनुक्रमिक बैच रिएक्टर-आधारित सीवेज उपचार में पर्यवेक्षी नियंत्रण और डेटा अधिग्रहण प्रणाली को एकीकृत किया है, जो पर्यावरण मानकों के साथ रियल टाइम में अनुपालन सुनिश्चित करता है और उपचारित अपशिष्ट जल के कुशल पुनःउपयोग को भी सक्षम बनाता है और इसमें होल्डिंग पॉण्ड का भी उपयोग किया जाता है, जो सामान्य परिस्थितियों में रिटेंशन बेसिन और उच्च ज्वार के दौरान भंडारण के रूप में कार्य करते हैं ताकि जलभराव को रोका जा सके, जो इसकी एकीकृत जल निकासी प्रणाली का हिस्सा होती है, जिसमें

अलग-अलग तूफानी और अपशिष्ट जल का निपटान भी शामिल है। भूजल प्रबंधन के लिए, वैज्ञानिक जल संसाधन योजना के लिए नवाचार के रूप में हाइड्रोलॉजिकल मानचित्रों के उपयोग पर चर्चा की गई। वर्ष 2014 में तमिलनाडु द्वारा भूजल के संबंध में भावी मानचित्र विकसित किए गए हैं, जिससे अधिकारियों को भूजल पुनर्भरण क्षेत्रों की पहचान करने और बोरवेल, इनफिल्ट्रेशन कुएं और खुले कुएं जैसे उपयुक्त कार्यकलापों को डिजाइन करने में मदद मिलेगी। कृषि में, ड्रिप और स्प्रिंकलर सिस्टम जैसी सटीक सिंचाई तकनीकों, सहित स्वचालित जल प्रबंधन के लिए एआई और आईओटी-सक्षम स्मार्ट सिंचाई पर भी जोर दिया गया।

(घ) माननीय प्रधानमंत्री के वर्चुअल उपस्थिति में जल संचय जन भागीदारी पहल 6 सितंबर, 2024 को सूरत, गुजरात में जल शक्ति अभियान: कैच द रेन अभियान के तहत शुरू की गई। जल संचय जन भागीदारी पहल किफायती कृत्रिम पुनर्भरण संरचनाओं के विनिर्माण के लिए सक्रिय सामुदायिक कार्रवाई के लिए एक नवोन्मेषी पहल के रूप में उभरी है, जिसमें छत पर वर्षा जल संचयन संरचनाओं, निष्क्रिय बोरवेलों और नवोन्मेषी वित्तीय मॉडलों जैसे परोपकारी योगदान, औद्योगिक कॉर्पोरेट सामाजिक जिम्मेदारी, सामुदायिक साझेदारी मॉडलों और जल संरक्षण के लिए लागत प्रभावी स्थानीय समाधान खोजने के माध्यम से पुनर्भरण गड्ढों पर ध्यान केंद्रित किया गया है। जल संचय जन भागीदारी सूक्ष्म स्तर पर घटते भूजल स्तरों के निपटान के लिए एक स्केलेबल, सतत दृष्टिकोण प्रदान करता है। कृत्रिम पुनर्भरण संरचनाओं और उन्नत निगरानी प्रणालियों के साथ, जल संचय जन भागीदारी में भूजल पुनर्भरण में योगदान देने के साथ-साथ जिम्मेदारी के साथ जल के दक्ष उपयोग को प्रोत्साहित करने का लक्ष्य रखा गया है। जल संचय जन भागीदारी द्वारा शहरी और ग्रामीण भारत में एक मिलियन किफायती पुनर्भरण संरचनाएं बनाने का लक्ष्य है, जिसमें वैज्ञानिक प्रौद्योगिकी और पारंपरिक विधियों का संयोजन किया जाएगा।

जल संचय जन भागीदारी पहल का मुख्य उद्देश्य सामूहिक प्रयासों के माध्यम से हर एक बूंद पानी संरक्षित करना है, जिसमें समाज और सरकार दोनों को साथ लेकर चलाया गया है। समुदाय स्वामित्व

को बढ़ावा देते हुए, इस पहल के द्वारा विभिन्न क्षेत्रों में जल चुनौतियों के लिए लागत-कुशल, स्थानीय समाधान का प्रयास किया गया है, जिसका लक्ष्य भूजल स्तर को बढ़ाना, जल संरक्षण को बढ़ावा देना, जलवायु अनुकूलन को बढ़ावा देना और जल गुणवत्ता में सुधार करना है। संसाधनों युक्त लोगों को अपने राज्यों और गांवों में पुनर्भरण संरचनाएं बनाने के लिए प्रोत्साहित किया जाता है। दिनांक 31 मई, 2025 तक जल संचय - जन भागीदारी के माध्यम से 1 मिलियन कृत्रिम पुनर्भरण संरचनाएं बनाये जाने की आशा है, जिसमें सरकार और निजी पहल दोनों का उपयोग शामिल है।

सरकार द्वारा केंद्रीय भूजल बोर्ड (सीजीडबल्यूबी) के सहयोग से जेएसजेबी पहल के विस्तार को राष्ट्रीय स्तर पर सुलभ बनाने के लिए विशिष्ट कदम उठाए गए हैं और उसके कार्यान्वयन हेतु दिनांक 07.10.2024 को जिला मजिस्ट्रेटों/उपायुक्तों और नगर निगमों के लिए एक एडवाइजरी जारी की गई है। मंत्रालय द्वारा एक जल संचय डैशबोर्ड विकसित किया गया है ताकि पारदर्शिता और गुणवत्ता निगरानी सुनिश्चित किया जा सके, यह जीआईएस समन्वय, फोटोग्राफों और वित्तीय विवरणों के उपयोग के साथ पुनर्भरण संरचनाओं को ट्रैक करने के लिए एक ऑनलाइन प्लेटफॉर्म है। इसमें दिनांक 10.03.2025 तक, जल संचय जन भागीदारी पहल के तहत 7.33 लाख पुनर्भरण संरचनाएं शामिल की गई हैं। इसके अलावा, 1% पुनर्भरण संरचनाओं की गुणवत्ता आश्वासन हेतु उनकी जांच की जाती है। केन्द्रीय जल आयोग और केंद्रीय भूजल बोर्ड द्वारा पुनर्भरण संरचनाओं के निर्माण और उनके नवीनीकरण के लिए तकनीकी सहायता भी प्रदान की जाती है ताकि भूजल संवर्धन प्रयासों में सुधार किया जा सके।

केंद्रीय भूजल बोर्ड और केंद्रीय जल आयोग के तकनीकी अधिकारियों को प्रत्येक जिले और नगर पालिका के मार्गदर्शन और राज्यों, मंत्रालयों, उद्योगों और गैर-सरकारी संगठनों (एनजीओ) को इसके कार्यान्वयन में सहायता प्रदान करने के लिए नियुक्त किया गया है। इसके अतिरिक्त, केंद्रीय भूजल बोर्ड द्वारा राष्ट्रीय जल मिशन (एनडबल्यूएम) के सहयोग से अक्सर पूछे जाने वाले प्रश्न (एफ़एक्यू) और तकनीकी सलाहकार दस्तावेज तैयार किए गए हैं और सभी स्तरों पर हितधारकों की सहायता के लिए जेएसए: सीटीआर पोर्टल के माध्यम से व्यापक रूप से वितरित किए गए हैं। जमीनी स्तर पर जन

जागरूकता लाने के लिए सूचना, शिक्षा और संचार (आईईसी) गतिविधियाँ भी इसमें समाहित की गई हैं।

(ड) भारत सरकार द्वारा वर्ष 1980 में एक राष्ट्रीय परिपेक्ष्य योजना (एनपीपी) तैयार की गई थी और राष्ट्रीय जल विकास एजेंसी (एनडब्ल्यूडीए) को एनपीपी के तहत नदियों के इंटरलिंगिंग (आईएलआर) का कार्य सौंपा गया। एनपीपी के तहत, 30 लिंक परियोजनाओं को चिन्हित किया गया है जिनमें से 16 लिंक परियोजनाएं प्रायद्वीपीय घटक के तहत और 14 लिंक परियोजनाएं हिमालयी घटक के तहत हैं। 11 लिंक परियोजनाओं की विस्तृत परियोजना रिपोर्ट (डीपीआर), 26 लिंकों की व्यवहार्यता रिपोर्ट (एफआर) और सभी 30 लिंकों की पूर्व-व्यवहार्यता रिपोर्ट (पीएफआर) का कार्य पूरा किया जा चुका है।

सरकार द्वारा आईएलआर कार्यक्रम को सर्वोच्च प्राथमिकता दी गई है। भारत सरकार संबंधित राज्यों के बीच सहमति बनाने के लिए समन्वित प्रयास कर रही है ताकि इन लिंक परियोजनाओं के कार्यान्वयन में तेजी लाई जा सके। नदियों को आपस में जोड़ने (आईएलआर) संबंधी कार्यक्रम को पक्षकार राज्यों के बीच सहमति बनाकर परामर्शात्मक तरीके से आगे बढ़ाया जा रहा है ताकि परिपक्व लिंक परियोजनाओं को कार्यान्वित किया जा सके। सरकार द्वारा संबंधित राज्यों को इसमें शामिल करने के लिए जोरदार प्रयास किए जा रहे हैं। एनडब्ल्यूडीए द्वारा तैयार की गई सभी अध्ययन रिपोर्टें (पीएफआर, एफआर और डीपीआर) संबंधित राज्य सरकारों को उनके विचारों/टिप्पणियों के लिए परिचालित की जाती हैं। राज्यों से प्राप्त टिप्पणियों को इन रिपोर्टों में समुचित रूप से शामिल किया जाता है।

राज्य सरकार के अधिकारियों को सभी महत्वपूर्ण बैठकों में आमंत्रित किया जाता है जैसे कि माननीय मंत्री (जल शक्ति) की अध्यक्षता में एनडब्ल्यूडीए संस्था की वार्षिक आम बैठकें, सचिव (जल संसाधन) की अध्यक्षता में एनडब्ल्यूडीए की गवर्निंग बॉडी की बैठकें, नदियों को आपस में जोड़ने के लिए विशेष समिति (एससीआईएलआर) की बैठकें और नदियों को आपस में जोड़ने के लिए कार्य बल (टीएफआईएलआर) की बैठकें ताकि इन लिंक परियोजनाओं से संबंधित विचार-विमर्श में सक्रिय रूप से भाग ले सकें। इसके अलावा, संबंधित राज्यों के साथ परामर्शी बैठकें आयोजित की जाती हैं ताकि

उनकी राय/मुद्दों पर चर्चा की जा सके। उनके मुद्दों पर इन सभी बैठकों में चर्चा की जाती है ताकि लिंक परियोजनाओं को आगे बढ़ाने के लिए उपयुक्त समाधान हासिल किया जा सके।

YASHASVINI INITIATIVE

2329. SHRI ANURAG SHARMA:

SHRI TRIVENDRA SINGH RAWAT:

SHRI YOGENDER CHANDOLIA:

SHRIMATI HIMADRI SINGH:

SUSHRI KANGNA RANAUT:

SHRI MUKESHKUMAR CHANDRAKAANT DALAL:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

the steps being taken to increase awareness and accessibility of the Yashasvini initiative in Tier-II and Tier-III town, State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

Yashasvini is an initiative of Ministry of Micro, Small and Medium Enterprises having an objective towards increasing awareness of various Schemes of the Ministry among women entrepreneurs. It promotes formalization by registration on Udyam/Udyam assist portals for Women entrepreneurs to enable them access various Schemes of the Ministry. Yashasvini Campaigns focuses on Tier-II and Tier-III Cities/Towns. Yashasvini aims to provide continuum of support on access

to credit, access to market, technology, capacity building and mentorship. Since its inaugural event in Jaipur, Rajasthan on 19th July 2024, registration of more than five Lakhs women on Udyam/Udyam Assist portals have been achieved. Yashasvini campaigns have also been organized in Ranchi, Jharkhand, Agartala, Tripura, Guwahati, Assam, Moga, Punjab and Kolkata, West Bengal.

रामजल सेतु लिंक परियोजना

2330. डॉ. मन्ना लाल रावत:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) राजस्थान और मध्य प्रदेश की अंतरराज्यीय परियोजना रामजल सेतु लिंक परियोजना (संशोधित पार्वती-कालीसिंध-चंबल लिंक) का विस्तृत ब्यौरा क्या है;

(ख) केंद्र सरकार द्वारा इस परियोजना के लिए उपलब्ध कराए गए वित्तीय संसाधनों का ब्यौरा क्या है; और

(ग) इस परियोजना में उपयोग किए जाने वाले जल की मात्रा तथा इससे लाभान्वित होने वाले क्षेत्र और जनसंख्या कितनी है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) से (ग) चंबल नदी प्रणाली के जल के इष्टतम उपयोग को ध्यान में रखते हुए और राजस्थान और मध्य प्रदेश (एमपी) की राज्य सरकारों के साथ विभिन्न प्लेटफार्मों पर किए गए विचार-विमर्श के आधार पर, संशोधित पार्वती-कालीसिंध-चंबल (संशोधित पीकेसी) लिंक परियोजना के लिए एक प्रस्ताव तैयार किया गया है, जिसमें राजस्थान सरकार द्वारा यथा प्रस्तावित ईआरसीपी के घटकों सहित कूनो, पार्वती और कालीसिंध उप-बेसिनों में मध्य प्रदेश सरकार द्वारा प्रस्तावित घटकों को शामिल किया गया है। राष्ट्रीय परिप्रेक्ष्य योजना (एनपीपी) के अंतर्गत संशोधित पीकेसी लिंक परियोजना को एक नदियों की प्रायोरिटी इंटरलिंकिंग योजना घोषित किया गया है और इस लिंक परियोजना के कार्यान्वयन के लिए

राजस्थान और मध्य प्रदेश राज्यों और भारत सरकार के बीच दिसंबर, 2024 में एक समझौता ज्ञापन (एमओए) पर हस्ताक्षर किए गए हैं।

समझौता ज्ञापन के अनुसार, दोनों राज्यों के बीच 75% निर्भरता पर कूनो और पार्वती उप बेसिन में पानी का समान आदान-प्रदान होगा। राजस्थान के हिस्से से कूनो उपबेसिन में लगभग 116 मिलियन घन मीटर (एमसीएम) अधिशेष जल का उपयोग मध्य प्रदेश राज्य द्वारा कूनो उपबेसिन में किया जाएगा, जबकि राजस्थान राज्य द्वारा पार्वती उपबेसिन के मुक्त आवाह भाग में मध्य प्रदेश के हिस्से से पूर्वी राजस्थान नहर परियोजना के लिए महलपुर बैराज से अपवर्तन हेतु 75% निर्भरता पर लगभग 116 मिलियन घन मीटर (एमसीएम) जल का उपयोग किया जाएगा। मध्य प्रदेश राज्य संशोधित पीकेसी लिंक के तहत पहचान की गई पांच परियोजनाओं के माध्यम से ऊपरी चंबल बेसिन (लगभग 450 एमसीएम) में अतिरिक्त जल का उपयोग करेगा, जो इन परियोजना स्थलों पर 75% निर्भरता पर उपलब्ध पानी के अनुरूप है। ऊपरी चंबल बेसिन में पांच परियोजनाओं के माध्यम से मध्य प्रदेश द्वारा उपयोग किए गए पानी की समान मात्रा को प्रतिस्थापन आधार पर 75% से अधिक सफलता दर पर कालीसिंध उप-बेसिन से गांधीसागर जलाशय में स्थानांतरित किया जाएगा।

समझौता ज्ञापन के अनुसार, परिकल्पित परियोजना का उद्देश्य शिवपुरी, ग्वालियर, भिंड, मुरैना, श्योपुर जिलों को लगभग 1815 एमसीएम जल का उपयोग करके लगभग 6 लाख हेक्टेयर कमान क्षेत्र में वार्षिक सिंचाई का विस्तार करके और मालवा क्षेत्र सहित शिवपुरी, ग्वालियर, भिंड, मुरैना, श्योपुर, शाजापुर, आगर मालवा, राजगढ़, सीहोर, गुना, रतलाम, मंदसौर, उज्जैन, धार और देवास जिलों में लगभग 71 एमसीएम पेयजल आपूर्त कर मध्य प्रदेश राज्य को लाभ पहुंचाना है। राजस्थान में, संपर्क परियोजना से पूर्वी राजस्थान के 21 जिलों अर्थात् झालावाड़, बारां, कोटा, बूंदी, टोंक, सवाई माधोपुर, गंगानगर सिटी, दौसा, करौली, भरतपुर, डीग, अलवर, खैरथल-तिजारा, कोटपुतली-बहरोड़, जयपुर शहर, जयपुर ग्रामीण, दूदू, अजमेर, ब्यावर, केकरी और मार्ग में आने वाले कस्बों और गांवों की लक्षित आबादी तथा तालाबों को पेयजल (लगभग 1744 एमसीएम) उपलब्ध कराने तथा इसके साथ-साथ दिल्ली-मुंबई औद्योगिक गलियारे (डीएमआईसी) और क्षेत्र में अन्य उद्योगों के लिए लगभग 205 एमसीएम का

औद्योगिक जल मांग को पूरा करने की परिकल्पना की गई है। राजस्थान में लगभग 1.5 लाख हेक्टेयर के मौजूदा कमान क्षेत्र को स्थिर करने के साथ-साथ 2.5 लाख हेक्टेयर से अधिक नए कमान क्षेत्र की सिंचाई के लिए लगभग 1360 एमसीएम जल का प्रावधान भी है। दोनों राज्य वर्तमान में परियोजनाओं को केन्द्र सरकार को प्रस्तुत करने के लिए अंतिम रूप दे रहे हैं।

भारत सरकार द्वारा इस संपर्क परियोजना के लिए अब तक कोई वित्तीय संसाधन उपलब्ध नहीं कराए गए हैं।

PERMANENT HOUSING SOLUTIONS FOR HOMELESS PEOPLE

2331. SHRIMATI RACHNA BANERJEE:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the details of the steps taken/being taken by the Government to provide permanent housing solutions for the homeless people in urban areas;
- (b) whether there are any dedicated programmes or policies addressing the said issue and if so, the details thereof;
- (c) the manner in which the Government is planning to address the issue of urban slums, particularly the lack of basic services such as water, sanitation and electricity in these areas; and
- (d) the manner in which the Government proposes to facilitate the rehabilitation of slum dwellers and improvement in their living conditions?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

- (a) and (b) 'Land' and 'Colonization' are State subjects. Therefore, schemes related to housing for their citizens including homeless and slum dwellers in their

respective urban areas are implemented by States/Union Territories (UTs). However, the Ministry of Housing and Urban Affairs (MoHUA) supplements the efforts of States/UTs by providing Central Assistance under Pradhan Mantri Awas Yojana - Urban (PMAY-U) since 25.06.2015 with an aim to provide all weather pucca houses with basic civic amenities to eligible urban beneficiaries including homeless and slum dwellers across the country.

Based on project proposals submitted by the State/UT Governments under PMAY-U, a total of 118.64 lakh houses have been sanctioned by the Ministry, out of which 112.46 lakh have been grounded and 90.60 lakh are completed/delivered to the beneficiaries including homeless and slum dwellers in urban areas as on 03.03.2025. The remaining houses are at different stages of construction. The scheme period has been extended up to 31.12.2025 to complete sanctioned houses without changing the funding pattern and implementation methodology.

Additionally, the Government also supported Shelter for Urban Homeless under Deendayal Antyodaya Yojana - National Urban Livelihoods Mission (DAY-NULM) to ensure availability and access of the urban homeless population to permanent shelters including the basic infrastructure facilities like water supply, sanitation, safety and security.

(c) and (d) Based on the learning from the experiences of 9 years implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 for implementation in urban areas across the country for 1 crore additional eligible beneficiaries including slum dwellers through four verticals i.e., Beneficiary Led Construction (BLC), Affordable

Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS).

PMAY-U 2.0 is a demand driven scheme. Selection of beneficiaries, under various verticals preferred by the beneficiaries, formulation of projects and execution is done by States/UTs. States/UTs prepare project proposals and after approval of State Level Sanctioning and Monitoring Committee (SLSMC), headed by Chief Secretary of the State/UT, these are submitted to the Ministry for sanctioning of admissible Central Assistance by Central Sanctioning and Monitoring Committee (CSMC).

As per the scheme guidelines of PMAY-U 2.0, State/UT Governments can propose projects for providing pucca houses in tenable slums with list of eligible beneficiaries for sanctioning of Central Assistance under BLC vertical. Similarly, States/UTs may also propose

‘Redevelopment’ or ‘In-situ Improvement’ projects for tenable slums having dilapidated buildings located on Government/Urban Local Body (ULB)/Public land under AHP vertical. Under this vertical, the existing slum may be in-situ redeveloped in the form of multi-storied building with basic amenities and social infrastructure. States/UTs may also take benefit of other flagship urban Missions like Swachh Bharat Mission - Urban 2.0 (SBM-U 2.0), Atal Mission for Rejuvenation and Urban Transformation 2.0 (AMRUT 2.0) etc. to converge efforts for provision of basic amenities and social infrastructure.

PROMOTION OF TRIBAL PRODUCTS

2332. DR. RANI SRIKUMAR:

DR. PRASHANT YADAORAO PADOLE:

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

- (a) whether the Government has taken specific measures to promote tribal products like honey and handicrafts from Nilgiris district, paddy (rice-based products) from Bhandara district and lac from Gondia district under initiatives like the One District One Product (ODOP) scheme and Tribal Cooperative Marketing Development Federation of India (TRIFED) and if so, the details thereof;
- (b) the details of funds allocated, disbursed and utilized for marketing and capacity-building initiatives for the said products during the last three years;
- (c) the number of tribal artisans, honey producers, farmers and lac producers from the said districts who have directly benefitted from these initiatives, disaggregated by gender and tribal group;
- (d) the steps taken to ensure sustainable harvesting practices and biodiversity conservation while promoting honey and handicraft production; and
- (e) whether the Government has any plans to expand the market reach of these products through e-commerce platforms and if so, the timeline drawn and strategy proposed in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (d) Tribal Cooperative Marketing Development Federation of India Ltd. (TRIFED) is the implementing “Pradhan Mantri Janjatiya Vikas Mission” (PMJVM) scheme of Ministry of Tribal Affairs for socio-economic development of tribal communities across the country. Under the scheme, empanelment of tribal artisan and procurement of various tribal products from them is a core activity for generating livelihood opportunities for tribal communities. To achieve the same, TRIFED undertakes retail marketing of tribal products through TRIBES India Outlets, E-Commerce and Exhibitions. The details of tribal artisans empanelled with TRIFED from Nilgiris, Bhandara and Gondia Districts are as under:

Sl. No.	State	District	No. of Empanelled Suppliers/ Producers	No. of Tribal families associated	Products
1	Tamil Nadu	Nilgiris	7	64	Handicraft items like Coaster, Wall Hanging, Key Chain, Bag, Purse, Pouch, Stole, Shawl, Muffler, Cushion Cover, Table Mat, Runner, Face Mask, Cup, Jar, Plates, Vase, Cap, Woolen Shirts, etc.
2	Maharashtra	Bhandara	7	821	Agarbatti, Saree, Stole, Turmeric, Kurta, Shirt, Tassar Silk Product, Stole, Suit, Duppatta etc.
3	Maharashtra	Gondia	6	1202	Sun Mask, Candle Stand, Mahua Laddu, Arjun Sal,

					Mahua Rab, Agarbatti, Tamarind, lac products etc.

Besides, under the Van Dhan Vikas Kendra component of PMJVM scheme, 6 VDVks with 628 members in Nilgiris district, 4 VDVks with 1,200 members in Bhandara district, and 10 VDVks with 3,000 members in Gondia district have been sanctioned. A total of Rs 241.4 lakhs have been sanctioned for these 20 VDVks in aforesaid districts of Tamil Nadu and Maharashtra respectively to support livelihood activities.

(e) TRIFED has been promoting tribal products through its in-house domestic and international e-commerce websites. TRIFED has integrated its in-house brand, Tribes India, into the Open Network for Digital Commerce (ONDC). Through buyer apps of ONDC these products are available for purchase to consumers. Besides, for expanding market reach of these products, TRIFED also plans to list these products on esteemed online marketplaces.

OBJECTIVES OF KRISHI UDAN SCHEME

2333. SHRI MALAIYARASAN D:

SHRI MUKESHKUMAR CHANDRAKAANT DALAL:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) the objectives of the Krishi UDAN scheme along with its alignment with the Atmanirbhar Bharat initiative to boost agricultural exports;

- (b) the number of flights and airports covered under the Krishi UDAN scheme since its launch along with the total volume of agricultural produce transported through the said scheme to date;
- (c) the details of funds allocated and spent on the Krishi UDAN scheme during the last three years within Tamil Nadu;
- (d) the steps taken by the Government to address the logistical challenges, such as cold storage facilities, cargo handling and cost of air transport in order to make the said scheme more effective for farmers;
- (e) the future plans of the Government for expanding the Krishi UDAN scheme to more remote areas and agricultural hubs, State-wise, particularly for Tamil Nadu and Gujarat;
- (f) the steps taken to facilitate the use of cargo planes and unused cargo capacity in passenger planes for transporting perishable agricultural products; and
- (g) whether the Government has any proposals to include exports of agricultural products under the said scheme and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

- (a) The Krishi Udan Scheme aims to ensure seamless, cost effective, time-bound air transportation and associated logistics for all Agri-produce originating especially from Northeast, hilly and tribal regions of the country, so that it improves their value realisation.;

Krishi Udan Scheme is a convergence scheme where eight Ministries/Departments namely Ministry of Civil Aviation, Department of Agriculture and Farmers' Welfare, Department of Animal Husbandry and Dairying, Department of Fisheries, Ministry of Food Processing Industries, Department of Commerce, Ministry of Tribal Affairs, Ministry of Development of North-Eastern Region leverage their existing schemes to strengthen the logistics for transportation of Agri-produce. By enhancing logistics and supply chains, the scheme aims to strengthen Indian agriculture and boosts farmers' income. ;

(b) The Krishi Udan Scheme covers 58 airports in the country, primarily focusing on 25 airports in North Eastern, Hilly and Tribal region besides 33 airports in other regions/areas.;

All perishable commodities are covered under Krishi Udan Scheme in the country which includes horticulture, fishery, livestock and processed products. The details of total perishable tonnage handled (in MT) in India are as under.;

FY	Domestic	International	Total
2021-22	79,275	190,484	269,759
2022-23	85,118	184,086	269,204
2023-24	75,794	218,701	294,494;

(c) There is no specific budget allocation under Krishi Udan Scheme.;

(d) to (g) For facilitating and incentivising movement of agri-produce by air transportation, waiver of Landing charges, Parking charges are provided for Indian freighters and P2C (Passenger-to-Cargo) Aircraft by Airports Authority of India (AAI) and Ministry of Defence at their selected Krishi Udan airports. In addition,

Route Navigation Facility Charges (RNFC) and Terminal Navigational Landing Charges (TNLC) are waived off at the selected AAI airports. Presently, cold storage facility is available at 35 airports in India.;

Krishi Udan is an ongoing Scheme and is reviewed from time to time in consultation with stakeholders.;

All perishable commodities are covered under Krishi Udan Scheme in the country originating from the 58 Krishi Udan airports, especially from Northeast, hilly and tribal regions of the country, which includes horticulture, fishery, livestock and processed products.;

100 स्मार्ट सिटी परियोजना

2334. श्री ज्ञानेश्वर पाटील:

श्री संदिपनराव आसाराम भुमरे:

श्रीमती कलावेन मोहनभाई देलकर:

डॉ. शिवाजी बंडाप्पा कालगे:

क्या आवासन और शहरी कार्य मंत्री यह बताने की क्या करेंगे कि:

(क) 100 स्मार्ट सिटी परियोजना के तहत स्मार्ट सिटी की क्या परिभाषा निर्धारित की गई है;

(ख) देश भर में 100 स्मार्ट सिटी के विकास के लिए स्मार्ट सिटी परियोजना के शुभारंभ के बाद से छत्रपति संभाजीनगर जिले सहित महाराष्ट्र, मध्य प्रदेश और दादरा और नगर हवेली में आवंटित, जारी और उपयोग की गई धनराशि का आज की तिथि के अनुसार वर्षवार और स्मार्ट सिटीवार ब्यौरा क्या है;

(ग) महाराष्ट्र, मध्य प्रदेश और दादरा और नगर हवेली में 100 स्मार्ट सिटी के विकास कार्य को पूरा करने के लिए शहरवार लक्षित तिथियां क्या है;

(घ) स्मार्ट सिटी के विकास में विलंब के कारण क्या हैं और उनकी वर्तमान स्थिति का ब्यौरा क्या है; और

(ङ) क्या स्मार्ट सिटी परियोजना के तहत नियमों के अनुसार कार्य किए जा रहे हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) जैसा कि स्मार्ट सिटीज मिशन दिशा-निर्देशों में कहा गया है, स्मार्ट सिटी की कोई सार्वभौमिक रूप से स्वीकृत परिभाषा नहीं है। अलग-अलग लोगों के लिए इसका अर्थ अलग-अलग है। इसलिए, स्मार्ट सिटी की अवधारणा विभिन्न शहरों और देशों में बदलती रहती है, जो विकास के स्तर, बदलाव और सुधार की इच्छा, संसाधनों और शहर के निवासियों की आकांक्षाओं पर निर्भर करती है।

(ख) एससीएम के तहत 100 शहरों के लिए केंद्र सरकार का कुल परिव्यय 48,000 करोड़ रु. है। 04.03.2025 तक, शहर एससीएम के तहत 47,538 करोड़ रु. की केंद्रीय वित्तीय सहायता का दावा कर पाए हैं, जिसमें से 45,772 करोड़ रु. का उपयोग हुआ है। केंद्रीय वित्तीय सहायता के आवंटन तथा सभी 100 स्मार्ट शहरों द्वारा दावा और उपयोग की गई निधि का राज्य/संघ राज्य क्षेत्र/शहर/वर्षवार (04.03.2025 तक) ब्यौरा विवरण में दिया गया है।

(ग) राज्यों/संघ राज्य क्षेत्रों से प्राप्त अनुरोधों पर एससीएम के तहत चल रही परियोजनाओं को पूरा करने के लिए भारत सरकार ने एससीएम को 31.03.2025 तक बढ़ा दिया है।

(घ) और (ङ) स्मार्ट सिटीज द्वारा दी गई जानकारी के अनुसार, स्मार्ट सिटी परियोजनाओं को कार्यान्वित करने में आने वाली चुनौतियों में अन्य बातों के साथ-साथ कानूनी मुद्दे, विभिन्न विभागों से मंजूरी मिलने में देरी, भूमि अधिग्रहण, पहाड़ी क्षेत्रों में निर्माण, छोटे और मझोले शहरों में वेंडर और संसाधन उपलब्धता में चुनौतियां, कुछ शहरों में निर्णय लेने का केंद्रीकरण, सभी नगर निगम विभागों और एजेंसियों के एकीकरण के साथ एकीकृत कमांड और नियंत्रण केंद्रों (आईसीसीसी) की पूरी क्षमता का उपयोग, परियोजनाओं को बार-बार बदलना और छोड़ना आदि शामिल हैं। स्मार्ट सिटीज की वर्तमान स्थिति का

ब्यौरा **विवरण-II** में दिया गया है। स्मार्ट सिटीज मिशन के तहत कार्यान्वित की गई सभी परियोजनाएँ स्मार्ट सिटीज मिशन दिशानिर्देशों के अनुसार हैं।

विवरण-I

100 स्मार्ट शहरों द्वारा दावा और उपयोग की गई केन्द्रीय वित्तीय सहायता का ब्यौरा

(राशि करोड़ रुपये में)

राज्य/शहर	वित्तीय वर्ष 2015-16	वित्तीय वर्ष 2016-17	वित्तीय वर्ष 2017-18	वित्तीय वर्ष 2018-19	वित्तीय वर्ष 2019-20	वित्तीय वर्ष 2020-21	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24	वित्तीय वर्ष 2024-25 (4.3.25 तक)	कुल जारी केन्द्रीय राशि	केन्द्रीय सहायता का उपयोग
अंडमान एवं निकोबार द्वीप समूह	-	194	2	-	-	-	-	49			245	242
पोर्ट ब्लेयर	-	194	2	-	-	-	-	49			245	242
आंध्र प्रदेश	380	106	120	568	302	199	199	32	53	26	1,984	1,921
अमरावती	-	-	18	372	106	-	-	32	32		560	522
काकीनाडा	190	6	-	98	98	98	-				490	485
तिरुपति	2	92	102	-	93	3	101				392	388
विशाखापट्टनम	188	8	-	98	5	98	98	-	21	26	542	526
अरुणाचल प्रदेश	2	-	18	98	100	86	86	98	490		978	798
इटानगर	-	-	-	58	50	43	43	49	245		488	365
पासीघाट	2	-	18	40	50	43	43	49	245		490	433
असम	2	189	5	-	-	-	-	147	147		490	490
गुवाहाटी	2	189	5	-	-	-	-	147	147		490	490
बिहार	6	63	166	275	-	-	272	196	566	191	1,735	1,669
भागलपुर	2	63	131	-	-	-	-	98	196		490	483
बिहारशरीफ	2	-	-	58	-	-	136		67	114	376	342
मुजफ्फरपुर	2	-	17	41	-	-	136	49	181	16	442	419
पटना	-	-	18	176	-	-	-	49	123	61	427	425
चंडीगढ़	2	71	123	-	-	-	98	179	17		490	490
चंडीगढ़	2	71	123	-	-	-	98	179	17		490	490

राज्य/शहर	वित्तीय वर्ष 2015-16	वित्तीय वर्ष 2016-17	वित्तीय वर्ष 2017-18	वित्तीय वर्ष 2018-19	वित्तीय वर्ष 2019-20	वित्तीय वर्ष 2020-21	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24	वित्तीय वर्ष 2024-25 (4.3.25 तक)	कुल जारी केंद्रीय राशि	केंद्रीय सहायता का उपयोग
छत्तीसगढ़	4	95	136	142	-	98	69	337	270	202	1,352	1,281
अटल नगर	-	-	18	104	-	-	-	121	123	123	488	463
बिलासपुर	2	-	18	38	-	-	69	118	123	61	429	384
रायपुर	2	95	100	-	-	98	-	98	25	18	435	435
दादरा और नगर हवेली	-	2	-	102	-	-	-	92	196		392	387
सिलवासा	-	2	-	102	-	-	-	92	196		392	387
दमन और दीव	-	-	-	110	-	-	-	86	276		386	374
दीव	-	-	-	110	-	-	-	86	276		386	374
दिल्ली	2	194	-	-	-	98	-	49			343	317
एनडीएमसी	2	194	-	-	-	98	-	49			343	317
गोवा	2	-	110	84	-	-	-	98	98	49	441	411
पणजी	2	-	110	84	-	-	-	98	98	49	441	411
गुजरात	12	388	163	713	300	147	392	424	408		2,947	2,892
अहमदाबाद	2	194	-	98	-	49	49	98			490	490
दाहोद	2	-	17	167	10	-	98	49	74		417	414
गांधीनगर	2	-	18	90	86	-	147	49	98		490	462
राजकोट	2	-	19	175	-	49	49	98	98		490	468
सूरत	2	194	-	98	204	-	-	32	40		570	570
वडोदरा	2	-	109	85	-	49	49	98	98		490	487
हरियाणा	4	92	119	41	-	166	68	245	172	74	980	844
फरीदाबाद	2	92	102	-	-	98	-	98	98		490	412
करनाल	2	-	17	41	-	68	68	147	74	74	490	432
हिमाचल प्रदेश	2	188	24	40	-	117	68	343	196		978	955
धर्मशाला	2	188	6	-	-	49	-	196	49		490	477
शिमला	-	-	18	40	-	68	68	147	147		488	478
जम्मू और कश्मीर	-	2	36	80	-	136	136	49	294	123	856	771
जम्मू	-	1	18	40	-	68	68	49	147	49	440	394
श्रीनगर	-	1	18	40	-	68	68		147	74	416	377
झारखंड	2	92	102	-	196	98	-				490	490

राज्य/शहर	वित्तीय वर्ष 2015 -16	वित्तीय वर्ष 2016- 17	वित्तीय वर्ष 2017 -18	वित्तीय वर्ष 2018 -19	वित्तीय वर्ष 2019- 20	वित्तीय वर्ष 2020 -21	वित्तीय वर्ष 2021 -22	वित्तीय वर्ष 2022 -23	वित्तीय वर्ष 2023 -24	वित्तीय वर्ष 2024- 25 (4.3.25 तक)	कुल जारी केंद्रीय राशि	केंद्रीय सहायता का उपयोग
रांची	2	92	102	-	196	98	-				490	490
कर्नाटक	12	388	436	319	223	196	897	637	327	72	3,507	3,388
बेलगावी	2	194	-	-	-	98	98	49	49		490	485
बेंगलुरु	-	-	-	58	136	-	98	98	98		488	456
दावनगेरे	2	194	-	-	-	-	196	49	49		490	490
हुब्ली, धारवाड़	2	-	109	85	8	-	130	130	106	36	606	524
मंगलौर	2	-	109	6	79	-	98	98	25	37	453	453
शिवमोगा	2	-	109	85	-	-	179	115			490	490
तुमकुरु	2	-	109	85	-	98	98	98			490	490
केरल	2	194	18	176	2	-	98	153	265	86	993	977
कोच्ची	2	194	-	-	2	-	98	55	118	37	505	503
तिरुवनंतपुरम	-	-	18	176	-	-	-	98	147	49	488	474
लक्षद्वीप	2	-	-	58	-	-	-	123			183	45
कवारत्ती	2	-	-	58	-	-	-	123			183	45
मध्य प्रदेश	386	394	240	339	694	154	186	424	645	49	3,510	3,465
भोपाल	188	8	-	98	196	-	-				490	490
ग्वालियर	2	92	102	-	-	-	-	98	147	49	490	489
इंदौर	188	8	-	-	196	98	-				490	490
जबलपुर	2	194	-	-	196	-	-	49	49		490	490
सागर	2	-	18	65	-	56	56	147	147		490	489
सतना	2	-	18	176	-	-	-	98	196		490	481
उज्जैन	2	92	102	-	106	-	130	32	106		570	536
महाराष्ट्र	20	818	558	176	119	294	469	612	760		3,826	3,804
अमरावती#	2	-	-	-	-	-	-				2	2
औरंगाबाद	2	92	102	-	-	98	-	98	98		490	490
ग्रेटर मुंबई#	2	-	-	-	-	-	-				2	2
कल्याण- डोम्बीवली	2	92	102	-	-	-	-	98	196		490	468
नागपुर	2	92	102	-	21	-	77	49	110		453	453
नासिक	2	92	102	-	-	-	-	49	184		429	429
पिंपरी- चिंचवड	2	-	18	176	-	98	98	98			490	490
पुणे	2	194	-	-	98	49	49	98			490	490
सोलापुर	2	194	-	-	-	49	147	24	74		490	490

राज्य/शहर	वित्तीय वर्ष 2015-16	वित्तीय वर्ष 2016-17	वित्तीय वर्ष 2017-18	वित्तीय वर्ष 2018-19	वित्तीय वर्ष 2019-20	वित्तीय वर्ष 2020-21	वित्तीय वर्ष 2021-22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24	वित्तीय वर्ष 2024-25 (4.3.25 तक)	कुल जारी केंद्रीय राशि	केंद्रीय सहायता का उपयोग
ठाणे	2	62	132	-	-	-	98	98	98		490	490
मणिपुर	2	-	109	6	79	-	-	49	61	46	352	347
इंफाल	2	-	109	6	79	-	-	49	61	46	352	347
मेघालय	2	-	-	53	-	-	141	98	147	49	490	414
शिलांग	2	-	-	53	-	-	141	98	147	49	490	414
मिजोरम	2	-	-	58	-	68	68		294		490	384
आइजोल	2	-	-	58	-	68	68		294		490	384
नागालैंड	2	-	109	6	79	-	-	123	153	18	490	471
कोहिमा	2	-	109	6	79	-	-	123	153	18	490	471
ओडिशा	192	6	188	6	204	-	147	196	49		988	963
राउरकेला	2	-	188	6	-	-	49	196	49		490	490
भुवनेश्वर	190	6	-	-	204	-	98				498	473
पुदुचेरी	2	-	98	3	-	8	93		64	147	415	376
पुदुचेरी	2	-	98	3	-	8	93		64	147	415	376
पंजाब	6	194	54	62	35	-	370	441	299	66	1,527	1,472
अमृतसर	2	-	27	31	8	-	136	147	110	37	498	479
जालंधर	2	-	27	31	-	-	136	147	86	15	444	429
लुधियाना	2	194	-	-	-	-	98	147	49		490	483
सुल्तानपुर लोधी#					27	-	-		54	14	95	81
राजस्थान	353	226	205	-	98	147	637	147	147		1,960	1,937
अजमेर	2	92	102	-	-	49	147	49	49		490	490
जयपुर	188	8	-	-	-	49	147	49	49		490	472
कोटा	2	91	103	-	-	-	196	49	49		490	484
उदयपुर	161	35	-	-	98	49	147				490	490
सिक्किम	2	-	126	262	-	147	-	172	178	46	932	878
गंगटोक	-	-	17	177	-	49	-	98	147		488	447
नामची	2	-	109	85	-	98	-	74	31	46	444	431
तमिलनाडु	24	376	520	1,238	302	791	826	1,384	43		5,504	5,423
चेन्नई	2	188	6	-	106	98	98	61	43		602	571
कोयंबटूर	2	188	6	-	98	98	98				490	490
डिंडीगुल #	2	-	-	-	-	-	-				2	2
इरोड	2	-	-	194	-	98	98	98			490	465
मदुरै	2	-	109	85	-	98	98	98			490	490
सेलम	2	-	109	85	-	98	98	98			490	490
तंजावुर	2	-	109	85	-	98	-	196			490	488

राज्य/शहर	वित्तीय वर्ष 2015 -16	वित्तीय वर्ष 2016- 17	वित्तीय वर्ष 2017 -18	वित्तीय वर्ष 2018 -19	वित्तीय वर्ष 2019- 20	वित्तीय वर्ष 2020 -21	वित्तीय वर्ष 2021 -22	वित्तीय वर्ष 2022-23	वित्तीय वर्ष 2023-24	वित्तीय वर्ष 2024-25 (4.3.25 तक)	कुल जारी केंद्रीय राशि	केंद्रीय सहायता का उपयोग
थुथुकोडी	2	-	18	176	-	-	98	196			490	481
तिरुचिरापल्ली	2	-	18	176	-	56	42	196			490	489
तिरुनेलवेली	2	-	18	176	-	-	98	196			490	480
तिरुपूर	2	-	18	176	98	49	49	98			490	488
वेल्लोर	2	-	109	85	-	98	49	147			490	488
तेलगाना	4	92	18	46	232	-	-	49	190	174	806	703
ग्रेटर वारांगल	2	92	-	6	96	-	-		68	113	377	320
करीमनगर	2	-	18	40	136	-	-	49	123	61	429	382
त्रिपुरा	2	63	131	-	5	49	-	229	62		541	534
अगरतला	2	63	131	-	5	49	-	229	62		541	534
उत्तर प्रदेश	24	66	546	698	86	296	1,132	1,225	833		4,906	4,863
आगरा	2	-	109	85	-	98	98	98			490	490
अलीगढ़	2	-	19	89	86	-	98	98	98		490	488
बरेली	2	-	-	58	-	-	136	196	98		490	485
गाजियाबाद#	2	-	-	-	-	-	-				2	2
झांसी	2	-	36	22	-	-	234	147	49		490	490
कानपुर	2	-	109	85	-	49	49	196			490	489
लखनऊ	2	66	128	-	-	-	98	98	98		490	490
मेरठ/रायबरेली#	-	-	2	-	-	-	-				2	2
मुरादाबाद	2	-	-	58	-	-	136	147	147		490	484
प्रयागराज	2	-	17	175	-	51	49	98	98		490	484
रामपुर#	2	-	-	-	-	-	-				2	2
सहारनपुर	2	-	17	41	-	-	136	49	245		490	466
वाराणसी	2	-	109	85	-	98	98	98			490	490
उत्तराखंड	2	-	18	40	141	52	-	166	119		536	507
देहरादून	2	-	18	40	141	52	-	166	119		536	507
पश्चिम बंगाल	8	-	-	58	136	-	98	98	98		496	491
बिधाननगर #	2	-	-	-	-	-	-				2	2
दुर्गापुर#	2	-	-	-	-	-	-				2	2
हल्दिया#	2	-	-	-	-	-	-				2	2
न्यू टाउन कोलकाता	2	-	-	58	136	-	98	98	98		490	485
कुल योग	1,469	4,493	4,498	5,857	3,332	3,346	6,549	8,749	7,915	1,417	47,538	45,772

4 मार्च 2025 तक राज्यों/संघ राज्य क्षेत्रों/स्मार्ट सिटी मिशन द्वारा उपलब्ध कराई गई जानकारी के अनुसार।

टिप्पणी:

1. # का अर्थ है 'स्मार्ट सिटी के रूप में चयनित नहीं हुआ शहर' (₹ 18 करोड़)
2. * का अर्थ सुल्तानपुर लोधी को निधियां (₹ 94.89 करोड़)
3. सीआईटीआईआईएस कार्यक्रम के लिए जारी निधियां (₹ 711.99 करोड़)

विवरण- II

स्मार्ट सिटी परियोजनाओं का ब्यौरा

(राशि करोड़ रुपये में)

राज्य/शहर	कुल		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
अंडमान निकोबार द्वीप समूह	18	511	7	40	11	472
पोर्ट ब्लेयर	18	511	7	40	11	472
आंध्र प्रदेश	280	6,589	235	5,661	45	928
अमरावती	19	903	14	746	5	157
काकीनाडा	92	1,908	80	1,731	12	177
तिरुपति	104	2,083	79	1,611	25	472
विशाखापत्तनम	65	1,695	62	1,574	3	122
अरुणाचल प्रदेश	75	1,032	55	615	20	417
इटानगर	32	521	22	378	10	143
पासिघाट	43	512	33	237	10	275
असम	21	755	19	722	2	32
गुवाहाटी	21	755	19	722	2	32
बिहार	152	5,349	126	4,211	26	1,138
भागलपुर	27	1,504	25	1,395	2	109

राज्य/शहर	कुल		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
बिहारशरीफ	61	1,449	52	1,143	9	306
मुजफ्फरपुर	30	966	22	626	8	340
पटना	34	1,430	27	1,046	7	383
चंडीगढ़	97	2,694	96	2,692	1	2
चंडीगढ़	97	2,694	96	2,692	1	2
छत्तीसगढ़	520	4,443	494	4,009	26	435
अटल नगर	52	944	45	856	7	89
बिलासपुर	126	1,765	115	1,529	11	236
रायपुर	342	1,734	334	1,624	8	110
दादरा और नगर हवेली	29	853	11	406	18	448
सिल्वासा	29	853	11	406	18	448
दमन और दीव	54	1,037	43	706	11	332
दीव	54	1,037	43	706	11	332
दिल्ली	129	1,034	120	874	9	160
एनडीएमसी	129	1,034	120	874	9	160
गोवा	51	1,051	42	849	9	202
पणजी	51	1,051	42	849	9	202
गुजरात	354	11,451	345	11,019	9	432
अहमदाबाद	70	2,655	69	2,626	1	29
दाहोद	36	984	31	795	5	189
गांधीनगर	43	1,046	41	836	2	210
राजकोट	71	2,184	70	2,179	1	5
सूरत	82	2,638	82	2,638	-	-
वडोदरा	52	1,943	52	1,943	-	-
हरियाणा	164	2,079	141	1,700	23	379
फरीदाबाद	44	929	33	753	11	176
करनाल	120	1,150	108	947	12	202
हिमाचल प्रदेश	291	1,552	265	1,206	26	346
धर्मशाला	80	656	57	366	23	290

राज्य/शहर	कुल		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
शिमला	211	896	208	840	3	56
जम्मू और कश्मीर	288	6,597	265	6,166	23	430
जम्मू	127	2,969	118	2,779	9	190
श्रीनगर	161	3,627	147	3,387	14	240
झारखंड	26	1,847	26	1,847	-	-
रांची	26	1,847	26	1,847	-	-
कर्नाटक	917	13,808	891	13,393	26	415
बेलगावी	217	2,780	211	2,716	6	63
बेंगलुरु	57	1,050	56	1,031	1	19
दावनगेरे	128	1,976	125	1,933	3	43
हुब्ली, धारवाड़	81	1,950	78	1,817	3	133
मंगलौर	105	2,573	93	2,425	12	149
शिवमोगा	112	1,381	111	1,372	1	9
तुमकुरु	217	2,099	217	2,099	-	-
केरल	177	3,003	153	2,571	24	432
कोच्चि	98	1,761	87	1,567	11	194
तिरुवनंतपुरम	79	1,242	66	1,004	13	239
लक्षद्वीप	8	11	8	11	-	-
कावारती	8	11	8	11	-	-
मध्य प्रदेश	788	15,070	758	14,410	30	661
भोपाल	82	2,791	82	2,791	-	-
ग्वालियर	83	1,572	76	1,367	7	205
इंदौर	232	3,759	231	3,751	1	7
जबलपुर	130	2,197	130	2,197	-	-
सागर	80	1,782	77	1,659	3	123
सतना	86	1,357	71	1,098	15	259
उज्जैन	95	1,613	91	1,547	4	66
महाराष्ट्र	348	17,044	324	15,146	24	1,898
औरंगाबाद	47	2,835	44	2,623	3	213

राज्य/शहर	कुल		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
कल्याण-डोम्बीवली	19	1,245	15	716	4	529
नागपुर	47	1,768	38	1,508	9	260
नासिक	54	3,197	50	2,986	4	211
पिंपरी-चिंचवड	25	1,304	24	1,172	1	132
पुणे	55	3,333	55	3,333	-	-
सोलापुर	49	1,651	48	1,407	1	244
ठाणे	52	1,712	50	1,402	2	310
मणिपुर	27	513	19	247	8	266
इंफाल	27	513	19	247	8	266
मेघालय	13	517	10	453	3	64
शिलांग	13	517	10	453	3	64
मिजोरम	45	508	32	278	13	230
आइजोल	45	508	32	278	13	230
नागालैंड	40	689	38	591	2	98
कोहिमा	40	689	38	591	2	98
ओडिशा	107	3,589	104	3,427	3	162
भुवनेश्वर	32	2,072	31	2,057	1	15
राउरकेला	75	1,517	73	1,370	2	147
पुदुचेरी	80	595	67	312	13	283
पुदुचेरी	80	595	67	312	13	283
पंजाब	205	4,450	179	3,969	26	481
अमृतसर	44	1,911	39	1,759	5	152
जालंधर	80	1,197	71	975	9	222
लुधियाना	81	1,342	69	1,235	12	108
राजस्थान	579	8,640	566	8,368	13	272
अजमेर	179	2,224	174	2,166	5	58
जयपुर	170	2,545	165	2,369	5	177
कोटा	87	2,154	84	2,116	3	38
उदयपुर	143	1,717	143	1,717	-	-

राज्य/शहर	कुल		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
सिक्किम	54	1,660	46	1,423	8	237
गंगटोक	28	743	23	652	5	91
नामची	26	917	23	771	3	146
तमिलनाडु	730	17,954	717	17,626	13	328
चेन्नई	49	1,104	48	1,097	1	7
कोयंबटूर	72	1,455	72	1,455	-	-
इरोड	55	1,304	55	1,304	-	-
मदुरै	16	1,900	16	1,900	-	-
सलेम	114	1,861	114	1,861	-	-
तंजावुर	103	996	101	974	2	23
थूथूकोडी	75	1,038	75	1,038	-	-
तिरुचिरापल्ली	83	1,548	79	1,315	4	233
तिरुनेलवेली	82	1,819	80	1,806	2	13
तिरुपूर	28	2,833	26	2,796	2	37
वेल्लोर	53	2,096	51	2,081	2	15
तेलंगाना	169	2,918	108	2,249	61	669
ग्रेटर वारंगल	119	1,800	72	1,364	47	436
करीमनगर	50	1,117	36	884	14	233
त्रिपुरा	77	808	74	761	3	46
अगरतला	77	808	74	761	3	46
उत्तर प्रदेश	891	21,145	868	20,423	23	722
आगरा	62	2,369	62	2,369	-	-
अलीगढ़	52	1,830	47	1,600	5	230
बरेली	88	1,476	88	1,476	-	-
झांसी	78	1,868	78	1,868	-	-
कानपुर	91	3,060	89	3,000	2	60
लखनऊ	103	2,126	102	2,115	1	11
मुरादाबाद	41	1,461	39	1,425	2	35
प्रयागराज	144	2,326	142	2,262	2	64

राज्य/शहर	कुल		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
सहारनपुर	115	1,287	104	966	11	321
वाराणसी	117	3,342	117	3,342	-	-
उत्तराखंड	33	1,144	32	939	1	204
देहरादून	33	1,144	32	939	1	204
पश्चिम बंगाल	226	1,604	220	987	6	618
न्यू टाउन कोलकाता	226	1,604	220	987	6	618
कुल	8,063	1,64,545	7,504	1,50,306	559	14,239

4 मार्च 2025 तक राज्यों/संघ राज्य क्षेत्रों/स्मार्ट सिटी मिशन द्वारा उपलब्ध कराई गई जानकारी के अनुसार।

NH PROJECTS IN MAHARASHTRA

2335. PROF. VARSHA EKNATH GAIKWAD:

SHRI AMAR SHARADRAO KALE:

SHRI SANJAY DINA PATIL:

SHRI NILESH DNYANDEV LANKE:

SHRIMATI SUPRIYA SULE:

SHRI DHAIRYASHEEL RAJSINH MOHITE PATIL:

DR. AMOL RAMSING KOLHE:

Will the **MINISTER OF ROAD TRANSPORT AND HIGHWAYS** be pleased to state:

- (a) the details of ongoing and completed National Highway (NH) projects in Maharashtra during the last three years, including project names, length and sanctioned costs;
- (b) the number of new NH projects approved in Maharashtra in the last three years along with their current status, estimated cost and expected date of completion;
- (c) whether the Government has identified any delays in NH projects in Maharashtra and if so, the reasons for such delays along with the details of the affected projects;
- (d) whether the Government has received any requests for widening, upgradation or new NH projects in Maharashtra and if so, the details thereof;
- (e) the details of road safety measures being implemented on NHs in Maharashtra to reduce accidents and improve travel conditions;
- (f) whether Government has any specific plans for enhancing infrastructure, such as expressways, bypasses or economic corridors under the NH network in Maharashtra and if so, the details thereof;
- (g) the funds allocated and released for NH projects in Maharashtra during the last three years, year and project-wise; and
- (h) the steps taken by the Government to expedite the completion of delayed NH projects in Maharashtra?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) The details on ongoing and completed National Highway (NH) projects in Maharashtra during the last three years including current year is **Statement**

(b) Total 250 projects costing Rs. 67,550 crores have been sanctioned by the Government for improvement and development of NHs in Maharashtra during the last three years including current year. Out of these sanctioned 250 projects, 43 projects costing Rs. 3,972 crores are completed and the remaining 207 projects costing Rs. 63,578 crores are under different stages of implementation with target completion in phased manner in 2028-29.

(c) There have been delays in implementation of certain ongoing works on account of issues related to land acquisition and other pre-construction activities as well as cash flow issues with some of the Contractors in the state of Maharashtra. All the pending issues have been substantially resolved and these NH works are targeted for completion in phased manner by September, 2026.

(d) The upgradation and development of NHs is a continuous process and Government sanctions works for upgradation and development of NHs based on traffic requirements, inter-se priority and **synergy with PM Gati Shakti National Master Plan**. As on date, 45 NH projects covering a length of 1103 km and costing Rs. 24,258 crores have been sanctioned for upgradation and development of NHs in the state of Maharashtra in the current year.

(e) Immediate short-term measures like provision of road markings, signages, crash barriers, raised pavement markers, delineators, closure of median openings, traffic calming measures, footpaths and pedestrian crossings in built-up areas etc., are provided at identified accident spots on NHs for reducing the road accidents.

In addition to this, long term rectification measures involving improvement of road geometrics, junction improvements, spot widening of carriageway, foot over bridges, construction of underpasses/overpasses etc. are also provided on NHs for safety of the road users.

(f) The upgradation and development of NHs is a continuous process and the requirement of expressways or widening of NHs including bypasses are assessed on case to case basis as per traffic requirements, inter-se priority and **synergy with PM Gati Shakti National Master Plan** . As on date, 45 NH projects covering a length of 1103 km and costing Rs. 24,258 crores have been sanctioned for upgradation and development of NHs in the state of Maharashtra in the current year.

(g) The Government allocates funds for development and maintenance of NHs State/ UT/ Agency wise and not project/ NH-wise. Details of the funds allocated and expenditure incurred for the development and maintenance of NHs in the State of Maharashtra in the last three years and current year are as under:-

S. No.	Year	Allocation (Rs. In Crore)	Expenditure (Rs. In Crore)
1	2021-22	18,655	18,655
2	2022-23	18,355	18,355
3	2023-24	19,867	19,867
4	2024-25	16,503	14,224 (till 31.01.2025)

(h) Progress of projects is monitored through advanced digital platforms such as Project Monitoring Information System (PMIS), Data Lake and Bhoomi Rashi portal (for Land Acquisition). Periodic reviews are held at various levels in the Ministry with all stakeholders including officers of executing agencies to resolve these issues and ensure timely implementation of projects.

STATEMENT

Ongoing NH projects:

S. No.	Project Name	NH No.	Total Length (Km)	Sanction Cost (Rs. in Crores)
1	6 laning of Pune-Satara section of NH-48 on BOT	48	140.35	385
2	Construction of new 6-lane tunnel at Khambataki Ghat of NH-4 on EPC	48	6.5	759.19
3	Dharampuri – Lonand, Pkg-IV (Sant Dyaneshwar Palkhi Marg) on EPC	965	49.4	1244.68
4	Lonand - Dive Ghat section of NH-965,Pkg-V(Sant Dyaneshwar Palkhi Marg) on EPC	965	54.5	1883.89
5	Construction of White topping work of Khed – Sinnar section of NH-60 on EPC	60	106.546	404.51
6	4 laning of Solapur-Mah./KNT Border of NH-65 on BOT	65	100.06	1359.49
7	Construction of works in the state of Maharashtra on EPC mode; A) ROB at km 377+800 along with approaches at Bhaiya Chowk Junction and Service	166, 65, 52 and 150E	6.57	96.51

	Road from Ch. 365+740 to Ch. 366+580 (BHS) on Sangli - Solapur section of NH-166, VUP at Ch. 210.592 (Yawali) including SVUP at Ch. 211.139 on Pune Solapur Pkg-II section of NH-65, C) VUP at Ch. 36+580 along with street light work on Solapur-Yedshi section of NH-52., D) Service Road from Ch- 129+440 to 129+990 RHS, Ch. 129+750 to 129+990 LHS, Ch. 135+650 to 136+100 BHS, Ch. 101+750 to 102+050 BHS, Ch. 104+200 to 104+780 RHS and Widening of Box culvert at Ch. 104+759 on Akkalkot - Solapur section of NH-150 (E) -BKS			
8	Construction / widening of service road and installation of street lights on Solapur - Yedeshi section of NH-52.	52	9	68.41
9	Six laning of Surat – Nashik – Ahmednagar – Solapur – MH/KNT Border Greenfield stretch [Package-XIV from Km 512.000 (Hasapur) to Km 548.400 (Badadal)] in the State of Maharashtra to be executed on Hybrid Annuity Mode mode under Bharatmala Pariyojana.	Greenfield	36.4	1,552.58
10	8-laning of Vadape at Km 539.202 to Thane at km 563 section of NH-848 on HAM	848	20.7	1,371.27
11	Construction of 8-lane access controlled Expressway from km. 77 to 103.400 (Ganjad to Talasari section of VME), Pkg-XI on HAM	NE-4	26.4	1,730.21

12	8-lane access controlled Expressway from km. 50.700 to 77 (Masvan to Ganjad section of VME), Pkg-XII on HAM	NE-4	26.3	2,110.93
13	8-lane access controlled Expressway from km. 26.582 to 50.70 of Main Expressway and km.0 to 3 of SPUR (Shirsad to Masvan section of VME), Pkg-XIII on HAM	NE-4	27.1	4,298.89
14	8-lane access controlled Expressway from km. 3.000 to 20.200 (Shirsad to Akloli section –SPUR of VME), Pkg-XIV on HAM.	NE-4	17.2	2,016.05
15	8-lane access controlled Expressway from km. 20.200 to 43.000 (Akloli to Amne section –SPUR of VME), Pkg-XV on HAM	NE-4	22.8	2,603.18
16	Construction of 8-lane access controlled Expressway from km. 43.000 to 69.800 (Amne to Bhoj section - SPUR of VME) basis, Pkg-XVI on HAM	NE-4	26.8	3,918.77
17	8-lane access controlled Expressway from Km 69.700to Km 79.783(Bhoj to Morbe -Spur) Section of VME, Pkg-XVII on HAM	NE-4	10.08	1,972.94
18	White Topping on the existing bituminous carriageway and service road from km.381 to km.502 on Surat - Dahisar of NH-48 on EPC	48	121	621
19	4-lane of the highway starting from existing km 88.400 (Savali Vihir) to km 163.400 section of NH-160 on EPC	160	75	676.93

20	Construction of White topping work of Pimpalgaon – Nashik-Gonde section of NH-848 / 60 - EPC	848 and 60	45.98	174.99
21	4-laning of Ratnagiri-Kolhapur section of NH-166, Pkg-I on HAM	166	55.9	1,774.03
22	4-laning of Ratnagiri-Kolhapur section of NH-166, Pkg-II on HAM	166	45.2	1,985.38
23	4-laning of Ratnagiri-Kolhapur section of NH-166, Pkg-III on HAM	166	32.96	1,939.23
24	6-laning of Satara-Kagal section of NH-48, Pkg-I on EPC	48	62	2,111.95
25	6-laning of Satara-Kagal section of NH-48, Pkg-II on BOT	48	67	2,330.71
26	Baramati - Indapur Package - II section of NH-965G (Sant Tukaram Palakhi Marg) on EPC	965G	42.1	1,473.10
27	One Time improvement of Pandharpur town on EPC mode	965	8	150.21
28	Balance work for 4-laning of Panvel to Indapur section from km.42.3 to km.84.6 of NH-66 - EPC	66	42.3	546.44
29	Balance work for 4-laning of Panvel to Indapur section from km.0.0 to km.42.3 of NH-66 - EPC	66	42.3	329.82
30	Navi Mumbai International Airport Interchange on West side) (Amra Marg/NH-348A) at Ch.2.860 and construction of 2 nos. of VUPs at Ch. 3+380 and 4+093	348A	4	256.55
31	Karnala Jn of Navi Mumbai International Airport interchange on East side (NH-4B D-G Section)	348A	2	397.24
32	White Topping from Malshej Ghat to Ane Ghat (from Km 101/000 to Km 161/570-	61	163	323.45

	Package-I), from Ane Ghat to Ahmednagar Bypass (from Km 161/570 to Km 211/000 – Package-II) and from Kharwandi Kasar to Junction of NH 211 (from Km 284/000 to Km 337/000 – Package-III)			
33	Additional Structures Pkg-I Nashik) (12 structure works on Dhule-Nashik Highway)	848 and 60	16.27	642
34	Additional Structures Pkg-II (Solapur) (4 Structures works on Highway in Solapur and Pune City)	65	25.36	169.86
35	6-Lane VUP at Khadavali Junction (Km 528.086) on Vadape - Gonde Section of NH-03 (New NH-848) in the State of Maharashtra on EPC Mode	848	0.72	22.38
36	Design and Construction of 6 lane Stand alone Grade Separated structures at Km 480+14, Km 514+578,Km 520+387 and Km 532+552 (3+1) in Gonde Vadape section of NH-3 (New NH-848) in the State of Maharashtra on EPC Mode.	848	2.11	81.13
37	Design and Construction of 6 lane Stand alone VUP at Purmepaada (Km 282.322) on Dhule- Pimpalgaon (Km 265.00 to Km 380.00) section of NH-3 (New NH-60) in the state of Maharashtra on EPC Mode	60	1.16	31.59
38	Design and Construction of 6-laned Stand-alone single span Grade Separated structure at Km.532+552 on Gonde-Vadape section of NH-3 (New NH-848) in the state of Maharashtra	848	1.22	44.19

	(balance work) (Bapgaon Junction) on EPC Mode			
39	Design and Construction of Vehicular Underpass as Long term rectification work at MoRTH Blackspot i.e. Dongarbaba Temple (MH-04-192) at Ch. 425.510 on Pimpalgaon -Nashik- Gonde Section of NH-3 in the State of Maharashtra on EPC Mode	60	1.22	39.13
40	6L of Gonde (Km. 439.038) to Pimpri Sado (Km. 459.905) section of NH-848 (Old NH-3)	848	19.71	711
41	Hadapsar - Dive Ghat, Pkg-VI section of NH-965 (Sant Dnyaneshwar Palkhi Marg)	965	13	823
42	Design and Construction of Standalone 4-lane vehicular underpass with approaches at Sangamner bypass end junction (Km – 150.200) and Wavi Junction (Km 163.900) on Khed-Sinnar section of NH-60	60	2.4	34.42
43	Design and Construction of vehicular Underpass with approaches at Khodad Junction (Km. 78.600) and Ambikhalsa Junction (Km. 113.150) on Khed Sinnar section of NH-60	60	2.1	29.03
44	Construction of Major Bridges at Krishna River including approaches for Rectification of Black Spot (MH-04-218) on both sides at Km 756+395 and Construction of Flyover including a LVUP and Approaches for Rectification of Black Spot (MH-04-216) on both sides	48	1.76	42.69

	at Km 770+550 (Vele Village) of Pune-Satara Section of NH-48 on EPC Mode			
45	Long-term rectification work of MoRTH Blackspots i.e. (i) Bhumkar Pull (MH-04-27) (ii) Navale Bridge (MH-04-26) (iii) Bavdhan (MH-04-42) (iv) Wakad (MH-04-41) and Construction of FOB at Km 842+680 near NDA Chowk on Pune-Satara Section of NH-48 on EPC Mode	48	5.95	27.54
46	Construction of (a) VUP (20mx5.5m) at Km. 47.920 (b) VUP (20mx5.5m) at km 126.735 (c) VOP ((14m+14m)x5.5m) at Km. 135.675 and (d) VUP ((12m+20m+12m)x5.5m) at Km. 142.735 on Pune Solapur (Km. 40+000 to Km. 150+050) (PKG-I) section of NH-65	65	3.76	99.93
47	Design and construction of crossing facility of VUP at 4 locations viz. (i) Kikvi Village (Km 801+080) (ii) Harischandri (Km 806+020) (iii) Shivare (km 817+360) (iv) Khedshivapur (km 820+340) and FOB at 863+200 and other miscellaneous works on Pune-Satara Section of NH-4	48	3.29	34.88
48	Construction/widening of service road and installation of street lights on Solapur-Yedeshi section of NH-52 on EPC	52	9	45.1
49	Design and Construction of Major Bridge along with its allied works for rectification of blackspots at Bale Bridge (Ch. 245+700) and at Old Pune Naka Bridge (Ch. 246+600) on Pune - Solapur (Km.	65	1.04	34.52

	150.050 to Km. 251.325) section of NH-65			
50	Design and construction of Vehicular Underpass (VUP) at Khadakjamb at Ch. 373.430 and Light Vehicular Underpass (LVUP) at Ch.373.650 for Rectification of MoRTH identified Blackspot on Dhule-Pimpalgaon section of NH-3.	60	1.2	33.28
51	Construction of VOP at Ch. 217.400 along with slip road from Ch. 217.06 to Ch.217.68 and slip road from at Ch.194.71 to 195.08 at Sangli to Borgaon section of NH-166	166	1	14.02
52	Construction of Slope Protection Works at Amba Ghat from Km 67.000 to Km 72.000 on NH-166 of Ratnagiri- Kolhapur section in the state of Maharashtra on EPC Mode	166	5	23.82
53	Strengthening under One time improvement (DBM +BC) of 4L Miraj-Solapur Section from Km189.300 to Km200.100 of NH-166	166	10.8	16.67
54	Design and Construction of VUP along with its allied works for rectification of MoRTH identified blackspot [Blackspot ID: MH (05)-20]] at Ibadpada/ Sutrakar Phata (Ch.392.500) on Surat-Dahisar section of NH-48 in the state of Maharashtra on EPC Mode	48	1	33.9
55	Design and Construction of (i) VUP with service road at Km. 382.000 (Achhad 12mx5.5m) (ii) VUP with service road at Km. 439.700 (Nandgaon 10.5m x 5.5m) (iii) VUP with service road at Km.	48	1.7	69.77

	441.040 (Vikramgad 10.5m x 5.5m) and FOBs at (i) 388+800 Parsi Dhaba (ii) 401+000 Dapchari (iii) 438+800 Fanaspada (iv) 475+350 Bhavkhal (v) 475+900 Vanganpada (vi) 479+700 Shivechapada (vii) 485+800 Kolhi (viii) 495+150 Sasupada (ix) 497+350 Arvino Hotel (x) 499+350 Daras Dhaba on Surat-Dahisar Section of NH-48			
56	Design and Construction of New Service Road from Ch. Km. 835.780 to Km. 836.600 (Linear length km 1.605) including Minor Bridges And New Major Bridges on Both sides Service Road on Mutha River Ch.837+063 along with its approaches for NH-4 (Pune-Satara Section)	48	1.6	52.68
57	Construction of 11 Nos of Standalone safety structures/works at different locations on various NHs (N/04001/09004/MH)	53, 361	30.600	351.18
58	4L bypass to Mozari town from km. 0.000 to km. 6.100 of NH-53	53	6.100	79.89
59	4L of Aurangabad-Paithan	752E	44.220	666.5
60	9 Standalone Safety Structures/Works (Package -IV)	52, 53	24.300	326.57
61	4L of Bamni - Rajura - Warur - Devada upto M.S. Border of NH - 930D (from km 19.000 to km 52.425)	930D	32.980	1066.85
62	4L of Rajura-Korpana-Adilabad Road upto M.S. Border from km 32.910 to km 89.090 of NH-353B	353B	56.180	1111.33

63	Balance Works PUP at Km 514+960, Bus lay bay and bus shelter, Junction at Km 514.960 on Wardha - Butibori	361	0.600	18.02
64	One time improvement of existing carriageway in Deoli Town on Yavatmal - Wardha Section of NH-361	361	3.200	31.16
65	Bal. Works of Fagne (Km. 510.000) to MH/GJBorder (Km. 650.794)	53	140.790	1505.22
66	Flyover at Km 544.650 including ROB, Service Roads, Footpath for RCC drains Nagpur (Pardi octroi Naka to Itwari)	53	7.050	649.5
67	Flyover at Kalode Square at Hinganghat from Km 74.745 to 76.020 on Borkhed-Jam-Wadner Section of NH-44	44	1.275	132.84
68	4L of Nagpur-Katol Section from Km. 13.00 to Km. 62.900 of NH-353J	353J	49.000	1166.96
69	4L Mitigation Measure structures on CH/MH Border to Wainganga Bridge Section of NH-6 (New NH-53)	53	11.000	540.24
70	4L of Indora Chowk to Pachpaoli and Agrasen Chowk - Ashoka Chowk	353D	8.900	998.27
71	6L of Wainganga Bridge - Bhandara (incl Bhandara Bypass) from km 485.000 to km 499.800 of NH-53	53	14.800	816
72	Improvement of Shedgaon junction on NH-44	44	1.335	37.11
73	6 L flyover at km 518.440 (Mouda T-Junction) on Nagpur – Bhandara Section	53	1.445	83.56
74	7 Nos. of Standalone Safety Structures/Works (Package- V) (NH-44,47,53 and 353J) (Additional safety/one time improvement works (Package- V) under OandM head in	44, 47, 53, 353J	10.900	264.81

	various projects in Maharashtra under NH(O) on EPC basis)			
75	4 laning of Waranga - Mahagaon from km 253.700 - km 320.580	361	66.880	1943.07
76	Balance works of Tuljapur-Ausa Section of NH-361.	361	1.280	29.65
77	Mhaswad to Tembhurni section of NH-548C - 2L + PS	548C	57.68	488.6
78	Paithan - Shirur section 2L+PS Km 0.0 to 55.00	752E	55.94	341.8
79	Kashedi to Parshuram Ghat section of NH-66 from Km 161/600 - Km 205/400 - 4L + PS	66	42.33	1142.62
80	Arawali Kante section of NH-17(New NH-66) 4L + PS from Km.241/300 to 281/300	66	39.24	1006.99
81	Kante - Wakad section of NH-66 4L + PS from Km.281/300 to 332/200	66	46.81	1117.75
82	Guhagar - Rampur - 2L-PS - km 0/00 (Guhagar) to 26/230 (Rampur) and 40/00 (Mirjoli) to 53/600 (Sati) on NH-166E	166E	39.83	407.2
83	Indapur to Wadpale section of NH-66 from Km 84/000 to 110/750 - 4L + PS	66	26.75	1197.52
84	Amdhi to Saoner section of NH-753 from km 226/140 to 265/724 - 2L + PS	753	39.58	396.91
85	Dahegaon - Kuhi Section of NH- 547 E - 2L + PS	247	41.53	228.9
86	Aurangabad - Phulambari - Sillod NH-753F - km 0+000- km 21+000 and 26+300 to 47+500 4L+PS and 54+470 to 60+400(overlay)	753F	60.64	456.32

87	Sillod-Ajanta-Fardapur section of NH-753F 2L / 4L +PS from Km. 60+630 to Km. 99+660	753F	39.03	337.46
88	Sarsam - Kothari of NH-161A - 2L + PS from Km.33/00 to 90/00	161A	57	545.64
89	Nasratpur to Barasgaon section of NH-61 2L / 4L + PS from Km.514/00 to 558/200	61	30.05	406.54
90	Shirur-Kharda section from 55+937 km to 114+486 km to 2L+PS/4L	752E	58.55	381.77
91	Nanded - Jalkot section of NH-50 - Km 0/00 to km 65/952 - EPC - 2L+PS	50	65.95	456.93
92	Kharwandi - Rajuri 2L+PS	361F	36.9	276.96
93	Pal Phata Phulambri - Khultabad 2L+PS	752H	31.92	227.19
94	Pen to Khopoli 2L+PS	166D	33.33	369.39
95	Pune raigarh District Border To Mangaon (Ch 69+000 to 103+775) NH-753F	753F	34.78	223.46
96	Kashedi ghat tunnel NH-66 [Bhogaon Khurd - Kashedi section] 4 lanes under NHDP on EPC mode	66	8.96	680.43
97	Satara to Mhaswad	548C	85.69	653.46
98	Construction of Paralkota bridge	130D	1.1	66.02
99	Construction of Major Bridge on Bandia River at Design Chainage km 167+630 to km 168+900 (Existing Chanaige 38+00) On the Highway starting from its junction with NH-30 near Kondagaon connecting Narayanpur - Kutul in the state of Chattisgarh connecting Binagunda - Laheri - Dhondraj - Bhamragad - Hemalkasa and terminating at its junction with NH - 353C	353C	1.27	72.59

	near Allapalli Dist. Gadchiroli in the state of Maharashtra			
100	Rehabilitation and Up gradation of Aurangabad – Sillod – Ajanta – Jalgaon section of NH 753 F from Km.47+500 to Km 54+500 (Design Chainage) to four lane configuration in the state of Maharashtra on EPC mode	753F	7	84.39
101	Strengthening from Km. 0/00 to Km. 37/00 of NH-63 Nizamabad-Sironcha Jagdalpur road in Sironcha taluka District Gadcharoli on EPC mode in the State of Maharashtra.	63	37	29.2
102	Construction of Vehicular Underpass @ Ch. 185+500 ON Pune Nashik road in Nashik District of Maharashtra under E P C Mode.	60	0.1	28.69
103	Construction of six lane Flyover at Katraj junction at Km, 3/880 of NH 548-DD (Vadgaon - Katraj - Kondhwa - Mantarwadi Chowk - Loni Kalbhor - Theur Phata - Lonikand Road) in Pune Dist; of the State of Maharashtra. On Engineering Procurement and construction (EPC) Basis mode (L.1.326 Km,)	548DD	1.33	163.51
104	Widening and Strengthening of NH 353 C From Km, 227/000 to 243/000 (Total Km, 16.00) Chodampalli to Guggigudam section of Sakoli Wadsa - Armori - Gadchiroli - Ashti - Allapalli - Sironcha Road in Gadchiroli District in the state of Maharashtra.	353C	16	83.73

105	Construction of Minor Bridge on Allapalli - Bhamragad - Laheri - Binagunda - Narayanpur National Highway (NH) 130 D section from Allapalli to Bhamragad at ch.50/000 Km, 51/000 Km, 52/200Km, 52/500 Km, 54/400 Km, 55/600 Km, 56/600 Km, and 60/600 Km, Total 8.00 Nos. in Gadchiroli Dist; in the State of Maharashtra.	130D	0.75	42.71
106	Widening and Strengthening of NH 353 C from Km, 243/000 to 269/000 (Total Km,26.00) Guggigudam to Govindpur section of Sakoli - Wadsa Armori - Gadchiroli - Ashti - Allapalli - Sironcha Road in Gadchiroli	353B	18.2	81.21
107	Construction of four lane Parli Bypass (Missing Link) of NH 548 B from Km, 2/700 to 6/829 and ROB at Km, 3/485 in the state of Maharashtra on EPC mode	543	4	60.23
108	Construction of Major High - Level Bridges across Panvel - Mahad - Panjim road NH-66(Old 17) at Km, 91/400 God River, Km, 94/400 Kal River, and Km, 161/400 Choradi River in Raigad district in the State of Maharashtra.	66	0.96	29.36
109	Upgradation and Rehabilitation of Section of NH 361 F from Parli (00/000) to Gangakhed (30/400) to Two Lanes with paved shoulder / Four lane configurations on EPC mode in the State of Maharashtra.	361F	30.4	224.44
110	Construction of 4 Lane Flyover at Nagpur RTO Chowk To Nagpur University Campus from Ch 2/250 to	53	4.79	478.83

	5/100 and 4 lane flyover at wadi/midc junction from km 8/360 to km, 10/300 on NH 53 in state of Maharashtra.			
111	Upgradation of exhistig 2 lane flexible pavement to 2 lane paved shoulders rigid pavement from design chainage Km 66.00 to Design Km 82.440 (Start of Kolhapur Municipal corporation near Phulewadi to kale), design length 16.440 Km section on Talere Gaganbawada-Kolhapur road (NH 166G) in the state of Maharashtra on EPC mode	166G	16.44	167.97
112	Upgradation to 2L+PS from km 84/00 to km 101/00 of NH-61 Kalyan - Nirmal road.	61	15	138.04
113	Strengthening and Widening of road Sakoli- Wadsa-Armori-Gadchiroli-Ashti-Allapalli -Sironcha National highway NH 353C in Km 262/00 to 321/00 including 16 minor Bridges and 2 Major Bridge (Total length 59 Km) (section from repalpalli to sironcha) in Gadchiroli Dist in the State of Maharashtra.	353C	59	280.57
114	Rehabilitation/Upgradation of existing Highway to 2L+PS/4 lane of Dhawali to Rajoli from Design Km.149+476 to 163+476 (existing Km.150+000 to 164+000), Pandhasala to Mohadongri from design Km.170+476 to 181+476 (existing Km.171+000 to 182+000), Ambeshivni Fata to Bodli from design Km.183+476 to 185+476 (existing Km.184+000 to 186+000) and Made Tukum to Gadchiroli from design	930	28	316.44

	Km.188+476 to 189+476 (existing Km.188+000 to 189+00) having length = 28 km of NH-930 of Dhawali to Gadchiroli road in the			
115	Rehabilitation and Up-gradation of Mudkhed to Nanded section from Km. 372+000 to Km 388+400 of NH 161A i.e. Nanded-Bhokar-Himayatnagar-Kinwat-Mahur-Arani Road (Design chainage from Km 372+000 (Mudkhed) to Km 387+650 (Nanded) of NH 161A) (Length 15.65 Km) to 2/4Lane with paved shoulders configuration in the State of Maharashtra on EPC mode.	161A	15.65	206.54
116	Up-gradation to 4 laning of Daultabad T-point to Maliwada [from Design km.0.000 to km 4.000] and upgradation to 2 Lane with paved shoulders configuration of Devgaon Rangari to Shivoor [from design km 23.650 to km. 44.900] having Length=25.250 km of section Daultabad T point to Shivoor town [existing km 222+893 (On SH-16) to km 64+000 (On SH-51) of NH-752H in the state of Maharashtra on Engineering, Procurement and Construction (EPC) Mode .	752H	25.25	185.38
117	Strengthening to Allapalli - Bhamragad - Laheri in km 0/00 to 18/600 Road NH 130 D (Section from Junction 353C to Medpalli) of Gadchiroli District in the state of Maharashtra on EPC mode.	130D	18.6	36.09
118	Rehabilitation/ Upgradation of existing Highway to four lane standards in	543	10.82	163.86

	Kurkheda town from (km.413+257 to km 410+775), Two lane in Shankarpur â€“Gurnuli (km 424+00 to km 431+00) section and Reconstruction of Major Bridge at Ch. 448+558 (Bhuti Nallah) and Ch. 411+695 (Sati River bridge), Minor Bridge at Ch. 411+477 and Ch. 405+800 Lendhari Bridge) of NH 543 Bhamhapuri-wadsa-kurkheda-korchi-Deori-Amgaon road on EPC mode in the State of Maharashtra			
119	Construction of two Major Bridges Across Gundenur Nalla along with Approaches of Length 1.72 km on Alapalli Bhamragarh to Maharashtra/Chattisgarh State Border Road of National Highways-130D from Chainage km 82/000 to km 84/000 in Gadchiroli District in the state of Maharashtra on EPC Mode (length=2km)	130D	2	34.81
120	Kopargaon to Savali Vihir section	752G	8.66	195.38
121	Rehabilitation and upgradation of Jamkhed to Sautada Section of NH548 D (from km 195.375 to km 208.774, Length â€“ 13.399 Km) to 2L +PS /4L configuration with rigid pavement in the state of Maharashtra on EPC mode.	548E	13.4	157.62
122	Rehabilitation and Up-gradation to 2L+PS of Rajewadiphata to Warandh Village Section (Km. 75.100 to 88.100 L= 13 Km) part of Lonand- Bhor- Mahad - Mhapral - Mandangad - Pachral -	965DD	13	126.73

	Ambadave, NH-965 DD in the state of Maharashtra on EPC mode.			
123	Strengthening in km 88/100 to 96/700 (Varandah village to Pune Raigad District Border) of NH 965DD in Raigad district in the State of Maharashtra on EPC Mode.	965DD	8.6	36
124	Strengthening and Widening from Ashti to Lagam (from km 182+350 to km 199+400) (Length = 17.05 km) section of NH 353C (i.e. Sakoli-Wadsa-Armori-Gadchiroli- Ashti- Alapalli- Sironcha road) in Gadchiroli district in the state of Maharashtra on EPC mode	353C	17.05	47.08
125	Development/Widening of Talegaon â€“ Chakan â€“ Shikrapur â€“ Nhavara Section of NH 548DG (Nhavara to Choufula Section) of state highway in the state of Maharashtraâ€“ on EPC Mode (Length 24.037 Km).	548DG	24.04	304.68
126	Construction of Flyover in km. 468/500, Vehicular Underpass in km. 470/000 and Overpass in km. 451/300 to 451/900 including Road Safety along with avenue and median plantation from km 450/170 to km 471/330 on NH 66 Panvel Mahad Panji Road (Zarap Patradevi 4 lane road) in the state of Maharashtra on EPC mode.	66	1.24	82.67
127	Rehabilitation and Up-gradation of Sabalkhed to Ashti Section from Km 37+900 to Km 55+100 and Chinchpur to Jamkhed Section from km 70+000 to km 72+922 of NH-561 to Two lane with	561	20.12	213.33

	Paved shoulder/ Four lane configuration in the State of Maharashtra on EPC Mode (Length=20.122km).			
128	Construction of New Four Lane Bypass to Parbhani City (Parwa to Asola) Km 463/265 to Km 481/180 (Design Ch. 19+220 to Ch. 34+434) (Length-15.214 Km) section of NH-61 on EPC mode in the State of Maharashtra.	61	15.21	496.64
129	Rehabilitation and Up-gradation to 4 lane Road with Paved Shoulder configuration of section from Undewadi Kade pathar (Ch. 102+050)- Deshmukh Chowk (Ch. 113+400) and Dhawan Patil Chowk (Baramati) (Ch. 115+750) to Phaltan (Ch. 138+050) of NH-160 in the State of Maharashtra on EPC mode.	160	33.65	778.18
130	Construction of major bridge across Wainganga River in Km 134.000 (Near Armori) on Nagpur-Umred-Nagbhir-Armori section of NH-353D in the State of Maharashtra on EPC mode	353D	0.01	60.05
131	Rehabilitation and Upgradation of Parli to Sirsala section of NH-361F (km 136+700 to 115+000) (Length=21.70 km) to Two Lanes with paved shoulder /Four lane configurations on EPC mode in the State of Maharashtra.	361F	21.7	261.82
132	Rehabilitation and Up-gradation of Jintur- ShiradShahapur Section Km 258.300 to Km 306.300 [Design Chainage Km 0/00 (Jintur) to Km 48/00 (Shirad Shahpur) (Length - 48.00 Km)] of NH-752 I to two lanes with paved	752I	48	414.81

	shoulder configuration in the State of Maharashtra on EPC Mode.			
133	Rehabilitation and Upgradation of Shirapur Junction to Shivaji Chowk (Design chainage Km. 130+00 to Km.144+500) section of NH-561 and Barshi Naka to Jarud Phata (Design chainage Km. 49+500 to 59+500) section of NH-361F to Two lanes with paved shoulders/ Four Lanes configuration on EPC mode in the State of Maharashtra (Total project Length = 24.5 km).	361F	24.5	245.61
134	Balance work of Rehabilitation and Upgradation to 2-lane road with paved shoulders configuration for NH- 965DD from Pacharal-Mandangad-Mhapral-Rajewadi (Upto Junction of NH-66) (Ch-22+700 to 75+100 Km) and Ambadave connector (Birth place of Dr. Babasaheb Ambedkar) (Ch-0+000 to 7+325 Km) (length Km 59.725) in the state of Maharashtra on EPC mode. (Balance Work)	965D	59.73	388.93
135	Balance Work of Rehabilitation and Upgradation to NH-166F from Mahad Junction (at Km 123/400 on NH-66) to Raigad Fort up to Chittaa Darwaza, Pachad to Tomb of Jijaumata and Hirkaniwadi Connector [Length Km25.609] on EPC Mode in the state of Maharashtra.	166F	25.61	241.6
136	Rehabilitation and Upgradation of Satana to Mangrul (Chandwad) Section	752G	37.14	428.8

	of NH752 G Design Ch: Km 64.000 to Ch: Km 101.140 two lane with paved shoulder/four lane configuration in the state of Maharashtra on EPC mode.			
137	Rehabilitation and Up-gradation for Talere – Gaganbawda– Kolhapur Road (NH-166G) stretches start from Design Ch. 6.00 Km to Design Ch. 11.00 Km and Design Ch.19.300 Km (Start of Karul Ghat) to Design Ch. 35.300 Km (End of Gaganbawda) of NH-166G, design length 21.00 Km in the State of Maharashtra on EPC Mode.	166	21	249.13
138	Balance Work of Upgradation to two lane with paved shoulder from Arvi to Talegaon Km 59/900 to 73/550 (Design Km 59/900 to 73/600) of NH 347A on EPC Mode in the state of Maharashtra.	347A	13.7	105.9
139	Up-gradation to 4 lane configuration for the work of Peth Naka to Sangli Road, NH-166H, from Km 0+000 to Km 41+250 (Design length = 41.25 km) in the state of Maharashtra on EPC mode.	166H	41.25	856.82
140	Rehabilitation and Up-gradation to 2 lane with paved shoulder configuration of Mahud Sangola road NH 965 G 159+400 to 161+900 and 162+400 to 183+960 (Design Chainage from km. 32/300 to km. 34/800 and km. 35/800 to km. 56/860) (Rigid Pavement) on EPC mode in the State of Maharashtra.	965G	24.06	253.78
141	Urgent repairs of major bridge near Sarangkhedda at chainage 111/300 (Constructing cant retaining wall) and	160H	0.01	3.92

	constructing box drain at chainage 73/300 on NH-160H (Malegaon Kusumba Dondaicha Shahada) in the state of Maharashtra.			
142	Up-gradation to four lane/ Two lane with paved shoulders configuration of Kalyan - Murbad - Malshej Ghat - Nirmal Road NH- 61 km 15/200 to Km 38/00 and from Km. 58/00 to Km 84/00 (Design length = 48.58 km) of NH-61 on EPC Mode in Thane District in the state of Maharashtra	61	48.55	984.07
143	Widening and Strengthening of Borgaon Kale to Murud Akola (Section-I) [from Km 61/800 to 72/900 (Length=11.10 Km)] section of NH-63 to 2-Lane configuration and Latur Airport Junction to Mahila Polytechnic (Section-II) [from Km 78/900 to 86/850 (Length= 7.95 Km)] section of NH-63 to 4-lane configuration [Total project length= 19.05 km] in the State of Maharashtra on EPC Mode.	63	19.05	95.26
144	Rehabilitation and Upgradation of Risod Town to Four Lane with Paved Shoulders standards from KM.36/845 to KM. 39/340 and KM. 41/520 to 44/220 (Total length = 5.20 KM) of NH 461 B in the state of Maharashtra on EPC mode.	461B	5.2	123.51
145	Construction of seven minor bridges at design chainages km 2/400, km 9/200, km 14/200, km 32/600, km 34/200, km 43/400 and km 46/400 on NH-130D section (Total length of the project is 1.645 km with approaches) from	130D	1.65	37.34

	Allapalli- Bhamragad- Laheri - Binagunda - Narayanpur in Gadchiroli district on EPC mode in the state of Maharashtra.			
146	Construction of Major Bridge on Painganga River along with approaches (having length of 1130m) from design chainage Km. 52/450 to km 53/680 of NH 548CC (Total Length of the project = 1230m) of section of Mehkar-Chikhli-Khamgaon Road on NH-548CC in the state of Maharashtra on EPC mode.	548CC	1.23	35.86
147	Construction of Major Bridge with approaches across Andhari River on Design Km 249+724 (total length of project- 0.720 km) on Mul-Chandrapur Road, NH-930 in the Chandrapur District in the state of Maharashtra on EPC Mode.	930	0.72	21.11
148	Construction of RCC Drain in Gunjkheda Village in a length of 1.50 km from Chainage km 26/500 to km 28/000 on NH 347-A section of Pulgaon- Rohana- Arvi - Ashti - Haturna - Warud - Multai (Wardha Dist.) in the state of Maharashtra.	347A	0.01	4.02
149	Construction of new 2-lane ROB near Bhendegaon in lieu of L.C. No. 165-B at Design Ch. 60+780 along with approaches (Ch. 60+179 to 61+278) of NH-752I in the State of Maharashtra on EPC mode.	752I	1.1	59.71
150	Construction of Major Bridge including construction of approach road and RCC	61	0.59	27.16

	gutter on Sina River at km 214.180 of Kalyan Ahmednagar Pathardi road NH-61 (Old NH-222) in the State of Maharashtra.			
151	Construction of four-lane Concrete Road from Police Headquarter Gondia City to Rawanwadi Village (Birsi Airport Junction) from design km 0.000 to km 15.781 (existing km 39/720 of NH-753 to existing Km 8/400 of NH 543) on sections from Kohmara- Goregaon- Police Headquarter(Karanja) - Collector Office Square - Balaghat T Point- Rawanwadi- Rajegaon of NH-753 and NH-543 in Gondia District in the state of Maharashtra. (Total Length of the project: 15.781 Km).	543	15.78	328.11
152	Construction of Major Bridge on Shivni River at design chainage from Km. 122/080 to Km. 123/100 on NH 353C along with approaches of 940m (Total Length = 1020m) of National Highway Sakoli - Lakhandur - Wadsa - Armori - Gadchiroli -Chamorshi - Ashti - Allapalli - Sironcha Road on EPC mode in the state of Maharashtra.	353C	1.02	24.54
153	Construction of 01 Major and 05 Minor Bridges on Mangalwedha-Umadi section of NH-561 (from Ch-96+000 to 123+100) in Sangli District in the state of Maharashtra on EPC Mode.	561	1.37	60.08
154	Construction of drains at various locations from Km 4+000 to Km 103+000	753J	0.01	6.29

	of NH-753J Jalgaon to Chalisgaon in the state of Maharashtra			
155	Rehabilitation/Up gradation of Karanja Kherda - Murtizapur Section to 4Lane+Paved shoulder standards from Design km 74+351 to km 102+331 (Excluding overlapping portion with Samaruddhi Mahamarg from Design Km 76+380 to 78+280) (Total length of project = 26.080 km) section of NH 361C on EPC Mode in the state of Maharashtra.	361C	26.08	594.44
156	Reconstruction of Culverts / CD Works and Rehabilitation of Bridges in Km 110/000 to 176/200 (Mokhada to Vikramgad) of Sinnar-Trimbakeshwar-Jawahar-Palghar road NH-160A in state of Maharashtra.	160A	0.01	10.29
157	Construction of 4 lane/2 lane Major/Minor bridges and 2 lane ROBs in the Stretch from km 251 (Golawali) to km 352.000(Rajapur) section of NH-66(erstwhile NH-17) in the State of Maharashtra under NHDP-IV on Package II (Balance Work).	66	0.01	14.9
158	Construction of new 2-lane Major Bridge (L= 144m) on Terna River at Km.227+311 (Design ch. 20+890) along with approaches on Mantha-Latur-Omerga-Nagansur section of NH-548B on EPC mode in the State of Maharashtra.	548B	1.32	41.26
159	Construction of 2 new ROBs in parallel in lieu of LC-6 at Km 284/3-4 along with LA	548D	1.23	92.04

	for approaches on Daund Manmad railway line (DD-MNR) Crossing at Ch 116/700 of NH-548D near Limpangaon on Talegaon Shikrapur Nhavara Shrigonda Jamkhed Road in Ahmednagar District in the State of Maharashtra on EPC Mode.			
160	Rehabilitation and Up gradation of Kopra to Gharola (Km 76/350 to 102/350) section of NH-752K (Total project Length= 26 km) to 2-lane/ 4 lane configuration on EPC mode in the State of Maharashtra	752K	26	138.89
161	Rehabilitation / Upgradation to 4 Lane with Paved shoulder of Existing Section in Sillod Town with Design Ch. (Km54+500 to Km 60+679) [Length=6.179 km] section of NH 753F (Aurangabad-Jalgaon road) on EPC Mode in the State of Maharashtra	753F	6.18	153.79
162	Panvel-Mahad-Panji Road NH-66 from Km. 450/170 to Km. 471/300 (Zarap to Patradevi section) Construction of Vehicular underpass in km existing ch 466/650 at Khamdeo Naka in the village Insuli, and Construction of Vehicular underpass in km existing ch 450/370 at Zarap-Sawantwadi Junction in Sindhudurg district in the State of Maharashtra	66	0.01	87
163	Construction of Vehicular underpass and Service Road at Khopi Phata in Km 180/170 on Panvel Mahad Panji road NH 66 in the state of Maharashtra and Road	66	0.01	13.65

	Safety Improvement to Kashedi Amba Black Spot (at Km 160/200)			
164	"Widening and Strengthening of Yedshi to Jawale section of NH-63 {from Km 20/350 to 24/350 (Length=4.00 km)} to 2-lane configuration in the State of Maharashtra on EPC mode."	63	4	10.24
165	Construction of Earth Protective Works and Junction Improvement to Talasari Sutrakar Road NH 848 A in km 0/000 to 5/100 in Palghar District in the state of Maharashtra.	848	0.01	5.26
166	Permanent rectification of Sunk Portion in Kashedi Ghat in Km 150.050 to Km 150.450 on Panvel-Mahad-Panji Road NH-66 in Raigad District in the State of Maharashtra and Construction of Vehicular Overpass with Service Road at Kashedi Ghat (Darekarwadi) in Km.156.00 on NH 66	66	0.01	31.37
167	Panvel-Mahad-Panji Road NH-66 from Km. 450/170 to Km. 471/300 (Zarap to Patradevi section) whitetoping work in stretches from Km. 450/170 to Km. 452/000 and Km. 455/330 to Km. 460/000 and Service Road of 4.09 Km. in Sindhudurg district in the State of Maharashtra	66	0.01	50.71
168	Kuslamb To Yedshi	63	21	69.13
169	Strengthening of 10.65km sections in Km. 232.150 to km 255.280 on Ahmednagar to Kharwandi Kasar section of NH 61 in the State of Maharashtra on EPC mode.	61	10.65	16.39

170	Construction of Vehicular Under pass with Service Road in Km 176.787 For Khed Railway Station, Gunde phata in Km.191.900 and Construction of Vehicular Over Pass at Km. 129.400 in Nadgaon villages on National Highway No.66 in Raigad and Ratnagiri District in the State of Maharashtra	66	0.01	65.24
171	Upgradation of the section from Sironcha to Major Bridge across Godavari River from Design hainage km 321+000 to km 326+200 (Length-5.20km) of NH- 353C Section of Sakoli-Wadsa-Armori-Gadchiroli-Ashti-Allapalli-Sironcha Road NH 353C in Gadchiroli District in the State of Maharashtra on EPC mode.	353C	5.2	50.34
172	Nashik road to Dwarka junction (NH-3)	60	6.3	19.42
173	Strengthening of Pune Solapur Road (NH-65) from Km 8/800 to 12/500 section Ravidarshan, Hadpsar to Manjri stud farm Pune in the state of Maharashtra on EPC mode.	65	3.7	21.01
174	Rehabilitation /Upgradation from Lagam to Alapalli section (Desing Km. 199/400 to km 227/400) (Length = 28.0 Km) to 2 lane with Paved Shoulders/ 4 lane configuration section of NH-353 C (Sakoli-Wadsa-Armori-Gadchiroli-Ashti-Alapalli Sironcha) in Gadchiroli District on EPC mode in the state of Maharashtra.	353C	28	459.39
175	Providing Service Road on Panvel Mahad Panji Road NH 66 Km. 406/030 to 450/170, Road Safety Panvel Mahad	66	0.01	4.41

	Panji Road NH 66 Km. 406/030 to 450/170 to four lane with paved shoulder and Construction of Foot Bridge near New English High school And Jr. Collage, Kasal Tal. Kankavli, Dist. Sindhudurg, at Ch.422/600 (Design Ch 254.140) (Kalmath - Zarap Section) in the state of Maharashtra			
176	Rehabilitation, Upgradation and Widening of existing Highway to Rigid Pavement 2 Lane with Paved Shoulder of NH 965DD from Lonand â€“Shirval-Bhor â€“Mandangad-Pchral Section ShindewadiPhata to Varandah Ghat Dist Border from Km 33/550 to 92/550 in the state of Maharashtra on EPC mode.	965DD	57.45	723.13
177	Construction of Service Roads in stretches, pick up sheds and Foot Over Bridge in the section of Watul Talgaon and Talgaon Kalmath in Km 332/200 to 406/030, on Panvel Mahad Panaji Road NH-66 under Road Safety Annual Plan 2022-23 in the state of Maharashtra on EPC mode	66	0.01	18.12
178	Construction of 4 lane Concrete White topping (WT) road in Bhivapur City portion from km 68/500 to 70/900 (length 2.4 km) on Nagpur Umred Nagbhid Armori section of NH 353D in the state of Maharashtra on EPC Mode	353D	2.4	46.09
179	Road Maintenance work by executing one-time bituminous work improvement treatment to Panvel-Mahad-Panji road NH-66 in Km 148.00 to Km 161.600in	66	13	24.3

	Raigad and Ratnagiri district in the State of Maharashtra Annual Plan 23-24.			
180	Rehabilitation and Up-gradation to two lane with paved shoulder/ four laning configuration of Rajur- Chanegaon-Chikhali section of NH-752H from Km 188+280 to Km 179+430 [Design Chainage from Km. 0/000 to Km. 8/850 (Length-8.850 km)] on EPC Mode in the State of Maharashtra.	752H	8.85	87.07
181	Construction of Major Bridges at Ch. 8+00, Ch. 35+488 on Wadigodri-Ambad-Jalna section and Ch.3+300 of Jalna Bypass road section of NH 753-H on EPC mode in the state of Maharashtra	753H	2.03	72.62
182	Rehabilitation and Up-Gradation to 2-Lanes with Paved Shoulder Configuration of Velapur-Mahud section of NH-965G Design Chainage From km. 10/500 to km. 32/300 in the State of Maharashtra on EPC Mode.	965G	21.8	112.47
183	Strengthening of Banda -Amboli Sankeshvar Road NH 548H fom Km 0.000 to 52/600 (khambdev Naka to Sindhudurg -Kolhapur Border)in Sindhudurg District in the state of Maharashtra.	548H	52.6	45.95
184	Reconstruction/ Widening of narrow Minor Bridges 4 Nos. at CH. 71+920, 74+064, 74+856 and 75+690 in the Section Murud Akola to Latur airport junction on NH-63 in the State of Maharashtra.	63	0.06	5.1

185	Rehabilitation and Upgradation of Gandhigram Realignment alongwith reconstruction of Major Bridge on Purna River from Ch. km 24+250 to Ch. km 27+200 (Length of the project = 2.95 km) on NH-161A on Akola-Akot Section in the state of Maharashtra on EPC Mode.	161A	2.95	67.26
186	Rehabilitation and Upgradation of Shewali phata to Kalambhir section i.e. Km 0+443 to Km 4+500 and Nizampur to Chadwel section i.e. Km 13+485 to Km 26+265 (Length=16.317 Km) (excluding 2 Major Bridges with approaches Km 13+735 to Km 14+095 and Km 19+660 to Km 20+030) of NH 753B to 2L+PS Configuration in the State of Maharashtra on EPC Mode.	753B	16.32	181.58
187	Rehabilitation and up-gradation for Talere – Gaganbawada - kolhapur Road (NH 166G) stretch start from km. 0/00 to Km. 06/00 and km. 13/00 to km 19/440 of NH-166G, length 12.440 km in the State of Maharashtra.	166G	12.44	164.13
188	Construction of RCC Drains at various villages/Towns location from Km 1+050 to Km 143+870 for length of 17.818 km on NH-753F Aurangabad-Jalgaon road in the state of Maharashtra.	752H	0	26.86
189	Rehabilitation and Up-gradation to 2 lane road with paved shoulders configuration for the balance work of 13 km length on Helwak-Patan-Karad section (Km. 85+000 to 133+ 417) of NH-166E in the state of Maharashtra on EPC mode.	166E	13	181.45

190	One Time Improvement to Kalyan-Ahmednagar-Parbhani-Nanded- Nirmal Road NH-61 Km 463/700 to 481/00 (PARBHANI CITY PORTION) in the State of Maharashtra.	61	17.3	33.88
191	Up-gradation to 2/4 lane with paved shoulder configuration of NH-652 from Tuljapur –Naldurg-Akkalkot road (Chainage from Km. 00.000 to km 30.982) in the State of Maharashtra on EPC mode.	652	30.98	183.41
192	Strengthening and Maintenance to Shahad ROB Km 9/300 to Km 9/800 on Kalyan - Nirmal Road N.H. 61 by providing Mastic asphalt and structural strengthening work in 2023-24 in district Thane in the state of Maharashtra	61	0.5	12.78
193	Treatment for critical land slide prone spots posing significant threat by taking Slope Protection Measures from Km 144.800 to Km145.000, Km148.00 to Km 148.350, Km150.920 to Km 151.020 and Km 155.800 to Km 156.000 in Kashedi Ghat and Km 200.317 to Km 200.932, Km 200.932 to Km 201.487 in Parshuram Ghat on Panvel-Mahad-Panji Road NH-66, in the state of Maharashtra	66	0	77.19
194	Treatment for Five critical land slide prone spots posing significant threat to the safety of travelers is Karul Ghai section of Talere Nadhavade Gaganbawda Road NH-166G from km.23/250 to 28/320 in the state of Maharashtra	66	0.29	8.89

Completed NH Projects

S. No.	Project Name	NH No.	Total Length (Km)	Sanction Cost (Rs. in Crores)
Completed in 2021-22				
1	Balance Road Safety work of Pimpalgaon-Nashik-Gonde section of NH-3 (New NH-848) EPC-II	848	7.57	404.76
2	Balance work of Khed Ghat Realignment and Narayangaon Bypass on Khed-Sinnar section of NH-60	60	9.319	72.89
3	6/8 laning of JNPT Project, Pkg-I	348, 348A and NH-4B	4.6	539
4	6/8 laning of JNPT Project, Pkg-II		18.3	594.97
5	6/8 laning of JNPT Project, Pkg-III		11.1	504
6	Four Laning of Wardha – Butibori NH-361 on HAM	361	59.19	1460.20
7	Four Laning of Yavatmal to Wardha NH-361 on HAM	361	64.93	1093.13
8	Four Laning of Mahagaon to Yavatmal NH-361 on HAM	361	80.19	2915.68

9	Saoner - Dhapewada - Kalmeshwar Gondkhiari NH-547 E on EPC	547E	29.00	729.63
10	Nagpur-Betul Section of NH-69 on HAM	44	174.51	3989.81
11	Upgradation of NH-53 passing through Khamgaon city	53	7.30	75.14
12	Flyover at Hinganghat-Nandgaon Junction	47	1.14	82.90
13	Flyover at Butibori MIDC T Junction	47	1.69	58.00
14	Flyover at Sakoli Town	53	2.94	351.97
15	Flyover at Lakhni Town	53	3.50	354.98
16	Flyover at Dumri Junction	47	0.98	23.90
17	Construction of Major high level bridge in Km. 39.985 on NH-63 on Nizamabad Sironcha Jagaldpur road in Taluka, Sironcha District Gadchiroli on EPC mode in the State of Maharashtra.	63	0	15.68
18	Strengthening To the highway starting from Ahemadnagar-Medhewadagon - Daund - Dahiwadi Tasgaon - Sangli Road NH 160 in stretches section Km 131/00 to 140/00 and 148/00 to 151/00.(Revised Chainage Km 131/00 to 140/00, 148/00 to 151/00 and 163/00 to 167/00) in the state of Maharashtra.	160	16	9.85
19	Strenthening to Jat, Kavathe Mahnkal, Shirdhon, Tasgaon,	266	38.2	22.7

	Palus terminating at Karad Road N H 266 in Jat Landagewadi section Km 0/000 to 45/500 in State of Maharashtra			
20	Strengthening in Km.182+500 to 198+700 (Section Udgir to Ravankola) Section of NH 63 i.e. Barshi-Yedshi-Murud-Latur-Renapur-Udgir-Deglur-Sagroli.	63	16.2	8.9
21	Strengthening to km 12/00 to km 18/00 and km 30/00 to km 40/00 of (NH-561) Ahmednagar -Kada -Aashti- Jamkhed road in the state of Maharashtra (Working Chainage km 12/00 to km 18/00 and km 30/00 to km 38/00) (Section : Dhanore -Kada) on EPC basis.	561	14	10.06
22	Strengthening in km 11+600 to 16+000, Km 34+000 to 39+000 and Km 57+000 to 62+000 (Nashik to Gujarat border in stretches) section of NH 848 i.e Thane-Nashik-Peth-Kaparda-Pardi.	848	14.4	27.76
23	Strengthening and Widening to km. 12/500 to 14/00 of NH-65 Pune Solapur Hyderabad road. (Section: Manjari farm to Kawdipat toll plaza.) on EPC Mode in Maharashtra	65	1.5	6.97
24	Strengthening and widening to NH 548 D Section Shikrapur to Nhavara Km,79/000 to	548D	3.75	26.11

	82/000(3.0 Km, Length) and widening of Bridge at Km, 57/700, 67/700, 71/200 and 78/120.			
25	Jalkot to Togari NH-50	50	45.45	299.92
26	Strengthening to Km 84/800 to 85/000, km 89/600 to 89/860 , Km 90/750 to 91/400, Km 91/510 to 92/310 and KM 92/310 to 92/410 (Existing Chainages) of Kalyan- Nirmal Road N.H. 61 district thane in the State of Maharashtra. on EPC mode.	61	2.08	9.19
27	Strengthening to NH 63 Barshi-Yedshi-Murud-Latur-Renapur-Udgir-Deglur-Sagroli Road NH 63 in Km 118/600 to 125/000 In the State Of Maharashtra. (Section Kharola Pati To Astamode).	63	6.4	9.21
28	Ahmednagar - Baramati - Phaltan section of NH-160 - 2L+PS	160	93.8	955.4
29	"Strengthening to Dahegaon Umrer Road NH-247 in Km.11+606 to 14+006 in Kamptee Cantonment portion section of under EPC mode - 2.40 Km Length in the state of Maharashtra. "	347A	2.47	16.57
30	Strengthening Of Mohol-Kurul-Kamati-Mandrup-Aurad-Walsang-Tandulwadi in	465	10.79	12.08

	KM.68/00 to 90/00 N.H. 465 in Solapur District in the State of Maharashtra (Design Chainage 76/00 to 86/790)			
31	Strengthening Of Mohol-Kurul-Kamati-Mandrup-Aurad-Walsang-Tandulwadi in KM.90/00 to 108/00 N.H. 465 in Solapur District in the State of Maharashtra (Design Chainage 98/400 to 107/400)	465	9	10.08
32	Strengthening Of Mohol-Kurul-Kamati-Mandrup-Aurad-Walsang-Tandulwadi in KM.48/00 to 63/00 N.H. 465 in Solapur District in the State of Maharashtra (Design Chainage 48/00 to 56/400)	465	8.4	9.15
33	Strengthening of Gondia East Bypass on NH 543 from 266/900 to 272/550. in the State of Maharashtra.	543	4.65	7.36
34	Strengthening of NH 543 from Rajegaon MP Border to Gondia (Balaghat T Point) from Km, 250/000 to Km, 266/900 in the State of Maharashtra. .	543	16.9	18.24
35	Strengthening of Navegaon to Surbodi, Wadsa to Shankarpur, Gurnuli to Kurkheda and Lendhari to Purada Section of NH 543 from Km 3/200 to 5/150, 6/350 to 7/150, 12/000 to 19/500, 28/000 to 35/000 and	543	23.85	23.27

	45/000 to 50/000 in the State of Maharashtra			
36	Widening and Strengthening of NH 543 From Chichgad to Korchi Km, 355/000 to Km, 375/975 Dist Gondia in the state of Maharashtra (Deori Korchi Section Total Length 20.925)	543	20.9	12.78
37	Strengthening Of Murum-Wagdari-Akkalkot-Nagnsur Road in KM.23/00 to 30/00 and 50/00 to 59/00 N.H. 548 B in Solapur District in the State of Maharashtra	548B	16	14.42
38	Strengthning in Km 18 to km 30 of (NH-561) Ahmednagar - Kada -Aashti- Jamkhed road in the state of Maharashtra. (Section : Bhatodi Phata to Dhanora)	561	12	9.35
39	Wardha to Arvi 2L+PS	647	53.71	306.2
40	Mansar-Salaikhurd NH-753 2L+PS	753	44	418.36
41	Nashik Peth Gujrat Border Section of NH 848-2L+PS	848	39.6	289.61
42	Gadchiroli - Mul - 2L-PS from Km 189/000 to 233/00 NH-930	930	41.62	484.15
43	Strengthening of Yerkad to Japtalai Section of NH 930 from Km 145/000 to 150/000 in the State of Maharashtra	930	11	17.63
44	Widening and Strengthening of Jhalamal - Balod - Manpur - CG Border - Sawargaon -	930	8	6.95

	Murumgaon - Dhanora - Gadchiroli - Mul - Chandrapur Road NH 930 in Km, 163/000 to 171/000 (Lekha to Pandharsa section) in Gadchiroli Dist in the state of Maharashtra.(Lekha to Pandharsa section)			
45	Sarad-Wani-Pimpalgaon-Baswant Section of NH-953 - 2L + PS - Km 121/500 to 161/281	953	39.42	250.46
46	Strengthening to existing carriageway in Km 104/00 to 121/500 (section Saputara to Chausale) of Ahwa-Sonagad-Saputara- Vani-Pimpalgaon Road NH-953 in the State of Maharashtra (on EPC Basis).	953	17.5	18.69
47	Strengthening in Km.0+000 to 48+019 (section-Belhe to Shirur) section of NH 761 Belhe-Alkuti-Divibhoyre-Nighoj-Gavhanwadi-Shirur and terminating at NH753F in Pune District.	761	39	25.21
48	Strengthening of existing carriageway in Chandra village to Hemalkasa section of NH-130D from km 35+00 to km 65+00 in the State of Maharashtra on EPC mode.	130D	30	30.02
49	Strengthening of existing carriageway in Chandra village to Hemalkasa section of NH-130D from km 35+00 to km	130D	19	37.83

	65+00 in the State of Maharashtra on EPC mode.			
50	Strengthening in Km 176/200 to 197/200 (Section between Vikramgad to Manor) of Sinnar-Ghoti- Trimbakeshwar- Jawhar - Palghar road NH-160A in the State of Maharashtra. (Job No. NH-160A-2019-20-76. Dt.19-11-2019.)	160A	14.4	23.53
51	"Strengthening to road in Km. 197/200 to 217/400 (Section between NH-8 to Palghar) of Sinnar - Ghoti - Trimbakeshwar - Jawhar - Palghar road NH-160A in the State of Maharashtra. (Job No. NH-160A-2019-20-77. Dt.19-11-2019.)"	160A	1.5	15
52	Strengthening in Km 147/000 to Km 176/200 (Section between Jawhar to Vikramgad) of Sinnar-Ghoti- Trimbakeshwar- Jawhar - Palghar road NH-160A in the State of Maharashtra. (Job No. NH-160A-2019-20-78. Dt.19-11-2019.)	160A	21	27.18
53	Strengthening in Km 110/000 to 137/000 (Existing Chainage) (Section between Mokhada to Jawhar) of Sinnar-Ghoti- Trimbakeshwar- Jawhar - Palghar road NH-160A in the State of Maharashtra. (Job No.	160A	27	30.15

	NH-160A-2019-20-79. Dt.19-11-2019.)			
54	Widening of four slab Culverts and one HP Drain and providing crash barrier and retaining wall in Km, 104/00 to 107/00 (Ghat section) of Sinnar - Pandhurl - Ghoti — Trmbakeshwar - Jawahar - Manor Road NH 160A in the State of Maharashtra.	160A	0.01	2.91
55	Strengthening to Nandur Shingote to Kolhar from Km.0/000 to Km.16/000 of NH 160D. (Section:Nandur Shingote to Talegaon)on EPC basis.	160D	16	12.97
56	Kusumba to Malegaon 2L+PS	160H	41.35	243.45
57	Arni - Naigaonbandi section of NH-161A (Km 0/00 - 40/00) - EPC - 2L+PS	161A	45.82	291.58
58	Naigaon bandi - Mangrulpir section of NH-161A (Km 40/0 to 75/0) - EPC - 2L+PS	161A	35	199.78
59	Mangrulpir to Mahan 2L+PS	161A	32.5	222.12
60	Strengthening in Km.00+00 to 33+200 (Section Patur to Balapur)section of NH 161G i.e Patur-Balapur-Shegaon-Sangrampur-Jalgaon Jamod-Brahanpur	161G	33.2	65.63
61	Karad to Tasgaon section of NH-266 - 2L + PS	266	58.83	537.81
62	Wardha to Hingaghat 2L+PS	347A	35.46	216.9
63	Talegaon to Gonapur 2L+PS	347A	43.3	0

64	"Strengthening to Wardha-Pulgaon-Arvi- Talegaon-Ashti-Warud-Multai Road NH 347A Km.18+000 to 40+000 (Kaotha Pulgaon Rohana) excluding length of ROB-0.30 in the state of Maharashtra "	347A	21.7	27.66
65	Strengthening to Wardha-Pulgaon-Arvi-Talegaon-Ashti-Warud-Multai Road NH 347A from Km.0+000 to 8+000 (section Salod to Dahegaon) and Km.0+000 to 4+000 (section Salod to Sawangi T-point) in the state of Maharashtra.	347A	12	16.48
66	Bamni - Navegaon (Ashti) section of NH-353B (Km 242.150 - km 284.40) - 2L+PS	353B	42.25	241.69
67	PARTIAL STRENGTHNING TO TELANGANA MAHARASHTRA STATE BORDER-KORPANA-GADCHANDUR-RAJURA-BAMNI-ASHTI ROAD NH-353B IN Km 39/00 TO 43/00, 49/500 TO 54/500, 65/800 TO 77/00, 77/500 TO 79/800, 82/800 TO 84/00, 85/00 TO 86/400 OF CHANDRAPUR DISTRICT (SECTION RAJURA TO STATE BORDER)	353B	17.3	26.24
68	Strengthening of Sakoli-Lakhandur-Wadsa-Armori-Gadchiroli-Ashti-Allapalli-	353C	35.63	57.6

	Sironcha Road NH-353C (Section Gadchiroli to Ashti) from Km. 115/800 to Km. 123/100, Km. 151/020 to Km. 158/020 and Km. 161/020 to Km. 182/350 Length 35.630 Km in the State of Maharashtra on EPC mode			
69	Strengthening of Wadsa to Gadchiroli Section of Nh 353C from Km 98/000 to 100/000 and 106/500 to 112/500 in the State of Maharashtra	353C	7.3	9.23
70	"Strenghtening to Sakoli- Lakhandur - Wadsa - Armori.Road NH-353D in Km.55+800 to 62+200, Km 63+400 to 69+000, Km 71+000 to 73+000 and Km 74+00 to 75+500 in state of Maharashtra. "	353D	15.5	23.82
71	Strenghtening to Nagpur- Umred-Nagbhid-Bramhapuri- Armori road NH-353D in Km.55+000 to 57+00, Km.58+000 to 59+000, Km.63+000 to 65+000 and Km.74+000 to Km.84+000 and Km.85+000 to 86+000 Nagpur to Nagbhid section.	353D	16	21.64
72	2 Lane + Ps from Umred to Malewada from Km 0.00 to Km 16.00 of NH-353E	353E	16	113.47
73	Omerga to Ausa 2L+PS	548B	47.8	272.04

74	Widening and Strengthening in Km.54+000 to 82+000 (Section - Shikrapur to Nhavra) section of NH 548D Talegaon-Chakan-Shikrapur-Nhavra-Jamkhed-Kaij-Ambajogai-Ahmedpur.	548D	28	46.46
75	Strengthening to Khetia Shahada Prakasha Nandurbar Visarwadi Sakri Satana Deola Chandwad Manmad Shirdi Road, NH 752G in km 50/00 to 56/00, 62/00 to 70/00, and 74/00 to 80/00 (part Visarwadi to Nandurbar section Kolde to Khandbara - 20.40 km length) in the State of Maharashtra	752G	20.4	17.72
76	Strengthening to Khetia Shahada Prakasha Nandurbar Visarwadi Sakri Satana Deola Chandwad Manmad Shirdi Road, NH 752G in km 144/00 to 162/300 (part Sakri to Samode - 18.30 km length) in the State of Maharashtra.	752G	18.3	12.28
77	Shirod Shahpur to Vasmataphata section of NH-752 I - 2L + PS	752I	22.43	211.34
78	Strengthening in Km 95+500 to 97+500, Km 97+700 to 98+500 and Km 99+200 to 102+200 section of NH 752 I i.e. Jalna-Watur-ManthaJintur-Bori-Zari-Parbhani-Mahur	752I	7.8	7.41

79	Strengthening to Shewali Nizampur Chadwel Nandurbar Taloda Akkalkuwa to Gujrat State Border Road, NH 753B in, Km 57/00 to 58/500 (part C.B.Petrol Pump to Nandurbar Municipal limits-1.5 Km four lane length) and Km 69/700 to Km 74/600 (Part Wakachar-Anturli to Hatoda- 4.9 Km two lane length) District Nandurbar in the State of Maharashtra.	753B	6.4	6.52
80	Strengthening in Km. 52+450 to 99+950 (Section Buldhana to Khamgaon) section of NH 753E i.e Ajanta- Buldana-Khamgaon. Job No.NH-753E-2019-20-05	753E	47.5	74.37
81	STRENGTHENING TO INDAPUR-AKLUJ-VELAPUR-MAHUD-SANGOLA-NH-965G K.M.67/00 TO 89/400(DESIGN CH.67/00 TO 77/00 and 87/400 TO 89/400 IN SOLAPUR DISTRICT IN THE STATE OF MAHARASHTRA	965G	12	10
Completed in 2022-23				
1	4 laning of Solapur-Vijayapur of NH-52	52	109	1576.79
2	Four Lane Elevated Structure (Flyover) From Sakkar Chowk to SB Chowk on Pune-Aurangabad Road along NH-222, in Ahmednagar City Limit	61	3.08	258.3

	(Length =3.080km) in the State of Maharashtra on EPC mode.			
3	4-laning of Sangli to Borgaon section of (Sangli to Solapur section), Pkg-I of NH-166	166	41.4	1009.33
4	4 laning of Solapur - Akkalkot from km 99.400 to km 138.352 section of NH-150E	150E	39	807
5	4-laning of Sangli – Solapur (Pkg-III) Watambare to Mangalwedha section of NH-166 on HAM	166	45.6	957
6	4-laning of Sangli-Solapur (Pkg-II) Borgaon to Watambare) section of NH-166 on HAM	166	51.8	1029.4
7	4-laning of Sangli-Solapur (Pkg-IV) Mangalwedha to Solapur section of NH-166 on HAM	166	55.8	1141
8	Washim-Pangare section of NH-161 on EPC	161	42.30	1051.11
9	Karodi - Telwadi km 320.104 - 375.00 of NH 52 on EPC	52	55.51	621.05
10	Chikhali-Tarsod section of NH-53 on HAM	53	62.70	1846.81
11	Nagpur - Umred section NH-353D EPC	353D	41.10	571.48
12	Four Laning of Tuljapur to AUSA on HAM	361	67.43	1792.80
13	Flyover in Akola flyover	53	4.80	214.03
14	Akola City -Shivar-PKV Square-Nehru Park Square - Dakshata Nagar Square-Nimwadi Chowk - Washim Bypass -Ridhora Bypass road	53	13.00	185.54

15	Multi Lane Carriageway of Jalna Road in Aurangabad city from Nagarnaka Junction to Cambridge School Road	One time improvement	14.93	88.56
16	One Time Improvement of NH-6 passing through Jalgaon city	53	7.00	69.92
17	Multilane carriageway from Automotive Sqr. to Kanhan section of NH-44	44	17.80	372.74
18	Aurangabad – Karodi NH-52 on EPC	52	30.44	607.17
19	Veer to Bhogaon Khurd section of NH-66 from Km 110/750 to 148/00 - 4L + PS	66	38.76	1541.44
20	Sangola to Jath 2L+PS	965G	44.78	257.39
21	Patgaon to Khopoli Section II (Design CH. Km69+508 to 91+139) NH-548A	548A	21.63	119.79
22	Construction and widening to 6 lanning road with service road of Vadgaon (Navale Bridge) to Katraj Junction of NH 548DD fromVadgaon-Katraj-Kondhwa-Undri (Mantarwadi Chowk) Wadki-LoniKalbhorTheurPhata-Kesnandto Lonikand on EPC mode in the State of Maharashtra. (Section Vadgaon Km. 01000 to Katraj Junction Km. 3/880 Existing 4 lane Roadto 6 Lane Road with Paved Shoulders and Service Road on Both Side.)	548DD	3.88	96.77

23	Mehkar-Ajispur section of NH-548C to 2L+PS	548C	35.83	232.77
24	Construction of Animal Underpass of Spanning 750 m (1 No.) on Chimur - Warora NH-353 E Dist. Chandrapur in the state of Maharashtra.	353E	0.1	47.86
25	Construction to Two Laning with paved shoulder of National Highway No. 848 of Peth Bypass from km 53/600 to km 56/700 (approximately 3.000 km) (Design chainage 53+400 to 56+392)in Nashik district in the state of Maharashtra on EPC Mode	848	3	85.06
26	"Strengthening in Km.137/000 to Km 147/000, Km 150/000 to Km 152/800, Km 156/000 to Km 160/000 of Sinnar - Ghoti - Trimbakeshwar - Jawhar - Palghar road NH-160A in the State of Maharashtra."	160A	16.8	11.66
27	Widening and Strengthening of Jhalamal - Balod - Manpur - CG Border - Sawargaon - Murumgaon - Dhanora - Gadchiroli - Mul - Chandaur Road NH 930 in Km, 133/000 to 145/000 Gadchiroli District in the state of Maharashtra.	930	12	34.03
28	Construction of six lane Flyover at Katraj junction at Km, 3/880 of NH 548-DD (Vadgaon - Katraj -	548DD	1.33	163.51

	Kondhwa - Mantarwadi Chowk - Loni Kalbhor - Theur Phata - Lonikand Road) in Pune Dist; of the State of Maharashtra. On Engineering Procurement and construction (EPC) Basis mode (L.1.326 Km,)			
29	Strengthening to Guhagar - Chiplun - Karad road NH - 166 E Design chainage KM, 71/900 to 85/000 (Length 13.10 Km) in the state of Maharashtra.	166E	13.1	16.85
30	Improvement to cross drainage system with rehabilitation of CD works bridge and construction of additional CD works in Km 176/200 to 206/000 and Km, 215/000 to 217/700 of sinner ghoti Trimbakeshwar Jawhar Vikaramgad Manor Palghar road NH-160 A in the state of Maharashtra.	160A	0.01	4.84
31	Strengthening in Km,211/600 to 217/700 (Section between NH 48 to Palghar) of Sinnar - Ghoti - Trimbakeshwar - Jawhar - Palghar NH 160 A on EPC mode in the State of Maharashtra.	930	6.1	5.36
32	Widening and Strengthening of NH 753 from Kohmara to Goregaon in 0/00 to 9/00, 11/800 to 12/000, 14/000 to 15/500, 19/500 to 20/900,	753	17.4	21.07

	22/700 to 28/000 in the state of Maharashtra.			
33	Widening and Strengthening to Two Lane Paved shoulder (10 m) in Km, 0/000 to 22/500 (Parli to Dharmapuri) section of NH 361 H i.e. Parali - Dharmapuri - Pangaon - Renapur Phata Road (Working Ch, 2/000 to Ch 24/150). in the State of Maharashtra.	361H	22.15	79.73
34	Rehabilitaion and Upgradation of Jalgaon - Bhadgaon - Chalisgaon - Nandgaon - Manmad Road NH - 753 J to Two lane with paved shoulder configuratio from Nandgaon to Manmad (Ch.147/425 km to 168/800km Length 21.375) section of NH 753 J in the state of Maharashtra. EPC mode.	753J	21.38	252.66
35	Estimate for Rehabilitation and Upgradation of 2 Lane to 4 Lane on Solapur Vijapur Road NH52 (Solapur Town Portion) Km, 10/000 to 13/390 in the state of Maharashtra. (Total Length 3.390 Km,)	52	3.39	29.12
36	Strengthening of Panvel Mahad Panji Road NH 66 in stretches from Km, 452/000 to 455/500 and Km, 460/000 to Km, 471/300 in the state of Maharashtra.	66	14.3	27.6

37	Widening and Strengthening to Four Lane of Barshi - Yedshi - Murud - Latur - Renapur - Udgir - Deglur - Sagroli Road NH 63 in Km, 71/800 to 77/800(Section Murud Akola to Airpost Junction) in the State of Maharashtra.	63	6	30.24
38	Widening to two lane and strengthening from of NH-63. Km, 113/100 to Km,118/600 and Km,125/000 to 127/300 in the state of Maharashtra (Section Kharola Pati to Kharola and Bamani to Ashtamode).	63	7.8	20.67
39	Design and execution of necessary protective measures in Malshej ghat section of NH-61 i.e. Kalyan – Nirmal road in km 90+00 to 91+00 and 91+100 to 92+200 district Thane.	61	2.1	69.88
40	PQC of existing carriageway from Km. 57/00 to 57/284 (L=0.284 km) (Peth to Hattipada Section) of Thane-Nashik-Peth-Kaparda-Pardi Road of NH-848 in the State of Maharashtra.	848	0.28	1.57
41	Development/Widening of Talegaon – Chakan – Shikrapur – Nhavara Section of NH 548DG (Nhavara to Choufula Section) of state highway in the state of Maharashtra on EPC Mode (Length 24.037 Km).	548DG	24.04	304.68

42	Strengthening of Sakri Chandwad Manmad Kopargaon Shirdi road (NH-752G) from Km 353.00 to km 354.00 (length= 1km) in the state of Maharashtra. [Job no. NH-752G -MAH-2022-23-006 dated 30.06.2022]	752G	1	3.5
43	Rehabilitation and Up-gradation to 4 lane Road with Paved Shoulder configuration of section from Undewadi Kade pathar (Ch. 102+050)- Deshmukh Chowk (Ch. 113+400) and Dhawan Patil Chowk (Baramati) (Ch. 115+750) – Phaltan (Ch. 138+050) of NH-160 in the State of Maharashtra on EPC mode.	160	33.65	778.18
44	Providing road safety measures at various locations on Belhe - Alkuti - Nighoj - Shirur road on NH 761 from km 00/00 to 49/081 in the State of Maharashtra .	761	0.01	0
45	Construction of Major Bridge across Kanhan river at Km 709/500 NH-7		1.2	46.46
46	Watul - Talgaon section of NH-66 from km 332/200 to km 367/300 - 4L + PS	66	33.26	1244.75
47	Nilaj phata - Bhandara section of NH-247 - 2L + PS km 109/790 to km 163/050	247	53.26	420.63

48	Kohmara - Gondia section of NH-753 from km 28/00 to KM 42.40 - 2L+PS	753	14.4	118.68
49	Salaikhurd to Tirora 2L+PS	753	42.2	415.26
50	"Strengthening to Kohmara-Gondia-Tirora-Tumsar-Saoner road section Kohamara to Gondia in Km.9+000 to 11+800 ,12+000 to 14+000 ,15+500 to 19+500 and 20+900 to 22+700, and section from Gondia to Tirora 47+300 to 50+000 on NH-753 in Maharashtra "	753	13.3	12.57
51	Mul - Chandrapur : 2L-PS from Km 233/00 to 274/00 on NH-930	930	39.67	0
52	Osmannagar - Kundral section of NH-161A on EPC mode - 2L+PS	161A	52.73	344.25
53	Kothari to Dhanora NH-161A Km 90/00 to 147/650	161A	58	377.18
54	Karad to Vita 2L+PS	166E	47.5	327.88
55	Sakoli - Bhandara - 2L + PS from km 0/00 to km 55/800 of NH-353C	353C	55.8	189.05
56	Malewada - Chimur section of NH-353E - 2L-PS from Km 16/000 to 47/700	353E	31	322.53
57	Temburni-Umdi-Vijapur Karnataka Border section of NH-516A - 2L+PS	561A	54.34	422.02
58	Temburni-Pandharpur-Mangalwedha-Umdi-section of NH-516 A - 2L+PS km 0/00 to 36/190	561A	36.19	112.49

59	Patgaon to Khopoli Section I (Design CH. Km 43+783 to 69+508) NH-548A	548A	25.53	170
60	Kaij to Kusalam section of NH- 548C - 2L + PS	548C	60.73	554.78
61	Partur to Majalgaon section of NH-548C - 2L+PS from km 51/262 to 101/740	548C	50.49	383.15
62	Mantha Talukas border to Partur section of NH-548C - 2L + PS	548C	51.27	441.5
63	Manjursumbha to Chumbali phata section of NH- 548D - 2L + PS	548D	32.17	228.54
64	Kolde village to Khetia MP border section 2L + PS	752G	48.62	509.18
65	Shivur - Yeola 2L PS	752H	29.1	181.08
66	Himayatnagar - Phulsawangi section of NH-752I (Km 64/700 - km 103/713) - EPC - 2L+PS	752I	39.1	294.87
67	Ardhapur - Himayatnagar section of NH-752I (Km 0.00 - km 64.700) 2L+PS	752I	64.7	426.06
68	Indapur- Agardanda section of NH-753F - 2L+PS	548A	42.34	355.17
69	Mangaon to Dighi Port section of NH-753F - 2L+PS	753F	54.75	457.52
70	Pahur to Bodhavad section of NH-753L - 2L + PS	753L	44.76	212.81
Completed in 2023-24				
1	4 laning of Wakhari-Khudus (Km 44.700 to km 77.800) section of NH-965, Pkg-II (Sant Dyaneshwar Palkhi Marg)	965	33.1	362.46

2	Balance work for 4 laning of Khed-Sinnar section of NH-60 Manchar and Khed Bypass	60	14.137	169.89
3	4-laning of Sinnar-Shirdi section of NH 160 (including Sinnar Bypass)	160	50.9	1026
4	Patas –Vasunde to Baramati section of NH-965G (Part of Sant Tukaram Palkhi Marg including Indapur Bypass) Pkg I	965G	41.4	531.86
5	Mohol to Wakhri section of NH-965 (Sant Dyaneshwar Palkhi Marg), Pkg-I	965	44.7	731.89
6	Khudus to Dharmapuri section of NH-965 (Sant Dyaneshwar Palkhi Marg), Pkg-III	965	39.2	694.75
7	Ahmednagar to Ghogargaon, Pkg-I (Ahmednagar to Mirajgaon Tembhurni) section of NH-516A	516A	38.78	605
8	Construction of Integrated structures of Chandani Chowk of NH-4 on EPC	48	16.97	397.61
9	Amravati-Chikhali Section of NH-53 – PKg-1 on HAM	53	54.00	1002.03
10	Amravati-Chikhali Section of NH-53 – Pkg-3 on HAM	53	45.00	897.37
11	Wani - Warora Section of NH-930 on EPC	930	18.31	482.85
12	Pangare - Warangafata Section of NH-161 on EPC	161	41.65	1076.75
13	Flyover at Karanja on NH-53	53	1.10	49.30

14	Balance 4L Amravati - Chikhli (Pkg - IV) [Nandura - Chikhli Km 315.00 to 360.00]	53	45.00	801.53
15	Chakur Loha Section of NH-361 from km 114.600 to km 187.80	361	73.35	3242.11
16	Loha-Waranga Section of NH-361 from km 187.800 to km 244.369	361	56.57	3372.54
17	Tarsod - Fagne section of NH-6	53	87.30	2267.90
18	NHDP - Ahmednagar to Kharwandi Kasar (Pathardi) Section from km 232 - 284	61	51.75	112.22
19	Parshuram Ghat - Arawali section of NH-66 4L+PS from Km.205/400 to 241/300	66	34.45	2226.11
20	Kalmath - Zarap section of NH-66 4L + PS in Km. 406/030 (Kalmath) to Km. 450/170 (Zarap)	66	43.91	0
21	Parali Pimpla Dahiguda section of NH548B - 2L + PS	548B	18.44	205.28
22	Upgradation of Parbhani to Gangakhed section of NH-752K	752K	35.89	237.88
23	Construction of Major Bridge on Perimili River at Design Chainage km 178+240 to km 179+415 (Existing Chanaige 27+500) On the Highway starting from its junction with NH-30 near Kondagaon connecting Narayanpur - Kutul in the state of Chattisgarh connecting Binagunda - Laheri - Dhondraj - Bhamragad -	353C	1.18	43.23

	Hemalkasa and terminating at its junction with NH - 353C near Allapalli Dist. Gadchiroli in the state of Maharashtra.			
24	Construction of Major Bridge and approaches across Wainganga River on Ballarpur - Kothari - Gondpipri - Ashti Road NH 353B in km 290/550 to 291.950 (Total Length - 1.40 km) in Chandrapur District in the state of Maharashtra on EPC Mode.	353B	1.4	98.83
25	Rehabilitation and Upgradation of Aurangabad - Sillod - Ajanta - Jalgaon, NH 753 F from Km.87+700 to Km 89+800, Km.144+750 to Km 147+380 (Design Chainage) to four lane configuration in the state of Maharashtra on EPC mode.	753F	4.73	56.63
26	Improvement of Aurangabad - Sillod - Ajanta - Jalgaon section of NH 753 F from Km, 89/800 to Km, 94/210 (Ajanta Ghat Section) to Two lane configuration in the state of Maharashtra on EPC mode under AP 2020-21 under NH(O)	753F	4.41	34.07
27	Strengthening and widening to Deogaon phata - Pathari - Parali - Latur - Omerga -Murum mode - Murum - Alur -Akkalkot - Indi - Vijapur NH 548 B (Murum mode	548B	28.4	66.72

	NH65 to Belamb) Km, 261/300 to Km, 289/700 in the state of Maharashtra.			
28	Construction of Minor bridge at Km, 0/620, on Solapur Vijapur road NH 52 in the State of Maharashtra.	52	0.01	3.95
29	Strengthening and Widening to NH 761 road Starting at its Junction with NH 61 connecting Belhe - Shirur and terminating at NH 753F. Section Km, 0/400 to 1/250 and Km, 39/00 to 49/081 in the State of Maharashtra. Under EPC mode.	761	10.93	27.04
30	Widening and Strengthening of NH 543 From Gondia - Amgaon Deori - Korchi - Kurkheda - Wadsa - Bramhapuri Road in Km, 392/000 to 397/000 in Gadchiroli District in the state of Maharashtra.	543	5	19.13
31	Upgradation of Chandrapur - Ballarpur - Kothari - Gondpipri - Ashti Road NH 353B PackNo,2 from Km,284/400 to Km, 292/798 (Length 6.998 Km,) [Excluding Major Bridge and its approaches from Km, 290/550 to 291/950 (Total Length = 1.40 Km,) in the state of Maharashtra.	353B	7	60.14
32	Strengthening to Nagpur-Umred - Nagbhid - Bramhapuri - Armori Road NH - 353 D in Km, 48/400	353D	27.05	21.52

	to 55/00 Km 65/000 to 74/000 Km, 84/000 to 85/000 and Km, 86/00 to 96/445 (Umred to Nagbhid section) (Total length 27.045 Km,) Nagbhid to Umred section in the state of Maharashtra.			
33	Strengthening and widening to Mohal Kurul Kamati Kanabas Achegaon Valasang Dhotri Musti Tandulwadi road NH 465 Km, 56/400 to 76/00 (Bankalagi to Tilatigate) and 86/790 to 98/400 (Dindur to Dhotri) in the state of Maharashtra.	465	29.61	54.08
34	Widening and upgradation by concreting to 2 Lane with Paved Shoulder of Kalyan - Nirmal road in Km 11/700 to 15/200 of NH 61 in Thane District in the State of Maharashtra.	61	3.5	47.66
35	Strengthening to Tembhurni - Pandharpur - Mangalwedha - Umadi up to Karnataka border (Vijapur) NH 561 A Km, 95/136 to 113/136 and NH 561 A Km, 113/136 to 130/636 road in the state of Maharashtra.	561A	35.5	70.68
36	Providing and Fixing Various protective measures in Vengurlaâ€“ Akeri â€“Amboli - Belgaum Road (Working Ch 51/780,52/900,54/200,54/300)Design of NH-548H, in Tal:	548H	0.01	22.98

	Sawantwadi, Dist: Sindhudurg in the state of Maharashtra.			
37	Construction of Major Bridge across Manjra River Near Yesgi Village @ Km, 166/500 on NH 63 Tq Biloli Dist Nanded in state of Maharashtra. On EPC mode	63	2.32	188.69
38	Rehabilitation and upgradation to Two lanes with paved shoulder configuration from Watur to Charthana section of NH 752 I from Km 0.00 to Km 27.00 (design Chainages) on EPC mode in the state of Maharashtra.	752I	27	228.01
39	Strengthening and widening of existing carriageway to 10 m in Km, 156/160 to 229/160 (Tembhurni - Kuslamb) section of NH 548 C i.e. Tembhurni Kurduwadi Barshi Kuslamb road in the State of Maharashtra.	548C	73	157.72
40	Balance work in Rehabilitation and up gradation of existing two lane of NH-66 from Km. 406/030 to Km 450/170 (Kalmath to Zarap).	66	15	24.08
41	Rehabilitation and Upgradation of Pathri to Selu section design chainage from km 41/000 to 47/900 (length=6.90 km) and Selu to Deogaon Phata section design chainage from km 63/100 to km 68/700 (length=	548B	12.5	145.76

	5.60 km) of Injegaon- Sonpeth- Pathri- Selu- Degaon Phata road NH-548B to 2-lane/4-lane with paved shoulder (Rigid Pavement) configuration on EPC Mode in the State of Maharashtra.			
42	Rehabilitation of CD works/bridges and construction of additional CD works in km 197/200 to 217/700 (section NH-160A to Palghar) of Sinnarâ€“Ghotiâ€“ Trimbakeshwar â€“Jawharâ€“Palghar road NH-160A in the state of Maharashtra.	160A	0.01	4
43	Strengthening of Solapur Vijapur road NH-52 in Km. 0+00 to 10+00 in the State of Maharashtra.	52	10	29.64
44	Upgradation of four Lane Road with Cement Concrete Road (White Topping) in km 0+800 to km 2+240 (Length-1.440 km) and km 5+050 to km 8+500 (Length- 3.450 km), Total Length-4.890 km on Nagpur - Amravati Road of NH-53 in Nagpur City in the State of Maharashtra. (White topping).	53	4.89	76.01
45	Strengthening of section in Sinnar Town from km 177/00 to	60	8.64	14.11

	185/00 of NH-60 (Pune-Nashik) in the state of Maharashtra.			
46	Strengthening of NH 160A sections from Khambale to Pahine (Km. 58/300 to 71/800, Km. 72/800 to 79/100, Km. 81/800 to 88/600) and from Satgaon to Amboli (Km. 98/200 to Km. 101/600) including reconstruction of Minor Bridge (1 no.) and Culverts (5 nos) on Khambale-Pahine section of Sinnar – Ghoti – Trimbakeshwar - Jawahar Road (NH-160A) in the State of Maharashtra.	160A	30	37.83
47	Shewali (Sakri) - Nandurbar	753E	32.86	232.59
48	Rehabilitation and Upgradation to Two/Four Lane with paved shoulder of Kuslamb (Barshi) - Yedshi – Murud – Latur – Renapur – Udgir – Deglur – Sagroli - upto State border Road NH-63 in KM 133/900 to 136/900 (Section Aashta mode to Aashta village) and in KM 175/769 to 178/589 (Section Tiwatgyal pati to Malkapur-Udgir) (Project length=5.82 Km) with Rigid Pavement on EPC mode in the State of Maharashtra.	63	5.82	81.68
49	Strengthening of Nagpur Hyderabad road NH 44(7) in Km	44 N.S.	7.29	19.19

	0/00 to 2/200 and KM 9/500 to 14/585 district Nagpur.			
50	Strengthening and Reconstruction to Talegaon-Arvi- Pulgaon- Wardha Road NH-347A Km 99.405 to Km 119.375 (Local Chainage 40/000 to 59/970) in Wardha District of Maharashtra State	347A	19.97	37.59
51	Upgradation to 2L+PS Standards of Section from kasabkeda-Devgaon rangari section from km 72+00 to 82+00 km [Design ch .13/650 to Ch. 23/650] (for 10.00 km length) of NH-752H in the state of Maharashtra on EPC mode.	752H	10	45.07
52	Protection of Embankment with Toe Wall and concrete drain in Nagzari Village portion from km 7+300 to 8+200 (length 900 m) on Mekhar Chikhali Road of NH-548 CC in the state of Maharashtra.	548C	0.9	1.71
53	Deori to Amgaon section of NH-543 - 2L + PS - Length 38.20 Km.	543	38.2	395.2
54	2 lane + PS Pimplner to Satana -[Design chainage km 21.427 to 64.00] of NH-752G]	752G	42.57	277.81
55	Rahuri - Sonai-Shani-Shinganapur 2L+PS	160C	26.16	139.74

56	Akola-Deori-Akot to 2L-PS (NH-161A) from km 0/00 to km 39/286	161A	39.29	313.93
57	Helwak - Karad - 2L/4L-PS from 85.00 (Helwak) to 133.417 (Karad) on NH 166E	166E	48.42	416.99
58	Rehabilitation and Upgradation of Sakoli – Lakhandur – Wadsa – Armori – Gadchiroli – Ashti – Allapalli - Sironcha Road NH-353C (Section Gadchiroli to Ashti) from Km. 113/650 to Km. 115/800, Km. 123/100 to Km. 151/020 and Km. 158/020 to Km. 161/020 Length 33.070 Km to two lane with paved shoulder Rigid Pavement configuration in the State of Maharashtra on EPC mode	353C	33.07	396.46
59	Chimur - Warora - 2L-PS from Km 47/700 to 98/350 on NH-353E	353E	42.75	467.7
60	Fardapur-Pahur-Jalgaon section of NH-753F - 2L / 4 L +PS from Km. 99+660 to Km. 144+750	753F	47.72	605.88
61	Wadigodri - Dhangripimpri	753H	30.39	194.23
62	Dhangripimpri to jalna and Ambad chowk to Mantha chowk section	753H	25.11	217.14
63	Bhokardhan-Hasnabad-Jawkheda-Rajur-Deaulgaon Raja Highway from 0+000	753M	66.73	74.75

	(Kumbhari Fata) to km 63+900 (Deaulgaon Raja) and extension from 17+900E (Jawkheda Fata) to 20+730E (Talegaon Fata) - 2L + PS			
64	Talasari-Sutrakar Section of NH-848A from Km. 0/00 to 5/100	848A	5.1	42.71
65	Pandharpur To Sangola section of NH-965C - 2L + PS	965C	34.35	218.38
Completed in 2024-25				
1	Ghogargaon to Ahmednagar-Solapur District Border, Pkg-II (Ahmednagar to Mirajgaon Tembhurni) of NH-516A	516A	41.615	629
2	Improvement and construction of Ahmednagar Bypass of NH-222 (Km.0 to Km.40.6)	61	40.6	659.7
3	Balance work for 4 laning of Khed-Sinnar section of NH-60 Kalamb and Alephata Bypass	60	8.63	90.99
4	4-Lane Bridge across Varsova Creek and its approaches on Surat - Dahisar section of NH-48 on EPC	48	2.55	157.49
5	Indapur - Akluj - Tondale - Bondale Package - III section of NH-965G (Sant Tukaram Palakhi Marg) on EPC	965G	46.7	1,603.10
6	Construction Of LVUP at Km.153+600 at Adhegaon junction and at Km.217+565 at Mohol junction on NH-65 and Four Laning of Tembhurni Town	65	6.23	68.17

	portion from Km.153+050 to Km.159+280 (Not a part of NH-65)			
7	Balance 4L Amravati - Chikhli (Pkg - II) [Kurankhed - Shelad Km 220.00 to 270.00]	53	50.00	1031.22
8	Akola-Medshi Section of NH-161 on EPC	161	47.70	1282.89
9	Medshi to Washim Km 47.700 to 92.200 NH-161 on EPC	161	42.30	1051.11
10	4 Lane Stand Alone Ring Road/Bypass Nagpur Pkg- I Km 0.500 to Km 34.000	ORR-I	33.50	549.01
11	4L of Ausa-Chakur Km 55.835 to 114.345 NH-361 on HAM	ORR-I	58.51	2700.43
12	Construction of Flyover at Gauri Inn Junction on NH-53	53	1.58	49.56
13	Bodhre - Dhule	52	67.00	1188.85
14	Ring road /Bypasses for Nagpur Pkg-2 from km 34.000 to km 62.035	ORR-II	28.04	639.00
15	Balance work of Up-gradation of two-lane paved shoulders of existing Km. 44+700 (NH-353I, Seldoh Junction) to Km. 54+780(NH-353I Kandhali Junction) and from existing Km. 54+780 (NH353I, Kandhli Junction to Km. 94+120 (NH353I, Pavnar Junction) [Design km. 39.200 to km. 88.620 of NH 353I in the State of Maharashtra On EPC Mode. [Length Km. 48.62]	353I	48.62	404.33

16	Ralegaon-Vadner (Ramtirth) between Km 0/00 to 27/199 joining NH-7 to 2L-PS	361B	27.2	210.8
17	Barasgaon to Rahatee Bu. section of NH-222 - 2L + PS from Km 558/200 to km 615/00	61	55.5	259.64
18	Pangaon to Dharmapuri and Parali to Injegaon 2L+PS	548B	24.75	152.03
19	Male Village to Pune Raigarh District Border NH-753F	753F	37.6	256.15
20	Construction Of 2 major bridges and 1 major bridge alongwith approaches on Wakan-Pali-Khopli road NH-548A on EPC mode near Pali in Raigad district in the State of Maharashtra	548A	0	26.81
21	2 lane + PS Chandwad - Manmad [Design chainage km 104.600 - 128.650] NH-752G]	752G	24.05	168.45
22	Construction of Minor Bridge at Km, 246/750 (Jamkhandi Bridge) on Solapur Hyderabad NH 65 in Solapur city in State of Maharashtra.	65	0.01	2.83
23	Up-gradation of Tirora-Gondia, State Highway from existing km 163+213 (On SH-335, Tirora) to km 191+456 (On SH-335, Gondia Jn) [Design km.87.000 to km. 115.200] (Construction Length=28.200 km) NH 753 to Two lane with paved shoulders in the state of Maharashtra on	753	28.2	288.14

	Engineering, Procurement and Construction(EPC) Mode Basis Contract			
24	Upgradation of Amgaon - Gondia National Highway 543 in Km, 22/550 to Km, 42/625 (Design Km, 38/200 to Km,58/275) (Construction Length 20.075 Km) to Two lane with paved shoulder in the state of Maharashtra on EPC mode	543	20.08	239.24
25	Up-gradation to two lanes with paved shoulder / four lane configurations of Pack No. Nashik - IV of SH-55 (NH 548 D) section - II Adhalgaon to Jamkhed section from Design Ch Km, 132/600 to Km, 195/375 on EPC mode in the state of Maharashtra.	548D	62.76	399.33
26	Rehabilitation and upgradation of Amboli Junction (design ch. 71+530) to Ajara (design ch.100+835) sect	548H	61.43	376.44
27	"Rehabilitation and Upgradation of Bhokardan to Kumbhari Fata Design Ch. (Km 13+500 to 17+00) and Rajur to Jalna Design Ch. (Km 39+850 to 62+420) section of NH-753H to 2lane/4Lane configuration on EPC mode in the State of Maharashtra."	753H	26.07	291.37

28	Up gradation to 2L+PS/ 4 lane of NH-353E, in Chimur-Khadsangi Section from Km 52+700 to 60+600 (Length 6.70 KM) [Excluding Animal Underpass and its approaches from Km 53+410 to 54+610 (Length 1.20 Km)] and Concrete Overlay in Chimur Town from Km 45+550 to 46+715 (L=1.165 Km) in Chandrapur District on EPC mode in the state of Maharashtra	353E	7.87	71.39
29	Rehabilitation and Up-gradation to 2 lanes with paved shoulder/ 4 laning configuration of Chikhli-Dabhadi-Talegaon-Pal Phata section of NH-752H from Km 179+430 to Km 141+800 [Design Chainage from Km. 8/850 to Km. 46/210 (Length-37.360 km)] in the State of Maharashtra on EPC Mode	752H	37.36	350.75
30	Balance work Rehabilitation and up-gradation of Kolha to Nasratpur from km 444+000 to km 463+545 and km 481+000 to km 513+990 section of NH-222 to Two Lane with paved shoulder in the state of Maharastra under NHDP-IV.	61	18.16	281.78
31	Strengthening of Dondaicha to Shahada section of NH-160H	160H	25.8	31.02

	from Km. 98/00 to 125/00 in the State of Maharashtra.			
32	Construction of Service road at Saradwadi village along Sinnar Bypass Road NH-60 at Km 187/910 to 189/000 in the state of Maharashtra.	60	0.01	5.67
33	Construction of Water Channel in Shinde Village at Slab Culvert Km.194/200 of Pune-Nashik Road NH-60 in Nashik District in State of Maharashtra.	60	0.01	4.06
34	Strengthening and widening of Kusumba to Dondaicha section of NH-160H from design chainage km 43/375 to 98/241 in the State of Maharashtra.	160H	51.56	97.99
35	2 lane + PS Asthamode - Tivatyal [Design ch. Km 24.300 - 62.00] [Km 134.98-172.95 of NH-63]	63	37.97	228.82
36	Road Maintenance work by executing one-time bituminous work improvement treatment to existing road of Panvel-Mahad-Panji road NH-66 in Km 91/300 to Km 96/800 in Raigad district in the State of Maharashtra (Mangaon village)	66	5.5	9.84
37	Road Maintenance work by executing one-time bituminous work improvement treatment to existing road of Panvel-Mahad-Panji road NH-66 in Km 84.00 to	66	3	7

	Km 87.000 in Raigad district in the State of Maharashtra (Indapur village).			
38	Strengthening of balance work of Nilajphata to Bhandara (Kardha) from Km 109/910 to km 111/800, km 113/230 to km 116/900, km 143/660 to km 146/800 and km 152/400 to km 156/900 (total length of the project- 13.20 km) of NH-247 in Bhandara District in the state of Maharashtra on EPC mode.	247	13.2	20.42
39	Strengthening of balance work of Amgaon Gondia section from existing km 25+985 to km 28+025 , km 33+130 to km 35+088 , km 40+475 to km 42+625 (Design Chainage km 54+840 to km 52+800 , km 47+695 to km 45+737 , km 40+350 to km 38+200) [total length of the project= 6.148 km) of Balaghat Gondia Amgaon Deori Korchi Road of NH 543 in the state of Maharashtra on EPC Mode	543	6.15	6.69
40	"Strenghtening to Mandla-Nainpur- Balaghat-Gondia-Amgaon-Deori- Korchi-Bramhapuri.NH-543 section Deori to Korchi in Km.156+000 to 180+000 of SH-276 in Gondia Dist of Maharashtara. "	543	24	22.09

41	Construction of Missing Length in Amdi to Saoner section of NH 753 in following sections (i) 4 laning in Kothurna village from design chainage Km 251+350 to Km 251+500 and (ii) 4 laning in Sawali village from design km 247+780 to km 247+900 and 2LPS in Sawali village from km 248+000 to km 248+220 with balance work of MNB in Km 248+168 at Sawali Village (iii) And Irrigation Canal Structure at Parseoni Town from Km 236+690 to 236+760 (total length of the project= 560m) of NH-753 in the state of	753	0.56	7.98
42	Wadi- Asola section of NH-353I - 2L + PS - Length 39.200	353I	39.2	238.62
43	Digras-Darwha-Karanja to 2L/4L-PS (NH-361C)	361C	74.35	292.6
44	Wakan - Pali - Khopoli - section of NH-548A - 2L+ PS	548A	40.6	147.13
45	Shapur to Patgaon section I (Design Ch. Km 0+000 to 20+130) NH 548A	548A	20.13	150.79
46	Shapur to Patgaon section II (Design Ch. Km 20.130 to 43.783) NH-548A	548A	23.65	140.2
47	Ahmedpur to Pimpla section of NH-548D - 2L+PS	548D	55.62	422.38
48	Pimpla to Manjusumba section of NH-548D - 2L + PS	548D	81.69	595.77

49	Satara Mhaswad Pilov Pandarpur section of NH-548E - 2L + PS	548E	53.08	388.44
50	Jintur to Parbhani section no. 752 I - 2L + PS	752K	38.42	356.66
51	Jahirabad-Nitur-Latur section of NH-752K - 2L+PS	752K	64.93	461.96
52	Ajanta-Buldhana to 2L-PS (NH- 753E) from km 0/00 to km 49/130	753E	49.13	353.31
53	Pune to Male Village (Ch 1+275 to 31+400) NH-753F	753F	30.13	228.31
54	(Dhad to Bhokardan to Sillod) Dhad 28.00 to Bhokardan 67.600 and Bhokardan 12.500 to sillod 0.00	753M	54.5	336.21
55	Hathni (Chikhli) to Dhad	753M	28	189.46
56	Kurudwadi to Pandharpur section of NH-965C - 2L + PS	965C	48.37	307.63

विमान उड़ानों में तकनीकी खराबी

2336. श्रीमती मंजू शर्मा:

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि:

(क) पिछले वर्ष के दौरान देश में सुरक्षित, कुशल और विश्वस्तरीय हवाई यात्रा सेवाएं प्रदान करने में तकनीकी गड़बड़ियों और विफलताओं का ब्यौरा क्या है;

(ख) देश में सुरक्षित हवाई यात्रा सुनिश्चित करने के लिए क्या कदम उठाए गए हैं;

(ग) क्या सरकार के पास हवाई यात्रा से संबंधित सुरक्षा और संरक्षा उपायों की जांच करने के लिए कोई तंत्र है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) इस संबंध में विभिन्न एयरलाइन कंपनियों को जारी किए गए नोटिसों का ब्यौरा क्या है और ऐसे विमानन सुरक्षा उल्लंघनों की पुनरावृत्ति को रोकने के लिए क्या कार्रवाई की गई है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर

मोहोल):

(क) से (घ) विमान में तकनीकी खराबियां आना सामान्य परिघटना है जिनका कारण विमान में लगे कलपुर्जों/प्रणाली/सहायक उपकरणों के उचित रूप से काम न करना/खराब हो जाना हो सकता है। देश में पिछले वर्ष के दौरान रिपोर्ट की गई तकनीकी खराबियों का ब्यौरा **विवरण** में दिया गया है।

डीजीसीए ने नागर विमानन अपेक्षा (सीएआर) के तहत विनियम निर्धारित किए हैं, जिनके अनुसार विमान का अनुरक्षण विनिर्माता और डीजीसीए के दिशानिर्देशों के अनुसार किया जाना चाहिए तथा विमान को उड़ान के लिए रिलीज करने से पहले उसमें रिपोर्ट की गई सभी तकनीकी खराबियों को ठीक कर लिया जाना चाहिए।

इसके अलावा, 28 नवंबर 2024 को जारी उड़नयोग्यता एडवाइजरी परिपत्र एएसी संख्या 02/2024 के अनुसार प्रचालक को सभी घटनाओं की रिपोर्ट डीजीसीए को देनी होगी। घटनाओं में वृद्धि के मामले में, डीजीसीए स्पॉट चेक/ रात्रि निगरानी सहित विशेष ऑडिट अभियान शुरू कर सकता है।

नागर विमानन महानिदेशालय (डीजीसीए) निगरानी, ऑडिट, स्पॉट चेक, रात्रि निगरानी आदि की प्रणाली के माध्यम से सुनिश्चित करता है कि एयरलाइनें और अनुरक्षण संगठन उन विनियामक अपेक्षाओं का अनुपालन करते आ रहे हैं, जिनके लिए उन्हें शुरू में अनुमोदन दिया गया था। डीजीसीए सुनिश्चित करता है कि एयरलाइनें/अनुरक्षण संगठन आवश्यक सुधारात्मक कार्रवाई करें। उल्लंघनों के मामले में, एयरलाइन/संगठन/कार्मिकों के विरुद्ध डीजीसीए प्रवर्तन कार्रवाई शुरू कर सकता है, जिसमें वित्तीय जुर्माना लगाने सहित चेतावनी, अनुमोदन/प्रमाणपत्र/लाइसेंस का निलंबन या रद्द करना शामिल हो सकता है। यात्रियों की सुरक्षा सुनिश्चित करने के लिए एक मजबूत तंत्र मौजूद है।

पिछले एक वर्ष के दौरान किसी भी एयरलाइन कंपनी के खिलाफ कोई नोटिस या कार्रवाई शुरू नहीं की गई है।

विवरण

वर्ष 2024 में एयरलाइनों के विमानों में खराबी के मामलों की संख्या

क्र. सं.	एयरलाइन का नाम	वर्ष 2024 में तकनीकी खराबियों/गड़बड़ियों की संख्या
1.	मैसर्स इंटरग्लोब एविएशन लिमिटेड (इंडिगो)	105
2.	मैसर्स स्पाइसजेट लिमिटेड	17
3.	मैसर्स एअर इंडिया लिमिटेड	55
4.	मैसर्स विस्तारा	06
5.	मैसर्स एअर इंडिया एक्सप्रेस लिमिटेड	20
6.	मैसर्स एअर एशिया लिमिटेड	18
7.	मैसर्स बिग चार्टर प्रा. लिमिटेड (फ्लाई बिग)	03
8.	मैसर्स अकासा एअर	04
9.	मैसर्स ब्लू डार्ट एविएशन लिमिटेड	01
कुल		229

LPG CONSUMPTION BY PMUY BENEFICIARIES

2337. SHRI SAPTAGIRI SANKAR ULAKA:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

- (a) the total number of households benefitted under the Pradhan Mantri Ujjwala Yojana (PMUY), along with the number of connections provided during the last five years and the current year, year and State-wise;
- (b) the LPG consumption in thousand metric tonnes by the beneficiaries under PMUY during the last five years, year and State-wise;
- (c) whether any assessment has been conducted by the Government regarding the impact of PMUY on improving health outcomes and reducing indoor pollution among beneficiaries and if so, the details thereof;
- (d) whether the Government has identified the issue regarding low refill rates, affordability and accessibility as reported by PMUY beneficiaries and if so, the details thereof along with the measures adopted to resolve these issues; and
- (e) the targets set for expansion of PMUY during the next two financial years and the roadmap to achieve these targets?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (e) Pradhan Mantri Ujjwala Yojana (PMUY) was launched in May, 2016 with an objective to provide deposit free LPG connection to adult women from poor households across the country. The target to release 8 crore connections under PMUY was achieved in September 2019. To cover the remaining poor households, Ujjwala 2.0 was launched in August 2021 with a target to release 1 crore additional PMUY connections, which was achieved in January 2022. Subsequently, the Government decided to release 60 lakh more LPG connections under Ujjwala 2.0

and the target of 1.60 crore Ujjwala 2.0 connections was also achieved during December 2022. Further, Government approved release of additional 75 lakh connections under PMUY Scheme for the period FY 2023-24 to 2025-26 which has already been achieved during July 2024. As on 01.03.2025, there are 10.33 crore PMUY connections across the country. Details of year-wise and state-wise, LPG connections under PMUY during last five financial years are at **Statement-I** . No targets for new connections under PMUY have been set in next two years.

LPG consumption of PMUY beneficiaries is monitored on regular basis. Consumption of domestic LPG by households depends on several factors like food habits, household size, cooking habits, tradition, flavor, taste, preferences, price, availability of alternate fuels etc. Details of state-wise and year-wise LPG Consumption (in TMT) by PMUY beneficiaries during last five financial years and current financial year (till Feb'25) are at **Statement –II** .

In order to improve access to LPG across the country, various steps have been taken inter alia, including organizing campaigns for improving awareness about PMUY, organizing melas/camps to enroll and distribute connections, promotion through Out of Home (OOH) hoardings, radio jingles, Information, Education and Communication (IEC) Vans etc., spreading awareness about advantages of using LPG over other conventional fuels and safe usage of LPG through LPG Panchayats, enrolment/awareness camps under Viksit Bharat Sankalp Yatra, facilitation of consumers and their families for Aadhar enrolment and opening of bank accounts for getting PMUY connections, simplification of process of getting LPG connection, online application for PMUY connection at www.pmuy.gov.in,

nearest LPG distributors, Common Service Centres (CSC) etc., option of 5 Kg Double Bottle Connection (DBC), swap option from 14.2 Kg to 5 Kg, provision for Migrant Families to avail new connection on Self-Declaration instead of Proof of Address and Ration Card. Further, OMCs are continuously commissioning new LPG Distributorships, especially in rural areas. Since the launch of PMUY scheme, OMCs have commissioned 7959 Distributorships (commissioned during 01.04.2016 to 31.10.2024) across the country, out of which 7373 (i.e. 93 %) are catering to rural areas.

Since the launch of PMUY till financial year 2022-23, Government has been bearing an expenditure of up to Rs.1,600 per PMUY connection for Security Deposit (SD) of Cylinder, Pressure Regulator, Suraksha Hose, DGCC booklet and installation charges. From financial year 2023-24, this expenditure has been increased to Rs.2,200 per connection for 14.2 Kg Single Bottle Connection/ 5 Kg Double Bottle Connection and Rs.1,300 per connection for 5 Kg Single Bottle Connection.

To make LPG more affordable to PMUY consumers and ensure sustained usage of LPG by them, Government started a targeted subsidy of Rs.200/- per 14.2 kg cylinder for up to 12 refills per Annum (and proportionately pro-rated for 5 Kg connections) to the PMUY consumers in May 2022. In October 2023, Government increased the targeted subsidy Rs.300 per 14.2 kg cylinder for up to 12 refills per annum (and proportionately pro-rated for 5 Kg connections). After a targeted subsidy of Rs 300/cylinder to PMUY consumers, Government of India is providing

14.2 Kg LPG cylinders at an effective price of Rs.503 per cylinder (in Delhi). This is available to more than 10.33 crore Ujjwala beneficiaries, across the country.

Further, as a result of various steps taken by Government to improve access and affordability of domestic LPG for PMUY consumers, per capita consumption of PMUY beneficiaries (in terms of no. of 14.2 kg LPG cylinders taken per year) has increased from 3.68 (FY 2021-22) to 3.95 in FY 2023-24, and 4.43 in FY 2024-25 (up to January 2025).

Various independent studies and reports have shown that PMUY scheme has had a significant positive impact on the lives of rural households, especially women and families in rural and remote areas. Some key benefits are briefly explained below:

(i) PMUY had resulted in a shift from traditional cooking methods that involve burning solid fuels like wood, dung and crop residues. The use of cleaner fuel lowers indoor air pollution, leading to improved respiratory health, particularly among women and children who are traditionally more exposed to household smoke.

(ii) Households in rural areas, especially those in remote locations, often spend a significant portion of their time and energy in collecting traditional cooking fuels. LPG has reduced drudgery and the time spent on cooking by women of poor households. The free time, thus, available with them can be utilized in multiple spheres for enhanced economic productivity.

(iii) Transition from biomass and traditional fuels to LPG reduces the dependency on wood and other biomass for cooking purposes, leading to a decrease in

deforestation and environmental degradation. This benefits not only the households but also contributes to broader environmental conservation efforts.

(iv) With improved cooking facilities, there is a potential positive impact on nutrition. Families may find it easier to cook a variety of nutritious meals, contributing to better overall health.

STATEMENT-I

Year-wise and State-wise, number of LPG Connections under PMUY

scheme during last five financial years

State/UT	2019-20	2021-22	2022-23	2023-24	2024-25 (Apr-Feb)
Andaman and Nicobar Islands	4,547	811	46	383	-
Andhra Pradesh	49,262	25,222	95,672	4,55,997	3,203
Arunachal Pradesh	5,384	3,457	1,514	4,544	9
Assam	6,48,961	5,11,073	4,24,243	6,77,955	8,138
Bihar	6,43,107	16,13,210	6,39,296	8,85,019	9,662
Chandigarh	-	5	569	1,366	-
Chhattisgarh	2,96,736	3,73,735	1,44,003	2,93,324	16,605
Dadra and Nagar Haveli AND Daman and Diu	644	39	14	2,795	2
Delhi	3,058	22,638	43,594	1,14,936	2,941
Goa	10	-	141	692	-
Gujarat	3,79,993	5,40,537	4,06,881	4,62,062	4,795
Haryana	50,472	13,675	29,097	3,45,912	2,333
Himachal Pradesh	23,048	2,058	2,525	10,089	54
Jammu and Kashmir	1,88,317	9,415	7,110	25,324	367

Jharkhand	3,56,981	2,19,486	1,74,072	2,49,411	1,559
Karnataka	3,23,478	3,28,275	2,93,751	3,91,934	695
Kerala	46,379	44,456	40,802	46,564	97
Ladakh	745	28	1	2	-
Lakshadweep	-	10	14	61	-
Madhya Pradesh	7,08,815	7,95,859	2,92,462	6,05,761	15,730
Maharashtra	3,64,878	2,81,997	1,94,467	3,27,823	3,523
Manipur	26,221	22,025	23,691	22,970	-
Meghalaya	10,433	22,628	41,847	1,01,774	1,385
Mizoram	2,337	1,523	3,962	2,436	22
Nagaland	5,738	21,977	14,956	30,324	68
Odisha	5,14,096	4,55,549	1,37,729	2,26,972	2,798
Puducherry	203	655	616	4,485	-
Punjab	15,256	17,132	48,514	75,928	-
Rajasthan	6,73,000	2,64,503	3,10,247	4,51,692	7,030
Sikkim	954	3,707	1,341	6,116	-
Tamil Nadu	1,00,374	2,14,225	2,57,068	3,97,716	1,849
Telangana	1,48,480	40,198	41,845	32,890	336
Tripura	33,495	5,827	11,673	31,959	1,060
Uttar Pradesh	17,93,397	20,00,914	7,98,372	10,90,440	5,861
Uttarakhand	51,645	46,778	48,157	33,756	151
West Bengal	7,94,376	20,96,373	14,69,708	6,107	2,108

Note- No connection was issued in 2020-21 under PMUY

Source: IOCL on industry basis

STATEMENT-II

**State-wise and year-wise LPG Consumption (in TMT) by PMUY Beneficiaries
during last five financial years and current financial year (Till Feb'25)**

<u>STATE/UT</u>	LPG Consumption by PMUY Customers (in TMT)

	2019- 20	2020- 21	2021- 22	2022- 23	2023- 24	2024- 25 (Till Feb'25)
Chandigarh	0.01	0.01	0.01	0.03	0.09	0.19
Delhi	8.45	8.82	7.85	13.39	18.74	25.02
Haryana	52.62	63.18	56.08	64.46	81.41	96.77
Himachal Pradesh	6.48	10.05	7.95	8.06	8.44	8.72
JandK and Ladakh	39.28	61.44	51.77	55.55	61.66	66.18
Punjab	71.27	99.55	86.48	93.66	103.66	98.96
Rajasthan	269.59	394.08	379.53	421.19	451.99	472.41
Uttar Pradesh	685.66	1,004.0 7	924.98	987.62	1,167. 83	1,203. 94
Uttarakhand	22.66	31.26	28.87	31.87	35.55	34.51
Andaman and Nicobar	0.55	0.94	0.76	0.83	1.08	1.09
Arunachal Pradesh	2.28	3.06	2.46	2.57	2.76	2.88
Assam	105.57	171.67	144.18	173.39	199.71	220.22
Bihar	390.42	570.14	518.61	537.55	605.84	620.55
Jharkhand	96.93	160.73	121.89	126.92	146.00	160.05
Manipur	9.27	12.23	11.97	13.84	12.86	12.69
Meghalaya	5.03	7.12	6.09	8.09	9.06	10.61
Mizoram	1.79	2.48	1.97	2.17	2.32	2.49
Nagaland	2.24	3.32	3.23	4.18	4.91	6.22
Odisha	145.53	267.49	212.72	231.45	267.32	288.12
Sikkim	0.60	0.67	0.52	0.67	0.87	1.20
Tripura	8.37	14.31	10.32	10.51	11.36	13.05
West Bengal	334.63	573.61	488.72	573.98	685.27	764.85
Chhattisgarh	55.92	108.58	81.62	83.96	99.21	117.12
Dadra and Nagar Haveli	0.61	0.88	0.93	1.01	1.15	1.15
Goa	0.06	0.08	0.07	0.07	0.09	0.10
Gujarat	151.47	202.58	201.90	242.14	275.32	296.59
Madhya Pradesh	213.76	352.89	312.44	340.53	376.41	402.10

Maharashtra	190.53	299.37	273.52	302.43	331.28	350.32
Andhra Pradesh	16.37	26.81	21.90	26.87	39.26	55.54
Karnataka	146.76	226.92	212.7	241.72	267.04	287.87
Kerala	11.36	18.17	16.32	19.07	20.67	22.17
Lakshadweep	0.01	0.02	0.02	0.02	0.02	0.02
Pondicherry	1.06	1.36	1.25	1.29	1.55	1.82
Tamil Nadu	150.14	224.72	195.80	217.52	242.91	255.30
Telangana	39.71	63.68	53.83	58.26	57.62	56.35

Source: PPAC on industry basis

महाराष्ट्र में विमानन ढांचे का उन्नयन

2338. श्री संजय हरिभाऊ जाधव:

श्री संजय उत्तमराव देशमुख:

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि:

(क) महाराष्ट्र में छोटे विमानपत्तनों और उनकी कार्यात्मक स्थिति का जिलावार ब्यौरा क्या है;

(ख) क्या सरकार ने महाराष्ट्र में विमानपत्तनों के विस्तार और विमानन अवसंरचना के उन्नयन के लिए कोई कदम उठाए गए हैं;

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है और पिछले तीन वर्षों के दौरान इस पर क्या कार्रवाई की गई है;

(घ) क्या सरकार के पास कोविड-19 महामारी के बाद विमानपत्तनों को सहायता देने के लिए की गई-कार्रवाई पर कोई रिपोर्ट/मूल्यांकन उपलब्ध है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ङ) महाराष्ट्र में चल रही परियोजनाओं का ब्यौरा क्या है और उनके पूरा होने की स्थिति क्या है तथा उक्त परियोजनाओं के लिए, विशेष रूप से परभणी संसदीय क्षेत्र में, कितनी धनराशि आवंटित और उपयोग की गई है; और

(च) क्या सरकार का वाशिम यवतमाल संसदीय क्षेत्र सहित महाराष्ट्र के विभिन्न जिलों में विमानन अवसंरचना को विकसित करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोले):

(क) महाराष्ट्र में औरंगाबाद, गोंदिया, कोल्हापुर, मुंबई, नागपुर, नासिक, पुणे, शिरडी, सिंधुदुर्ग, अकोला, जलगांव, जुहू, नांदेड़ और सोलापुर में 14 हवाईअड्डे प्रचालनरत हैं। क्षेत्रीय संपर्क योजना- उड़ देश का आम नागरिक (आरसीएस-उड़ान) के अंतर्गत, महाराष्ट्र राज्य में छह (6) हवाईअड्डे नामतः कोल्हापुर, जलगांव, नांदेड़, नासिक, गोंदिया और सिंधुदुर्ग पहले ही प्रचालनरत हो चुके हैं।

(ख) से (च) हवाईअड्डों का उन्नयन एक सतत प्रक्रिया है और इसे संबंधित हवाईअड्डा प्रचालकों द्वारा यात्री मांग के पूर्वानुमान, विमान परिचालन की संरक्षा के लिए परिचालन आवश्यकताओं और एयरलाइनों की मांग के आधार पर किया जाता है। विकास कार्य भूमि की उपलब्धता और व्यवहार्यता के साथ-साथ इच्छित विमान परिचालन के संदर्भ में अन्य सुविधाओं के आधार पर चरणबद्ध तरीके से किए जाते हैं। पिछले तीन वर्षों के दौरान, भारतीय विमानपत्तन प्राधिकरण (एएआई) ने महाराष्ट्र के अकोला, औरंगाबाद, गोंदिया, जुहू, कोल्हापुर, पुणे और सोलापुर हवाईअड्डों पर हवाईअड्डों के विस्तार और विमानन अवसंरचना के उन्नयन के लिए विभिन्न परियोजनाएं आरंभ की हैं, जिनमें रनवे का विस्तार/री-कार्पेंटिंग, टर्मिनल भवनों का निर्माण/पुनर्संरचना, एप्रन और टैक्सीवे का विस्तार आदि शामिल हैं।

जहां तक चल रही परियोजनाओं का प्रश्न है, भारतीय विमानपत्तन प्राधिकरण ने 61.58 करोड़ रुपये की अनुमानित लागत से शिरडी हवाईअड्डे पर रनवे और टैक्सीवे की री-कार्पेंटिंग का कार्य आरंभ किया है, जिसमें से अब तक 6.78 करोड़ रुपये व्यय किए जा चुके हैं। नागपुर हवाईअड्डे पर, रनवे 14/32 की री-कार्पेंटिंग का कार्य 58.00 करोड़ रुपये की लागत से किया जा रहा है, जिसमें से 19.13 करोड़ रुपये व्यय किए जा चुके हैं। इसी प्रकार, पुणे हवाईअड्डे पर पुराने टर्मिनल भवन का पुनर्निर्माण और संबद्ध कार्य 46.56 करोड़ रुपये की लागत से आरंभ किया गया है, जिसमें से अब तक 25.86 करोड़ रुपये व्यय किए जा चुके हैं। ये परियोजनाएं पूरी होने के विभिन्न चरणों में हैं।

यवतमाल हवाईपट्टी, उड़ान योजना के दस्तावेज़ में असेवित हवाईपट्टियों की सूची में शामिल है। तथापि, आरसीएस उड़ानों के परिचालन के लिए यवतमाल को जोड़ने वाला कोई भी मार्ग किसी भी एयरलाइन को अवार्ड नहीं किया गया है।

महामारी के पश्चात हवाईअड्डों को सहायता प्रदान करने के लिए, सरकार ने कतिपय शर्तों के अध्यक्षीन, निष्पादन गारंटी में कमी और अतिरिक्त निष्पादन गारंटी वापस लिए जाने जैसे अस्थायी वित्तीय लचीलेपन की शुरुआत की हैं। इसके अतिरिक्त, परिचालन संबंधी लचीलापन भी प्रदान किया गया था, जिसमें आरसीएस सीटों को गैर-आरसीएस सीटों में परिवर्तित करना, प्रति सप्ताह 3 से 7/14 उड़ानें परिचालित करने की अनुमति, निष्पादन मानदंडों का स्थगन और लॉकडाउन अवधि के अनुरूप संविदा अवधि का विस्तार शामिल है।

SCHEME FOR FIRST TIME ENTREPRENEURS

2339. DR. KALANIDHI VEERASWAMY:

Will the **MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) the details of the scheme proposed to be launched for benefitting first-time entrepreneurs across the country;
- (b) the manner in which the scheme plan to specifically benefit women entrepreneurs, as well as those from Scheduled Castes (SCs) and Scheduled Tribes (STs) and the criteria for their inclusion in this scheme;
- (c) the eligibility conditions for first-time entrepreneurs to qualify for the term loans under this scheme and the interest rate structure or repayment schedule proposed;

- (d) the manner in which the Government plans to ensure the availability of loans up to Rs. 2 crore to eligible applicants; and
- (e) the measures undertaken/proposed to be undertaken by the Government to monitor and evaluate the impact of this scheme on entrepreneurship growth, particularly among underrepresented groups such as women and SC/ST entrepreneurs over the next five years?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (e) As informed by Department of Financial Services, Ministry of Finance, the Budget para for FY 2025-26 provides that “A new scheme will be launched for 5 lakh women, Scheduled Castes and Scheduled Tribes first-time entrepreneurs. This will provide term loans up to ₹2.00 crore during next 5 years. The Scheme will incorporate lessons from successful Stand Up India scheme. Online capacity building for entrepreneurship and managerial skills will also be organized.”

AFFORDABLE HOUSING FOR EWS

2340. SHRI A MANI:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the eligibility criteria fixed for the Economically Weaker Section (EWS) to avail affordable housing benefits under the Pradhan Mantri Awas Yojana – Urban (PMAY-U);

- (b) whether the annual income limit and other socio-economic parameters for defining EWS beneficiaries have been revised in recent years and if so, the details thereof;
- (c) the total number of EWS beneficiaries provided houses under PMAY-U since its inception across the country including Tamil Nadu;
- (d) whether the Government has received any representations or recommendations for revising the eligibility criteria for EWS and if so, the details thereof; and
- (e) the steps taken by the Government to ensure equitable distribution, transparency and ease of access in providing affordable houses to EWS beneficiaries under PMAY-U?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (e) 'Land' and 'Colonisation' are State subjects. Therefore, schemes related to housing for their citizens including Economically Weaker Section (EWS) are implemented by States/Union Territories (UTs). However, Ministry of Housing and Urban Affairs (MoHUA) supplements the efforts of States/UTs by providing Central Assistance under Pradhan Mantri Awas Yojana – Urban (PMAY-U) since June 25, 2015 to provide pucca house with basic civic amenities to eligible urban beneficiaries of Economically Weaker Section (EWS), Low Income Group (LIG) and Middle Income Group (MIG) categories across the country including Tamil Nadu. The scheme is implemented through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), In-Situ Slum

Redevelopment (ISSR) and Credit Linked Subsidy Scheme (CLSS). As per scheme guidelines, beneficiaries are selected by Urban Local Bodies (ULBs) based on the following eligibility criteria:

- i. Not owning pucca house in his/her name or any other family member's name, anywhere in India.
- ii. Belonging to Economically Weaker Section (EWS) with annual household income of up to ₹3 lakh except CLSS vertical in which beneficiaries of Low Income Group (LIG) and Middle Income Group (MIG) were also included.
- iii. Ownership of land to avail benefit under BLC vertical.

Based on the project proposals submitted by States/UTs, 118.64 lakh houses have been sanctioned by the Ministry, out of which 112.46 lakh have been grounded and 90.60 lakh are completed/delivered to the beneficiaries across the country including Tamil Nadu under PMAY-U as on 03.03.2025. The remaining houses are at different stages of construction. The State-wise details of houses sanctioned, grounded, and completed/delivered to EWS beneficiaries across the country including Tamil Nadu under PMAY-U since inception are at **Statement**.

To ensure transparency and accessibility, and promote inclusivity of vulnerable populations including EWS, the Mission uses various measures in implementation of the scheme. A comprehensive and robust MIS system has been developed which helps all stakeholders to seamlessly manage information pertaining to physical and financial progress. The MIS is equipped with Geo-tagging features and integrated with BHUVAN Portal of National Remote Sensing Centre (NRSC) and BHARAT MAP of National Informatics Centre (NIC) for monitoring the progress

of construction of houses. MIS has also been integrated with UMANG Mobile App, NITI Aayog Dashboard and DBT Bharat Portal for dissemination of information. To ensure that benefits go only to the genuine beneficiaries, various linkages have been placed such as UIDAI for Aadhar validation of beneficiaries and GIS based Central MIS etc.

Further, based on 9 years of experience and learning from implementing PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 to assist 1 crore additional eligible urban beneficiaries through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). As on date, 30 States/UTs including Tamil Nadu have signed Memorandum of Agreement (MoA) to implement PMAY-U 2.0 as per scheme guidelines. The operational guidelines of the PMAY-U 2.0 have been launched on 17.09.2024. The unified web portal for submitting online application and operational guidelines can be accessed at <https://pmay-urban.gov.in>.

As per the Scheme guidelines of PMAY-U 2.0, families belonging to EWS/LIG/MIG category, living in urban areas, having no pucca house anywhere in the country, are eligible to purchase or construct a house under PMAY-U 2.0. EWS households are defined as households with an annual income of up to ₹3 lakh. LIG is defined as households with an annual income from ₹3 lakh up to ₹6 lakh. MIG is defined as households with an annual income from ₹6 lakh up to ₹9 lakh.

STATEMENT

The State-wise details of houses sanctioned, grounded, and completed/delivered to EWS beneficiaries across the country including Tamil Nadu under PMAY-U since inception

Sr. No.		State/ UT	Houses Sanctioned (Nos)	EWS Houses Sanctioned (Nos)
1	States	Andhra Pradesh	21,37,028	20,76,342
2		Bihar	3,14,477	2,96,327
3		Chhattisgarh	3,02,663	2,72,866
4		Goa	3,146	153
5		Gujarat	10,05,204	5,58,203
6		Haryana	1,15,034	75,830
7		Himachal Pradesh	12,758	10,546
8		Jharkhand	2,29,156	2,14,663
9		Karnataka	6,38,121	5,40,536
10		Kerala	1,67,322	1,48,823
11		Madhya Pradesh	9,61,147	8,41,612
12		Maharashtra	13,64,923	8,48,163
13		Odisha	2,03,380	1,91,695
14		Punjab	1,32,235	93,861
15		Rajasthan	3,19,877	2,12,265
16		Tamil Nadu	6,80,347	5,77,218
17		Telangana	2,50,084	1,65,400
18		Uttar Pradesh	17,76,823	16,41,252
19		Uttarakhand	64,391	47,808
20		West Bengal	6,68,953	5,92,474
Sub- total (States) :-			1,13,47,069	94,06,037
21	North East	Arunachal Pradesh	8,499	8,428
22		Assam	1,76,643	1,73,063
23		Manipur	56,037	55,833
24		Meghalaya	4,758	4,583

25		Mizoram	39,605	37,759
26		Nagaland	31,860	31,831
27		Sikkim	316	164
28		Tripura	92,854	90,241
Sub- total (N.E. States) :-			4,10,572	4,01,902
29	Union Territories	AandN Island	376	353
30		Chandigarh	1,256	118
31		DNH and DD	9,947	5,175
32		Delhi	29,976	2,932
33		JandK	47,040	44,364
34		Ladakh	1,307	1,271
35		Lakshadweep	-	-
36		Puducherry	15,995	14,165
Sub- total (UT) :-			1,05,897	68,378
Grand Total :-			118.64 Lakh	98.76 Lakh

IMPLEMENTATION OF PMAY-U IN MAHARASHTRA

2341. SHRI AMAR SHARADRAO KALE:

SHRI SANJAY DINA PATIL:

SHRI NILESH DNYANDEV LANKE:

SHRIMATI SUPRIYA SULE:

SHRI DHAIRYASHEEL RAJSINH MOHITE PATIL:

SHRI BAJRANG MANOHAR SONWANE:

PROF. VARSHA EKNATH GAIKWAD:

DR. AMOL RAMSING KOLHE:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the details of the total number of houses sanctioned, constructed and occupied under the Pradhan Mantri Awas Yojana-Urban (PMAY-U) in Maharashtra during the last three years and the current year, year and district-wise;
- (b) the number of beneficiaries availed benefits under the Credit Linked Subsidy Scheme (CLSS) component of PMAY-U in Maharashtra during the last three years and the current year along with the total subsidy amount disbursed;
- (c) the total amount of Central assistance sanctioned, released and allocated to Maharashtra under PMAY-U during the last three years and the current year, district-wise;
- (d) whether there have been any delays in the implementation of housing projects under PMAY-U in Maharashtra and if so, the reasons therefor along with the details of the affected projects and their expected completion timelines;
- (e) whether any specific criteria have been set for the selection of beneficiaries under PMAY U and if so, the details thereof;
- (f) whether the Government has identified any challenges in the implementation of PMAY- U in Maharashtra and if so, the details thereof along with the steps taken/being taken to address them; and
- (g) the details of any new initiatives or policy interventions introduced to accelerate the construction and delivery of houses along with the measures taken to ensure the timely completion of housing projects under PMAY-U in Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (g) 'Land' and 'Colonization' are State subjects. Therefore, schemes related to housing for their citizens are implemented by States/Union Territories (UTs). However, the Ministry of Housing and Urban Affairs supplements the efforts of States/Union Territories (UTs), by providing Central Assistance under Pradhan Mantri Awas Yojana- Urban (PMAY-U) since 25.06.2015 to provide pucca houses with basic civic amenities to eligible urban beneficiaries of Economically Weaker Section (EWS), Low Income Group (LIG) and Middle Income Group (MIG) categories across the country. The scheme period, has been extended upto 31.12.2025 to complete sanctioned houses without changing the funding pattern and implementation methodology. PMAY-U is a demand driven scheme and beneficiaries are selected by Urban Local Bodies (ULBs) based on the eligibility criteria outlined in the scheme guidelines available at <https://pmay-urban.gov.in/uploads/guidelines/Operational-Guidelines-of-PMAY-U.pdf>

Under PMAY-U, formulation of projects and execution is done by States/Union Territories (UTs). It has been observed that major challenges faced by the implementing agencies include non-availability of encumbrance free land, unwillingness of beneficiaries, delay in getting statutory clearances/No Objection Certificates (NOCs), provision of infrastructure by State/UT/ULB etc. The Ministry conducts regular review meetings with States/UTs to complete the remaining houses within the stipulated timeframe.

The details of the total number of houses sanctioned, completed and occupied under the Pradhan Mantri Awas Yojana (PMAY-U) in Maharashtra during the last three years, year and district-wise is at **Statement-I**. Details of central assistance

sanctioned and released to Maharashtra under PMAY-U during the last three years, district-wise; is at **Statement-II**.

Credit Linked Subsidy Scheme (CLSS) vertical for EWS/LIG was effective from 25.06.2015 up to 31.03.2022. However, CLSS for MIG was introduced from 01.01.2017 initially for one year and then extended year on year basis upto 31.03.2021. A total of 15,174.2 crore subsidy was released for 6,25,050 beneficiaries since inception under CLSS in the State of Maharashtra.

It was thus operational till 31.03.2021. CLSS for Middle Income Group (MIG) under PMAY-U was from 01.01.2017, initially for one year, and was extended up to 31.03.2021.

Further, based on 9 years of experience and learning from implementing PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 to assist 1 crore additional eligible urban beneficiaries through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). As on date, 30 States/UTs including Maharashtra have signed Memorandum of Agreement (MoA) to implement PMAY-U 2.0 as per scheme guidelines. The operational guidelines of the PMAY-U 2.0 have been launched on 17.09.2024. The unified web portal for submitting online application and operational guidelines can be accessed at <https://pmay-urban.gov.in>. 'In-principle' approval for allocation of more than 6.75 lakh houses, including 92,000 for the State of Maharashtra, has been given under PMAY-U 2.0.

STATEMENT-I

District wise and yearwise details of Houses sanctioned, completed and occupied alongwith details since inception in the State of Maharashtra under PMAY-U

Sr. No.	District	Houses sanctioned (Nos)				Houses Completed (Nos)				Houses Occupied (Nos)			
		2021-22	2022-23	2023-24	Overall Since Inception	2021-22*	2022-23*	2023-24*	Overall Since Inception	2021-22*	2022-23*	2023-24*	Overall Since Inception
1	Ahilyanagar	5,086	4,203	578	22,510	3,830	5,481	813	19,148	3,697	5,463	541	19,134
2	Akola	3,598	769	1,958	15,217	1,043	2,292	1,246	8,898	790	2,292	1,253	8,650
3	Amravati	6,635	1,694	2,157	26,834	2,190	4,178	2,103	16,253	1,456	3,988	2,103	16,025
4	Beed	4,873	375	2,423	20,473	1,006	2,438	1,025	8,288	866	2,438	1,025	8,092
5	Bhandara	2,314	445	-	6,053	426	1,204	531	3,847	426	1,204	531	3,847
6	Buldhana	1,768	628	1,433	10,380	968	1,237	951	5,487	700	1,237	978	5,281
7	Chandrapur	2,345	408	664	10,535	1,080	1,553	751	6,314	912	1,552	608	6,023
8	Chhatrapati Sambhajnagar	46,210	4,326	550	72,517	4,981	5,826	773	25,992	4,981	5,629	602	25,596
9	Dharashiv	2,075	771	1,088	10,760	587	1,129	714	4,730	587	1,129	714	4,730
10	Dhule	1,519	955	704	6,945	1,016	1,316	166	5,110	1,016	1,316	166	5,110
11	Gadchiroli	1,730	46	431	3,934	171	745	674	2,657	171	745	674	2,657
12	Gondia	719	1,435	1,902	7,446	279	910	582	2,651	279	910	582	2,651
13	Hingoli	5,373	249	1,605	12,970	917	1,506	874	5,930	917	1,506	874	5,930
14	Jalgaon	9,411	4,444	1,295	31,364	4,859	6,078	811	23,933	4,451	6,078	811	23,903
15	Jalna	2,051	735	1,702	14,792	850	2,583	696	7,419	850	2,583	696	7,405
16	Kolhapur	2,720	2,249	220	13,377	2,208	3,512	522	12,554	2,208	3,262	186	12,115
17	Latur	4,813	1,465	2,091	17,054	1,143	4,062	1,226	10,322	1,047	3,614	1,226	9,891
18	Mumbai city including Suburban	2,205	1,808	-	1,41,515	25,200	3,755	-	51,488	2,205	1,808	-	27,719

19	Nagpur	9,620	3,596	1,110	76,000	5,708	7,104	3,923	40,538	6,476	6,766	3,552	38,929
20	Nanded	8,859	732	843	29,340	1,898	5,500	2,479	17,097	1,898	5,500	2,479	17,097
21	Nandurbar	1,337	395	311	3,832	457	627	219	2,599	457	627	219	2,599
22	Nashik	14,905	12,763	703	65,064	14,325	12,830	303	62,931	14,147	12,830	261	62,883
23	Palghar	7,777	8,009	182	78,125	7,768	8,151	803	42,357	7,768	8,011	6	41,462
24	Parbhani	6,869	1,158	2,382	23,825	801	3,059	1,745	9,970	801	3,059	1,745	9,970
25	Pune	45,369	21,810	531	2,21,713	50,131	24,616	4,752	1,99,482	32,016	23,252	3,768	1,76,861
26	Raigad	13,586	9,241	136	81,811	13,253	8,992	29	48,513	8,837	8,992	29	44,009
27	Ratnagiri	870	633	24	3,867	799	667	19	3,776	799	667	19	3,776
28	Sangli	2,044	1,624	852	11,074	1,569	1,953	452	8,836	1,481	1,905	452	8,594
29	Satara	2,933	1,594	442	24,457	1,949	2,279	194	11,248	1,949	2,264	126	11,165
30	Sindhudurg	321	229	-	1,651	276	268	22	1,221	276	268	22	1,221
31	Solapur	3,816	1,565	1,181	61,160	4,127	11,111	6,415	32,231	1,828	3,012	15,633	25,947
32	Thane	30,729	30,157	-	2,04,303	32,694	38,529	582	1,65,700	28,387	30,082	2	1,51,561
33	Wardha	1,793	341	443	8,821	657	2,493	744	6,557	448	2,493	744	6,045
34	Washim	1,447	496	601	5,116	277	588	282	2,671	277	588	282	2,671
35	Yavatmal	5,439	807	1,637	20,029	1,228	2,734	762	9,085	1,228	2,734	762	9,085
Total		2,63,159	1,22,155	32,179	13,64,864	1,90,671	1,81,306	38,183	8,85,833	1,36,632	1,59,804	43,671	8,08,634

*Includes houses completed and occupied in the year which were sanctioned in preceding years.

STATEMENT II

District wise details of Central Assistance sanctioned and released during last three years along with details since inception in the State of Maharashtra under PMAY-U

Sr. No.	District	Central Assistance Sanctioned (₹ in Cr.)	Central Assistance Released (₹ in Cr.)

		During Last three years	Overall Since Inception	During Last three years*	Overall Since Inception
1	Ahilyanagar	222.12	472.20	218.51	445.81
2	Akola	107.38	255.40	78.85	182.86
3	Amravati	184.37	455.48	183.76	346.14
4	Beed	123.63	324.72	139.19	228.05
5	Bhandara	45.02	97.17	51.79	76.89
6	Buldhana	66.54	171.32	83.66	130.31
7	Chandrapur	61.65	180.51	73.71	135.63
8	Chhatrapati Sambhajinag ar	858.34	1,288.26	269.92	608.03
9	Dharashiv	63.88	170.11	61.58	108.10
10	Dhule	64.39	135.09	58.86	118.03
11	Gadchiroli	34.64	61.33	31.38	48.58
12	Gondia	63.90	117.33	36.13	66.16
13	Hingoli	114.16	205.00	96.50	131.68
14	Jalgaon	311.70	634.72	276.05	540.73

15	Jalna	82.43	251.52	104.70	194.14
16	Kolhapur	122.83	286.56	126.79	268.78
17	Latur	138.99	282.09	138.72	226.95
18	Mumbai city including Suburban	102.54	1,634.56	102.54	362.88
19	Nagpur	289.22	1,308.42	422.50	897.44
20	Nanded	171.51	467.47	173.57	342.51
21	Nandurbar	38.11	70.32	36.07	60.38
22	Nashik	709.18	1,566.64	698.44	1,541.67
23	Palghar	411.85	1,574.15	463.82	1,079.75
24	Parbhani	163.17	369.64	157.78	244.48
25	Pune	1,588.52	4,737.98	1,504.10	4,191.41
26	Raigad	531.48	1,635.60	622.64	1,237.66
27	Ratnagiri	37.89	92.47	37.06	91.12
28	Sangli	91.76	213.39	91.16	182.77
29	Satara	110.03	451.47	113.04	269.90
30	Sindhudurg	13.18	34.56	15.22	30.03

31	Solapur	129.67	975.22	400.50	586.36
32	Thane	1,550.85	4,466.01	1,672.84	3,927.70
33	Wardha	44.49	142.72	62.91	117.38
34	Washim				
35	Yavatmal	133.74	332.36	129.77	237.90
Total		8,825.48	25,546.73	8,774.82	19,321.91

खाद्यान्न की बर्बादी को कम करने के लिए कार्यक्रम

2342. श्री आलोक शर्मा:

डॉ. राजेश मिश्रा:

श्री गजेन्द्र सिंह पटेल:

श्री अनुराग शर्मा:

श्री धर्मबीर सिंह:

श्री जुगल किशोर:

श्री बिप्लब कुमार देब:

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या मंत्रालय की 100 दिवसीय कार्यावली में आपूर्ति श्रृंखला में खाद्यान्न की बर्बादी को कम करने के लिए विशिष्ट उपाय शामिल हैं, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने हरियाणा के भिवानी और महेन्द्रगढ़ सहित संपूर्ण देश में हाल ही में फसल-उपरांत हानियों का कोई आकलन किया है, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

- (ग) क्या सरकार खाद्य प्रसंस्करण और शीतागार अवसंरचना में सुधार के लिए किसी अंतर्राष्ट्रीय संगठन या विदेशी निवेशकों के साथ सहयोग कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) सीधी संसदीय निर्वाचन क्षेत्र में फसल-उपरांत हानियों के आकलन का ब्यौरा क्या है और क्या उक्त निर्वाचन क्षेत्र में पर्याप्त भंडारण अवसंरचना है;
- (ङ) यदि हां, तो भिवानी-महेंद्रगढ़ में प्रस्तावित या चल रही किसी परियोजना सहित तत्संबंधी ब्यौरा क्या है; और
- (च) यदि नहीं, तो इसके क्या कारण हैं और इस संबंध में क्या प्रयास किए जा रहे हैं?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क): खाद्य प्रसंस्करण क्षेत्र को बढ़ावा देने के लिए , खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) पहले से ही अपनी केंद्रीय क्षेत्र योजना प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई), खाद्य प्रसंस्करण उद्योग के लिए उत्पादन से जुड़ी प्रोत्साहन योजना (पीएलआईएसएफपीआई) और केंद्र प्रायोजित पीएम सूक्ष्म खाद्य प्रसंस्करण उद्यमों का औपचारिकीकरण (पीएमएफएमई) योजना के माध्यम से संबंधित बुनियादी ढांचे की स्थापना/विस्तार को प्रोत्साहित कर रहा है। इन योजनाओं के कार्यान्वयन से न केवल प्रसंस्करण और संरक्षण बुनियादी ढांचे को बनाने में मदद मिलती है, बल्कि आपूर्ति श्रृंखला में खाद्य अपव्यय को भी कम करने में मदद मिलती है। ये योजनाएँ क्षेत्र या राज्य विशेष नहीं हैं, बल्कि माँग आधारित हैं।

(ख): मंत्रालय प्राथमिक सर्वेक्षणों पर आधारित अध्ययनों के माध्यम से समय-समय पर देश में विभिन्न कृषि उत्पादों के लिए कटाई के बाद होने वाले नुकसान का अनुमान लगाता है। मंत्रालय ने वर्ष 2022 में नाबार्ड कंसल्टेंसी सर्विस प्राइवेट लिमिटेड (नैबकॉन्स) के माध्यम से “भारत में कृषि उत्पादों के कटाई के बाद होने वाले नुकसान का निर्धारण करने के लिए अध्ययन” करवाया था। यह अध्ययन राष्ट्रीय स्तर पर चयनित 54 फसलों/वस्तुओं के लिए कटाई के बाद होने वाले नुकसान का अनुमान लगाने के लिए

किया गया था। अध्ययन रिपोर्ट के अनुसार, हरियाणा के भिवानी और महेंद्रगढ़ जिले में अनुमानित नुकसान का विवरण इस प्रकार है:

फसलें/वस्तुएं	अनुमानित हानि(%)	
	भिवानी	महेंद्रगढ़
बाजरे	3.74	3.75
कपास	2.14	2.28
चना	6.98	-
रेपसीड/ सरसों	4.97	-

(ग) से (च) मंत्रालय की योजनाएं मांग आधारित प्रकृति की हैं और पूरे भारत से रुचि की अभिव्यक्ति (ईओआई) के माध्यम से आवेदन आमंत्रित किए जाते हैं। मंत्रालय कोल्ड स्टोरेज इंफ्रास्ट्रक्चर सहित खाद्य प्रसंस्करण इकाइयों की स्थापना स्वयं नहीं करता है। इसके अलावा, मंत्रालय स्टैंडअलोन कोल्ड स्टोरेज का समर्थन नहीं करता है।

भारत सरकार, भारत में निर्मित या उत्पादित खाद्य उत्पादों के संबंध में ई-कॉमर्स सहित व्यापार के लिए, क्षेत्रीय विनियमों के अधीन 100% प्रत्यक्ष विदेशी निवेश (एफडीआई) और सरकारी अनुमोदन मार्ग के तहत 100% प्रत्यक्ष विदेशी निवेश को प्रोत्साहित करके खाद्य प्रसंस्करण क्षेत्र में विदेशी निवेश को सक्रिय रूप से बढ़ावा देती है।

एमओएफपीआई द्वारा करवाए गए भारत में कृषि उत्पादों के कटाई के बाद होने वाले नुकसान का पता लगाने के लिए अध्ययन " की रिपोर्ट के अनुसार , अध्ययन का दायरा भारत के सभी 15 कृषि-जलवायु क्षेत्रों में 54 फसलों/वस्तुओं के संबंध में कटाई के बाद होने वाले नुकसान का आकलन करना था। पहचान की गई फसलों के सभी प्रमुख उत्पादक जिलों को अध्ययन के तहत शामिल किया गया था। तदनुसार, मध्य प्रदेश के सीधी जिले में कोई भी फसल नहीं चुनी गई।

पीएमएफएमई योजना के तहत, भिवानी में क्रेडिट लिंकड सब्सिडी के तहत 48 ऋण स्वीकृत किए गए हैं, जिनकी ऋण स्वीकृत राशि 4.42 करोड़ रुपये है और महेन्द्रगढ़ में क्रेडिट लिंकड सब्सिडी के तहत 18 ऋण स्वीकृत किए गए हैं, जिनकी ऋण स्वीकृत राशि 3.13 करोड़ रुपये है।

पीएमकेएसवाई की घटक योजना खाद्य प्रसंस्करण एवं परिरक्षण क्षमता सृजन/विस्तार (सीईएफपीपीसी) के अंतर्गत, भिवानी में आरकॉम ऑयल्स एंड सॉल्वेक्स प्राइवेट लिमिटेड नामक एक परियोजना को मंजूरी दी गई है, जिसकी कुल परियोजना लागत ₹20.71 करोड़ है और अनुदान सहायता ₹5.00 करोड़ है। परियोजना चालू है और ₹5.00 करोड़ की अनुदान सहायता जारी की गई है।

ONE PERISHABLE PRODUCT UNDER ODOP PROGRAMME

2343. SHRI RAJESH NARANBHAI CHUDASAMA:

Will the MINISTER OF **FOOD PROCESSING INDUSTRIES** be pleased to state:

- (a) whether all the districts in the Gujarat have recognized one perishable product under the One District One Product (ODOP) programme of Pradhan Mantri Formalisation of Micro Food Processing Enterprises (PMFMPE) Scheme;
- (b) if so, the details thereof, district-wise;
- (c) the details of the total budget sanctioned for this programme, district-wise;
- (d) whether the programme was able to achieve the initially planned outcomes in the State;

(e) if so, whether ODOP has increased collaboration in terms of procurement, availing common services and marketing between the districts that have recognized similar products; and

(f) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI RAVNEET SINGH):**

(a) and (b) One District One Product (ODOP) has been approved for all the 33 districts of Gujarat based on the recommendations of State Government as per the details given at **Statement**.

(c) Centre share of Rs. 49.08 Crores has been released to the State of Gujarat by Ministry of Food Processing Industries (MoFPI) for implementation of various components of the PMFME scheme, till 28th February 2025.

(d) The achievement of Gujarat under PMFME scheme are as under:

- i.State Nodal Department / Agency (SNA), State Level Approval Committee (SLAC) and District Level Committee (DLCs) have been constituted.
- ii.One State Level Training Institutes (SLTIs) have been nominated for capacity building.
- iii.175 District Resource Persons (DRPs) appointed for facilitating the prospective entrepreneurs/ applicants for mobilization of proposals / applications.
- iv.658 loans have been sanctioned for Credit Linked Subsidy for setting up / upgradation of micro food processing enterprises.

v. An amount of Rs. 18.39 crores have been approved for 7,185 SHG members for seed capital support.

(e) and (f) The Scheme adopts One District One Product (ODOP) approach to reap the benefit of scale in terms of procurement of inputs, availing common services and marketing of products. ODOP for the scheme provides the framework for value chain development and alignment of support infrastructure.

Under ODOP, overall credit linked subsidy has been sanctioned for 18,872 micro food processing enterprises, 76 ODOP based Incubation Centres have been approved and 17 brands launched for marketing and branding support to Micro food processing units in the country.

STATEMENT

“ONE PERISHABLE PRODUCT UNDER ODOP PROGRAMME”

One District One Product (ODOP) approved in Gujarat under PMFME scheme

Sl. No.	District	ODOP
1	Ahmedabad	Wheat based Products
2	Amreli	Groundnut based Products
3	Anand	Banana based Products
4	Aravalli	Potato based Products
5	Banaskantha	Pomegranate based products
6	Bharuch	Banana based Products
7	Bhavnagar	Onion based Products
8	Botad	Guava based Products
9	Chhota Udaipur	Maize based Products
10	Dahod	Soyabean based Products
11	Dang	Finger Millet (Ragi) based Products
12	Devbhoomi Dwarka	Groundnut based Products
13	Gandhinagar	Okra based products

14	Gir Somnath	Mango based Products
15	Jamnagar	Groundnut based Products
16	Junagadh	Coriander based products
17	Kheda	Rice based Products
18	Kutch	Datepalm based products
19	Mahisagar	Papaya based products
20	Mehsana	Cumin based products
21	Morbi	Sesamum based Products
22	Narmada	Banana based Products
23	Navsari	Mango based Products
24	Panchmahal	Maize based Products
25	Patan	Cumin based Products
26	Porbandar	Gram based Products
27	Rajkot	Groundnut based Products
28	Sabarkantha	Vegetable based products
29	Surat	Banana based Products
30	Surendranagar	Cumin based Products
31	Tapi	Sorghum based Products
32	Vadodara	Tur based Products
33	Valsad	Sapota based products

उत्तर प्रदेश में मेगा फूड पार्क

2344. श्री कंवर सिंह तंवर:

क्या खाद्य प्रसंस्करण उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क) विभिन्न राज्यों और विशेषकर उत्तर प्रदेश में पिछले छह माह के दौरान कितने मेगा फूड पार्क स्थापित किए गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या कुछ या सभी राज्यों और विशेषकर उत्तर प्रदेश में इन मेगा फूड पार्कों के संचालन के लिए सार्वजनिक-निजी भागीदारी (पीपीपी) मॉडल अपनाने का विचार है, यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) अन्य राज्यों और विशेषकर उत्तर प्रदेश में पिछले तीन वर्षों के दौरान मेगा फूड पार्कों की स्थापना के लिए स्वीकृत, आवंटित, जारी और उपयोग की गई निधि का राज्य और वर्षवार ब्यौरा क्या है?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क) पिछले छह महीनों के दौरान किसी भी राज्य में कोई मेगा फूड पार्क स्वीकृत नहीं किया गया है, क्योंकि सरकार द्वारा चल रही परियोजनाओं के लिए प्रतिबद्ध देनदारियों के प्रावधान के साथ मेगा फूड पार्क योजना को पहले ही 01.04.2021 से बंद कर दिया गया है।

(ख) ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

(ग) पिछले तीन वर्षों के दौरान नए मेगा फूड पार्कों की स्थापना के लिए कोई धनराशि स्वीकृत/आवंटित नहीं की गई है क्योंकि यह योजना बंद कर दी गई है। मेगा फूड पार्क योजना सहित पीएमकेएसवाई की किसी भी घटक योजना के तहत राज्यवार धनराशि का आवंटन नहीं किया गया है। पिछले तीन वर्षों और चालू वर्ष के दौरान मेगा फूड पार्क योजना के तहत आवंटित कुल धनराशि और किए गए व्यय का ब्यौरा विवरण में दिया गया है।

विवरण

पिछले तीन वर्षों और चालू वर्ष के दौरान मेगा फूड पार्क योजना के तहत आवंटित कुल धनराशि और किए गए व्यय का ब्यौरा

(करोड़ रुपए में)

वर्ष	आवंटित धन राशि	व्यय
2021-22	54.37	52.59
2022-23	24.80	22.14
2023-24	20.66	20.64
2024-25	32.55	8.32 (28.02.2025 तक)

SECURITY THREAT MESSAGES TO AIRLINES

2345. DR. SHASHI THAROOR:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) the details of threats directed at airlines received from January 2024 to till date, month-wise;
- (b) the number of flights delayed due to security threats directed at airlines received from January 2025 to till date, month-wise;
- (c) whether the Government has taken measures to filter threatening calls and messages more efficiently and to make punishment more stringent, including longer sentences and putting the offenders on no-fly lists; and
- (d) if so, the details thereof and if not, the reasons therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (d) As per Bureau of Civil Aviation Security (BCAS), aviation security regulator in the country, a total of 745 hoax bomb threats have been received by Airline Operators from January 2024 till 04.03.2025. The details of such threat messages received by airlines is attached as **Statement-I**. A total of 04 flights were delayed due to security threat directed at airlines from January 2025 to 04.03.2025. Details are attached at **Statement-II**. BCAS has mandated robust protocols for handling such threats in coordination with Law Enforcement Agencies, Central Security Agencies, CISF and stakeholders, leading to minimal impact on flight

operations. Bomb Threat Contingency Plan (BTCP), a detailed contingency plan, is in place to handle such threats. As a part of BTCP, every airport has a designated Bomb Threat Assessment Committee (BTAC) which analyses the threat and takes action. In order to deal with hoax bomb threats, BCAS has issued advisories to all the Civil Aviation stakeholders in the country to ensure streamlined security measures and to prevent any unlawful interference with civil aviation. Aircraft (Security) Amendment Rules, 2024 has been published in the Gazette of India on 09.12.2024 to put hoax bomb threat messengers in No Fly List.

STATEMENT-I

The details of threat messages received by airlines

S. No.	Month	Threats received by Airlines
2024		
1	January	8
2	February	7
3	March	2
4	April	0
5	May	5
6	June	21
7	July	2
8	August	12
9	September	8
10	October	615
11	November	45
12	December	3
Total		728

2025		
13.	January	6
14	February	9
15	March (upto 04.03.2025)	2
Total		17
Grand Total		745

STATEMENT-II

**Details of total of 04 flights delayed due to security threat directed at airlines
from January 2025 to 04.03.2025**

S. No.	Month	No. of flights delayed
1	January	0
2	February	3
3	March (up to 04.03.2025)	1
Total		4

INCREASE IN CREDIT GUARANTEE COVER

2346. SHRI YOGENDER CHANDOLIA:

SHRI ANOOP PRADHAN VALMIKI:

SHRI TEJASVI SURYA:

SHRI ANURAG SINGH THAKUR:

DR. BHOLA SINGH:

DR. HEMANT VISHNU SAVARA:

SHRIMATI ROOPKUMARI CHOUDHARY:

SHRI RADHESHYAM RATHIYA:

SHRI DAMODAR AGRAWAL:

SHRIMATI SHOBHANABEN MAHENDRASINH BARAIYA:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) the manner in which the Government is likely to ensure seamless disbursal and easy access to loans for small businesses after increasing the credit guarantee cover for MSMEs from Rs. 5 crore to Rs. 10 crore, State/UT-wise particularly for entrepreneurs from Hathras;
- (b) whether the Government has taken any specific measures for effective implementation of the extended Credit Guarantee Scheme by banks and financial institutions, if so, the details thereof;
- (c) the mechanisms available to monitor the effective implementation of the extended Credit Guarantee Scheme by banks and financial institutions;
- (d) the mechanism devised by the Government to allocate additional amount of Rs. 1.5 lac crore in credit to various MSME sectors/segments;
- (e) the time limit fixed for implementation of the said scheme;
- (f) whether there is any special provision for small businesses in Hathras in this regard;

(g) the details of the impact of said scheme in Hathras district along with the number of beneficiaries thereunder; and

(h) the share of the increased credit guarantee and budget allocation proposed to be directed towards MSMEs in Chhattisgarh and the key focus areas for support?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) and (b) The enhancement of credit guarantee ceiling under Credit Guarantee Scheme (CGS) from Rs. 5 crore to Rs. 10 crore has been announced in the Budget 2025-26. Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) provides credit guarantee coverage for loans extended to Micro and Small enterprises (MSEs) under CGS without any collateral security or third-party guarantee, by its Member Lending Institutions (MLIs), across the country. CGTMSE, through Circular and awareness programmes, notifies the banks, financial institutions and MSEs.

(c) The empowered committee on MSME chaired by Reserve Bank of India monitors the loans sanctioned/ disbursed by MLIs under the Scheme. This is also an agenda item in the State Level Bankers Committee.

(d) to (h) The Central Government supplements the efforts of the State/UT Government in the country, including the State of Chhattisgarh and Hathras District, in supporting Micro, Small and Medium Enterprises (MSMEs) through its

various schemes, programmes and policy initiatives, which inter alia include CGS. As announced in the Budget 2025-26, additional credit of Rs. 1.5 lakh crore is to be covered in the next 5 years w.e.f. 01.04.2025.

The details of guarantees approved in the Hathras District in last 3 years and current year are as below:

CGTMSE-Guarantee Approved - Hathras		
FY	No. of guarantees approved	Amount approved (in Rs. crore)
FY 2021-22	292	24
FY 2022-23	432	47
FY 2023-24	1,112	130
FY 2024-25 (till 28.02.2025)	1,533	144

DEVELOPMENT OF INDIGENOUS AIRCRAFT MANUFACTURING

2347. SHRIMATI POONAMBEN HEMATBHAI MAADAM:

SHRI VISHNU DAYAL RAM:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) whether the Government has formulated any plans to promote and support the development of indigenous aircraft manufacturing in the country and if so, the details thereof;

(b) whether it is true that the indigenous aircraft manufacturing industry is facing major challenges including difficulty in competing with established International aircraft producers; and

(c) if so, the details thereof along with the manner in which the Government proposes to address such challenges?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) The Government has been encouraging the development of the ecosystem for the manufacturing of aircraft, including regional transport aircraft and associated equipment by public and private enterprises in India. The steps taken by the Government aim to bridge the technological gaps faced by the industry. In order to promote commercial aero-manufacturing under 'Make in India' initiative, a comprehensive National Civil Aviation Policy (NCAP) was launched in 2016.;

Further, in a major boost to the domestic aircraft repair, component manufacturing and MRO industry in 2024, the Government has implemented a uniform rate of 5% IGST that will apply to imports of aircraft parts, components, testing equipments, tools and tool-kits of aircraft, irrespective of their Harmonised System of Nomenclature (HSN) classification subject to specified conditions. This will make the domestic aerospace industry more competitive.;

(b) and (c) Globally, Airbus and Boeing are the two dominant Original Equipment Manufacturers (OEMs) who manufacture commercial fixed wing aircraft while other OEMs manufacture regional aircraft. The Governments efforts to promote and facilitate the development and manufacturing of aircraft and associated equipment by public and private enterprises in India have enabled Indian MSMEs to leverage their capabilities in the aero manufacturing space thereby expanding their footprint

in the industry. The global OEMs like Boeing and Airbus together are annually sourcing more than USD 2 billion of aircraft components from MSMEs in India.

GATI SHAKTI PROJECTS IN PUNJAB

2348. SHRIMATI HARSIMRAT KAUR BADAL:

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

- (a) the progress of road connectivity projects under PM-Gati Shakti in Punjab;
- (b) the number of projects completed in the past two months;
- (c) the funds allocated and utilized for these projects; and
- (d) the status of expressway projects in Punjab?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) All the National Highways (NHs) development projects including the State of Punjab are planned in line with PM GatiShakti National Master Plan (NMP) Principles.

Details of NHs Projects awarded during the last year (2023-24) and the current year for the State of Punjab is as under:

Year	Length	Cost (Rs in crore)
2023-24	69	404
2024-25 (till 31.01.2025)	79	608

(b) One number of projects has been completed in past two months in the State of Punjab.

(c) Funds are allocated State/UT wise and not project-wise. Details of funds allocated and expenditure incurred for development and maintenance of NHs during the last year (2023-24) and current year for the State of Punjab is as under:

Year	Allocation (Rs in crore)	Expenditure (Rs in crore)
2023-24	12,419	12,419
2024-25 (till 31.01.2025)	6,910	6,545

(d) Expressway projects of about 361 km length have been taken-up in the State of Punjab. Out of which, 31 km length has been completed and balance length of 330 km is targeted for completion in phased manner by April, 2027.

EXPANSION OF JHARSUGUDA AIRPORT

2349. SHRI PRADEEP PUROHIT:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) whether the Government is considering the expansion of Jharsuguda Airport with a view to catering the growing demand of air travel and its strategic importance as a business hub in the region and if so, the details thereof;

(b) whether the Government proposes to introduce daily flights from Jharsuguda Airport to major metro cities such as Mumbai, Chennai, Kolkata, Bengaluru, Hyderabad and Visakhapatnam in order to boost connectivity and regional development and if so, the details thereof;

(c) whether the Government would consider scheduling two daily flights to Delhi and Bhubaneswar from the said airport due to its significance for trade and commerce and if so, the details thereof; and

(d) whether the Government has proposed any timeline and allocated funds for the infrastructure development and operational expansion of the said airport to meet future air traffic demands and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (d) Jharsuguda Airport is an operational airport, owned by Airports Authority of India (AAI), suitable for operations of Code 4C type of aircraft. The upgradation of infrastructure at airports is a continuous process and is undertaken by Airports Authority of India (AAI) and other Airport Operators from time to time depending on the passenger demand forecast, operational requirements for safety of aircraft operations and demand from airlines. Development works are taken up in a phased manner, subject to the availability of land, financial viability, and operational needs related to intended aircraft operations.;

At present, Jharsuguda Airport is connected with Bengaluru, Mumbai, Kolkata, Delhi, Bhubaneswar, Shamshabad, Lucknow and Raipur. With the repeal of Air Corporation Act in March 1994, the Indian domestic aviation was deregulated. Airlines are free to induct capacity with any aircraft type, free to select whatever markets and network they wish to service and operate subject to the compliance of Route Dispersal Guidelines (RDGs) issued by the Government and flight schedules

approved by the Directorate General of Civil Aviation (DGCA). Hence, it is upto the airline operators to introduce air services to / from any airport in the country depending on their operational and commercial viability.

मेरठ हवाई पट्टी का उन्नयन

2350. श्री अरुण गोविल:

क्या **नागर विमानन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का पश्चिमी उत्तर प्रदेश को व्यापार, पर्यटन और शैक्षणिक उत्कृष्टता के केंद्र के रूप में बढ़ावा देने की लोगों की दीर्घकालिक लंबित मांग को ध्यान में रखते हुए मेरठ हवाई पट्टी को उन्नत करने और इसे पूर्ण घरेलू विमानपत्तन के रूप में विकसित करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या मेरठ को 'उड़ें देश का आम नागरिक (उड़ान) योजना' के अंतर्गत हवाई सेवाओं से जोड़ने के लिए कोई नई पहल की जा रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) सरकार द्वारा मेरठ से दिल्ली और अन्य प्रमुख शहरों के लिए हवाई सेवाएं शुरू करने के लिए अब तक क्या कदम उठाए गए हैं?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोले):

(क) भारतीय विमानपत्तन प्राधिकरण (एएआई) ने मेरठ हवाईअड्डे के लिए चरणबद्ध विकास योजना तैयार की है। प्रथम चरण में, वीएफआर शर्तों के तहत 3सी प्रकार के विमानों के परिचालन के लिए उत्तर प्रदेश राज्य सरकार से 96.14 एकड़ भूमि अधिग्रहित करने और भारतीय विमानपत्तन प्राधिकरण को सौंपने का अनुरोध किया गया है।

(ख) उड़ान योजना की बोली प्रक्रिया के 4.2 दौर के तहत, आरसीएस मार्ग 'मेरठ-लखनऊ-मेरठ' को 19-सीटर प्रकार के विमानों के साथ आरसीएस उड़ानों के परिचालन के लिए मेसर्स फ्लाईबिग को अवॉर्ड किया गया है। हवाईअड्डे के विकास और तैयार हो जाने के पश्चात, चयनित हवाईअड्डा प्रचालकों (एसएओ) द्वारा हवाईअड्डे को जोड़ने वाले अवॉर्ड किए गए उड़ान मार्गों पर परिचालन आरंभ किए जाने की संभावना है।

(ग) मार्च 1994 में वायु निगम अधिनियम के निरस्त होने के साथ, भारतीय घरेलू विमानन क्षेत्र को पूर्ण रूप से नियंत्रणमुक्त कर दिया गया है। बाजार की मांग, परिचालन और वाणिज्यिक व्यवहार्यता और उनकी नीति के आधार पर एयरलाइनें अपने बेड़े में किसी भी प्रकार के विमान को शामिल कर सकती हैं, किसी भी बाजार और नेटवर्क का चयन कर सकती हैं।

EXPANSION OF NATIONAL HIGHWAYS IN AMRITSAR

2351. **SHRI GURJEET SINGH AUJLA:**

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

(a) whether there is a critical need for improvement, expansion, maintenance of National Highways (NHs) and world class road infrastructure in Amritsar being a strategically important border city, a major trade hub, key religious tourist destination and if so, the details thereof;

(b) whether the Government proposes to construct an elevated airport road till Golden temple and if so, the details thereof;

- (c) the key findings and the steps that are being taken to address poor road conditions, safety concerns and to reduce traffic congestion especially given the high volume of trade, tourism, and local transport in Amritsar;
- (d) whether the Government is planning to construct new expressways, bypasses or elevated corridors in Amritsar border to ease transportation bottlenecks and improve logistics for businesses and industry and if so, the details thereof; and
- (e) the steps that have been taken to ensure the timely completion of ongoing National Highway projects which are at halt?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (d) Keeping in view importance of Amritsar, the Government has taken several measures to enhance National Highway (NH) connectivity to Amritsar. Some of the important National Highway Development Projects taken up and under implementation in and around Amritsar are Delhi-Amritsar-Katra Expressway including Spur for Amritsar connectivity, Amritsar Bypass (to facilitate movement of visitors to Attari-Wagah Border), Amritsar-Ramdas corridor NH-354 (to facilitate tourists visiting Kartarpur Sahib), Amritsar-Una Corridor (connecting Amritsar to Anandpur Sahib) and Beas- Batala-Dera Baba Nanak corridor NH-503D (connecting Beas to Kartarpur Sahib Corridor).

No proposal for construction of elevated road till Golden Temple is currently under consideration.

(e) Government is in consultation with the State Government to provide encumbrance free land for corridors of National importance for its timely completion. The projects are being reviewed from time to time at all levels.

FOOD PROCESSING CLUSTER UNDER CONSTRUCTION

2352. SHRI CHANDAN CHAUHAN:

SHRI KRISHNA PRASAD TENNETI:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

- (a) the details regarding the list of Food Processing clusters, zones and Parks proposed, under construction and functioning during the last five years across the country including Bijnor of Uttar Pradesh and Bapatla of Andhra Pradesh;
- (b) the details of the total funds allocated and utilized by the Government for increasing the number of food processing clusters, parks and zones and their production quantity/quality during the last five years, state-wise, including Bijnor and Bapatla;
- (c) whether the Government has set any target for the development of food processing clusters, parks and zones, if so, the details thereof, state-wise including Bijnor and Bapatla; and

(d) the total number of food processing clusters, parks and zones that focuses on the millet-based production and poultry products across the country including Bijnor and Bapatla?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) The Ministry of Food Processing Industries (MoFPI) has been implementing the Scheme for Creation of Infrastructure for Agro Processing Clusters (APC), a sub-scheme under the Pradhan Mantri Kisan Sampada Yojana (PMKSY). The APC scheme aims at development of modern infrastructure and common facilities to encourage group of entrepreneurs to set up food processing units based on cluster approach by linking groups of producers/farmers to the processors and markets through well-equipped supply chain with modern infrastructure. These clusters will help in reducing the wastage of surplus produce and add value to the horticultural /agricultural produce, which will result in increase of income of the farmers and create employments at the local level.

Under APC Scheme, no project has been approved in Bijnor of Uttar Pradesh and Bapatla of Andhra Pradesh. However, the details regarding list of food processing clusters under construction and functioning during the last five years across the country are at **Statement**.

(b) The details of the total funds allocated and utilized under APC Scheme during last five year are as below:

Rs. in crore

Financial year	Budget Estimate	Revised Estimate	Actual Expenditure
2019-20	48.75	50.14	43.83
2020-21	65	56.69	48.4651
2021-22	37.5	53.9	49.08
2022-23	48.45	56.55	46.82
2023-24	81.3	51.016	39.36

(c) and (d) MoFPI does not set up Agro Processing Clusters (APCs) on its own in the country. APC Scheme is demand driven scheme and is not State/District specific. The proposals under APC Scheme are invited through Expression of Interest (EoI) from time to time from all the States/UTs including the States of Uttar Pradesh and Andhra Pradesh as per availability of funds. No target as such are set up under the scheme and no specific parks are set up for millet based production and poultry products under APC scheme.

STATEMENT

Details of projects approved under Agro Processing Cluster (APC) Scheme during last five years including the States of Uttar Pradesh and Andhra Pradesh:

(Rs. in crore)

S. No.	State	District	Name of the Project	Date of approval	Project cost	Grant Approved	Total Grant released	Status
FY: 2019-20								
1	Gujarat	Kutch	M/s Patel Retail Pvt. Ltd.	7/2/2019	13.7	4.36	3.9814	Operational

2.	Haryana	Hisar	M/s Shree Shyam Snacks Food Private Limited	18/02/2019	10.26	3.03	2.1688	Operational
3	Bihar	Begusarai	M/s Shreekangan Food Park	15/03/2019	30.434	7.9081	2.4911	Ongoing
4	Karnataka	Devanagere	M/s GEM Food Park LLP	15/03/2019	40.01	9.77	6.92565	Operational
5	Punjab	Jalandhar	M/s SMS Food Park	15/03/2019	15.197	4.6877	3.19425	Ongoing
6	Gujarat	Navsari	M/s J R Foods and Beverages	1/7/2019	30.158	8.75	6.13495	Operational
7	Punjab	Firozpur	M/s T R Mega Foods and Beverages LLP	3/7/2019	27.44	6.7598	5.1452	Operational
8	Maharashtra	Nandurbar	M/s Reva Tapi Valley Industrial Development	1/8/2019	27.06	10	6.75	Ongoing
9	Tamil Nadu	Coimbatore	M/s JFK International	1/8/2019	16.71	4.1921	2.8566	Operational
10	Assam	Kamrup (Rural)	M/s Subh Karan Food Park	3/10/2019	22.513	10	7.2945	Ongoing
11	Kerala	Wayanad	M/s Chendayad Granite's Private Limited	3/10/2019	29.5	9.9706	8.824	Operational
12	Tamil Nadu	Tiruppur	M/s P Duraisamy Maharaaja Rice Mills Pvt Ltd	3/10/2019	25.06	8.1502	6.2284	Ongoing

13	Assam	Tinsuki	M/s Jai Shree Krishna Developers	3/12/2019	19.117	8.7268	6.04763	Ongoing
14	Assam	Sonitpur	M/s Surindera Agro Processing Cluster	9/1/2020	20.536	9.1446	7.6716	Operational
FY: 2020-21								
15	Tamil Nadu	Tiruvannamalai	M/s Tiruvannamalai Market Committee	29/04/2020	25.506	5.7487	1.81084	Ongoing
16	Tamil Nadu	Salem	M/s Salem Market Committee	29/04/2020	25.252	5.9753	1.88222	Ongoing
17	Tamil Nadu	Theni	M/s Theni Market Committee	29/04/2020	26.308	5.9955	1.88858	Ongoing
18	Tamil Nadu	Krishnagiri	M/s Dharmapuri Market Committee	29/04/2020	26.826	5.8937	1.85651	Ongoing
19	Tamil Nadu	Madurai	M/s Madurai Market Committee	29/04/2020	32.066	5.7912	1.82423	Ongoing
20	Tamil Nadu	Dindigul	M/s Dindigul Market Committee	29/04/2020	29.018	6.7357	2.12174	Ongoing
21	Tamil Nadu	Cuddalore	M/s Cuddalore Market Committee	29/04/2020	25.002	5.9793	1.88348	Ongoing
22	Telangana	Siddipet	M/s Kakumanu Seeds	29/04/2020	39.8	7.4333	5.0243	Ongoing
23	Kerala	Ernakulam	M/s Synthite Industries Private Limited	30/04/2020	42.222	9.0504	8.37561	Operational
24	Gujarat	Bhavnagar	M/s Maharaja Dehydration Pvt. Ltd.	8/6/2020	16.11	4.31	3.08237	Operational

25	Tamil Nadu	Pudukkottai,	M/s Delta Foods	8/6/2020	24.3125	7.472	5.25282	Operational
26	Madhya Pradesh	Dhar	M/s Prashun Foods Pvt Ltd	24/12/2020	23.6	9.8655	6.65921	Ongoing
27	Maharashtra	Satara	M/s Pravin Masalewale	24/12/2020	64.69	10	6.75	Ongoing
28	Karnataka	Udupi	M/s Udupi Food Park	16/03/2021	16.08	5.23	3.7516	Ongoing
29	Maharashtra	Washim	M/s Baheti Krushi Samuha LLP	16/03/2021	12.544	2.8496	1.9976	Ongoing
30	Assam	Morigaon	M/s Salt Range Agri Solutions LLP	17/03/2021	23.0664	9.8947	3.11683	Ongoing
31	Assam	Darrang	M/s Sumitra Agro Food Park	30/03/2021	19.4408	7.5911	5.6101	Ongoing
FY: 2021-22								
32	Maharashtra	Beed,	M/s Chinteshwar Agro Processing Pvt Ltd	17/11/2021	22.504	8.2796	5.656336	Ongoing
33	Tamil Nadu	Erode	M/s Vamsi RS Industrial Zone	17/11/2021	33.167	9.1351	0	Ongoing
FY: 2022-23								
34	Andhra Pradesh	Anantpur	M/s Charan Biotech Private Ltd	10/11/2022	29.003	9.8752	0	Ongoing
35	Andhra Pradesh	NTR	M/s Gama Biotech Farms	10/11/2022	28.06	9.433	0	Ongoing
36	Assam	Kamrup	M/s Nezone Foods	10/11/2022	25.546	10	0	Ongoing
37	Assam	Nagaon	M/s Pride East Entertainment Private Limited	10/11/2022	25.877	10	0	Ongoing

[illegible]

FY: 2023-24								
49	Andhra Pradesh	Eluru	M/s Ramansinghs Global Food Park	20/11/2023	25.85	10	0	Ongoing
50	Andhra Pradesh	Nellore	M/s MR Agrotech Industries	20/11/2023	28.76	10	0	Ongoing
51	Assam	Cachar	M/s Kay Dee Agro Industries	20/11/2023	27.24	10	0	Ongoing
52	Maharashtra	Solapur	M/s Arya Food and Other Products Processing Unit	20/11/2023	28.545	10	0	Ongoing
53	Rajasthan	Tonk	M/s Greenfields Agro Park	20/11/2023	23.21	8.6411	2.88	Ongoing
54	Telangana	Siddipet	M/s Rajendar Feeds LLP	20/11/2023	44	10	0	Ongoing
55	Andhra Pradesh	East Godavari	M/s Sri Lalitha Enterprises Industries Private Limited	28/02/2024	48.66	10	0	Ongoing
56	Andhra Pradesh	Vizianagaram	M/s Aalamandha Food Park	28/02/2024	20.78	10	0	Ongoing
57	Chhattisgarh	Bemetara	M/s K K Agro Trade Ventures Private Limited	28/02/2024	68.866	10	0	Ongoing
58	Himachal Pradesh	Solan	M/s APG Foods Division Private Limited	28/02/2024	22.664	10	0	Ongoing

59	Maharashtra	Nagpur	M/s Harrshiv Healthy Foods and More Private Limited	28/02/2024	39.32	10	0	Ongoing
60	Tamil Nadu	Thiruvallur	M/s Integrated Service Point Private Limited	28/02/2024	42.635	10	0	Ongoing
61	Telangana	Ranga Reddy	M/s Gemini Edibles and Fats India Limited	28/02/2024	217.78	10	0	Ongoing

EMERGING CONTAMINANTS IN GROUNDWATER

2353. SHRI DUSHYANT SINGH:

SHRI ASHOK KUMAR RAWAT:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether there are any emerging contaminants identified in the 2024 Annual Groundwater Quality Report that require immediate attention, particularly in regions like Jhalawar-Baran and other parts of Rajasthan and if so, the details thereof;
- (b) the manner in which the Government initiatives have been effective in mitigating groundwater contamination and specific actions taken to address contamination in rural and underdeveloped areas;
- (c) whether the Government foresees community engagement and private sector partnerships in improving groundwater quality management and if so, the details of these collaborations along with the way in which they would be implemented in regions such as Rajasthan;

(d) the manner in which these efforts would be tailored to ensure sustainable groundwater management in regions with limited infrastructure and resources, ensuring equitable access to clean water for all communities; and

(e) the extent to which initiatives taken by the Government are effective in managing contamination attributed to the submergence?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) The Annual Groundwater Quality Report 2024 prepared by the Central Ground Water Board (CGWB) is based on the ground water sampling and analysis from 15,259 monitoring locations spread across the country. The major objective of the report is to study various water quality parameters like Electrical Conductivity(EC), Fluoride, Arsenic, heavy metals, Nitrate etc.in groundwater used for drinking and agriculture purposes. The report has found the presence of above contaminants beyond the prescribed limits for human consumption in isolated pockets of some States/UTs, including Rajasthan. Apart from that, no new emerging pollutants have been identified in the report.

Parameter-wise details of ground water quality in Jhalawar, Baran and other Districts of Rajasthan is provided in **Statement.**

(b) Water is a state subject and the responsibility of ground water management, including taking initiatives for improving ground water quality and mitigate the contamination issue, lies primarily with the state governments. The Central Government complements the efforts of the States by providing technical support and financial assistance through its various centrally sponsored schemes.

However, the Central Government in this direction has taken several steps in this direction and some of the important ones are regular sharing of ground water quality data available with CGWB through Yearbooks, Half-yearly Bulletins and fortnightly Alerts etc.; Taking up special studies in ground water quality affected areas; Taking up construction of Arsenic safe wells by CGWB in the affected areas using the innovative cement sealing technology; Implementing comprehensive pollution control program by Central Pollution Control Board (CPCB) by setting industry specific discharge standards, making Effluent Treatment Plants (ETPs) mandatory for Industries, Online continuous monitoring of Discharge etc.

Moreover, Government of India in partnership with States, is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal, since August 2019, to make provision of potable tap water supply in adequate quantity, of prescribed quality and on regular and long-term basis to every rural household in the country, wherein Bureau of Indian Standards' BIS:10500 standards have been adopted as prescribed norms for quality of tap water service delivery.

As a result of all these cumulative efforts, it is reported that from August 2019 to March 2025 the number of habitations affected in the country by two major contaminants viz. Arsenic and Fluoride, have declined from 14,020 to 314 and from 7,996 to 251 respectively. These remaining habitations have also been provided clean, and safe drinking water through Community Water Purifier Plants (CWPPs).

(c) The central government has taken several important steps to ensure large scale community and private sector participation for turning ground water management into a truly peoples' movement. The notable among them are:

- i. The Central Government is implementing Atal Bhujal Yojana in 80 water stressed districts across 7 states, including Rajasthan. The primary aim of the scheme is demand side management through scientific means based on water budgeting of the area involving the local communities at village levels leading to sustainable groundwater management in the targeted areas.
- ii. Central Ground Water Board organizes various Public Interaction Programs (PIP), Mass Awareness Programs (MAP), Tier II and Tier –III programmes on local ground water issues, including educating the public about the impacts of water contamination and promoting sustainable practices to maintain water quality. The PIPs have rural and underdeveloped areas as their focus so as to spread the message to even remote corners of the country.
- iii. Under JJM, with a view to involve community at large and to spread awareness regarding water quality, five persons, preferably women, are identified and trained from every village for testing the water samples through Field Test Kits (FTKs). Thus far, more than 24 lakh women have been trained across the country.
- iv. The Government is implementing Jal Shakti Abhiyan (JSA) in the country since 2019 with active community involvement. Jal Shakti Kendras (JSKs) have been set up under Abhiyan in various districts of the country for interacting with local community and dissemination of water related knowledge. 33 JSKs have been set up in Rajasthan so far.
- v. To further strengthen the momentum of Jal Shakti Abhiyan, Jal Sanchay Jan Bhagidari: A Community-Driven Path to Water Sustainability in India has been launched by the Hon'ble Prime Minister on September 6, 2024, in Surat, Gujarat

whose main objective is to ensure that every drop of water is conserved through collective efforts, following a whole-of- society and whole-of-government approach.

vi. Further, the Ministry of Jal Shakti and its organizations, work with a very large number of Non-Governmental Organizations and academic institutions to promote public awareness and for enhancing water resource management in the country. Notably, the Ministry has entered into several MoUs with NGOs working at the grassroots level.

(d) M/o Jal Shakti has formulated National Water Policy, 2012 which highlights the inequitable distribution of ground water resources in the country and the need to develop area specific approach considering the local climatic factors and hydrogeological conditions for sustainable management of ground water resources. The policy urges the States to formulate their schemes and projects accordingly. Additionally, as mentioned earlier, the government is implementing Jal Jeevan Mission for ensuring equitable access to clean water for all communities, especially in rural areas. Under JJM, out of the allocated amount, states can utilize up to 2% for Water Quality Monitoring and Surveillance. Further, as per Operational Guidelines of JJM, while allocating funds, 30% weightage is to be given to rural population, 10% to rural SC/ST population and 10% population residing in habitations affected by chemical contamination.

(e) Salinity ingress has been reported in some coastal parts of the country due to seawater encroachment. National Institute of Hydrology (NIH), Roorkee has conducted research studies to investigate aspects related to salinity ingress in coastal aquifers in different areas. Further, CGWB has carried out Aquifer mapping

under National Aquifer Mapping and Management Programme (NAQUIM) and reports of all the coastal districts have been prepared and shared with state for implementation of management plans. As per the recommendations, various measures like construction of Tidal Regulators, embankments, sea walls, Check Dams, Recharge reservoirs, Recharge Tanks etc. have been taken up by state governments, which are reported to be working effectively.

STATEMENT

**Details of District-wise ground water quality for various parameters,
Rajasthan for the year 2023**

S. N	Districts (prior to re-organization list)	Samples analysed	TDS		Cl		SO4		F		NO3		Th		Ca		Mg	
			No of Sample More than permissible limit	%	No of Sample More than permissible limit	%	No of Sample More than permissible limit	%	No of Sample More than permissible limit	%	No of Sample More than permissible limit	%	No of Sample More than permissible limit	%	No of Sample More than permissible limit	%	No of Sample More than permissible limit	%
1	AJMER	14	6	42.86	2	14.29	4	28.57	6	42.86	6	42.86	4	28.57	0	0	3	21.43
2	ALWAR	15	2	13.33	1	6.67	3	20	2	13.33	6	40	4	26.67	2	13.33	2	13.33
3	BANSWARA	14	0	0	0	0	0	0	6	42.86	8	57.14	0	0	0	0	0	0
4	BARAN	5	0	0	0	0	0	0	0	0	3	60	1	20	0	0	0	0
5	BARMER	54	44	81.48	28	51.85	32	59.26	23	42.59	36	66.67	16	29.63	4	7.41	17	31.48
6	BHARATPUR	18	10	55.56	5	27.78	6	33.33	6	33.33	5	27.78	7	38.89	1	5.56	6	33.33
7	BHILWARA	27	12	44.44	5	18.52	8	29.63	6	22.22	13	48.15	10	37.04	3	11.11	9	33.33
8	BIKANER	37	14	37.84	10	27.03	7	18.92	13	35.14	12	32.43	9	24.32	2	5.41	7	18.92
9	BUNDI	9	1	11.11	0	0	2	22.22	3	33.33	1	11.11	1	11.11	0	0	2	22.22
10	CHITTAURGARH	5	1	20	0	0	1	20	2	40	3	60	0	0	0	0	0	0
11	CHURU	44	26	59.09	14	31.82	14	31.82	21	47.73	28	63.64	17	38.64	6	13.64	17	38.64
12	DAUSA	10	5	50	2	20	4	40	2	20	4	40	4	40	1	10	3	30
13	DHAULPUR	6	0	0	0	0	0	0	1	16.67	0	0	0	0	0	0	0	0
14	DUNGARPUR	4	0	0	0	0	0	0	1	25	0	0	0	0	0	0	0	0

15	GANGA NAGAR	11	3	27.27	2	18.18	2	18.18	4	36.36	5	45.45	4	36.36	1	9.09	3	27.27
16	HANUM ANGARH	16	8	50	1	6.25	6	37.5	5	31.25	9	56.25	7	43.75	4	25	7	43.75
17	JAIPUR	32	17	53.13	5	15.63	6	18.75	17	53.13	18	56.25	9	28.13	1	3.13	8	25
18	JAISALMER	33	21	63.64	13	39.39	9	27.27	15	45.45	13	39.39	7	21.21	0	0	7	21.21
19	JALORE	23	13	56.52	9	39.13	5	21.74	16	69.57	11	47.83	7	30.43	4	17.39	4	17.39
20	JHALAWAR	12	0	0	0	0	0	0	1	8.33	4	33.33	0	0	0	0	1	8.33
21	JHUN JHUNU	19	10	52.63	1	5.26	5	26.32	12	63.16	12	63.16	0	0	0	0	3	15.79
22	JODHPUR	72	49	68.06	34	47.22	25	34.72	44	61.11	41	56.94	22	30.56	6	8.33	18	25
23	KARALI	11	6	54.55	2	18.18	3	27.27	2	18.18	7	63.64	3	27.27	2	18.18	3	27.27
24	KOTA	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	NAGPUR	39	29	74.36	21	53.85	22	56.41	26	66.67	19	48.72	17	43.59	3	7.69	18	46.15
26	PALI	19	9	47.37	5	26.32	7	36.84	14	73.68	9	47.37	5	26.32	1	5.26	5	26.32
27	PRATAP GARH	7	0	0	0	0	0	0	1	14.29	6	85.71	2	28.57	0	0	1	14.29
28	RAJSAMAND	15	2	13.33	0	0	3	20	5	33.33	6	40	3	20	0	0	3	20
29	SAWAI MADHOPUR	11	3	27.27	2	18.18	2	18.18	5	45.45	5	45.45	1	9.09	0	0	2	18.18
30	SIKAR	8	1	12.5	0	0	0	0	1	12.5	4	50	0	0	0	0	0	0
31	SIROHI	13	2	15.38	2	15.38	1	7.69	8	61.54	5	38.46	3	23.08	0	0	2	15.38
32	TONK	14	7	50	3	21.43	4	28.57	5	35.71	8	57.14	3	21.43	1	7.14	5	35.71
33	UDAIPUR	12	1	8.33	0	0	0	0	2	16.67	6	50	3	25	0	0	3	25

*prior to re-organization

DELAY IN DISBURSAL OF INCENTIVES UNDER PLISFPI

2354. SHRI HIBI EDEN

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

- (a) whether the Government is aware that the disbursement of incentives under the Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) has been delayed since May 2024, despite regular disbursements in other PLI schemes like Pharma, if so, the details thereof;

- (b) whether the Government will clarify that incentives for international branding and marketing under PLISFPI have not been disbursed for two consecutive years, despite commitments to support Indian brands in global markets and if so, the steps taken/being taken by the Government in this regard;
- (c) whether the Government acknowledges that many MSMEs and startups under PLISFPI have invested internationally for three years without receiving any incentive and if so, the steps are being taken to resolve this issue;
- (d) whether the Government recognizes that further delays in disbursing committed incentives under PLISFPI may negatively impact the investor confidence; and
- (e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) to (e) Under Production Linked Incentive Scheme for Food Processing Industry (PLISFPI), the Applicants submit claim for incentive only in the very last week of the closing dated i.e. between 25th to 31st December, as 31st December is last date for submitting claims online. This leaves only 3 months for the claim verification and disbursement. Further, as per GST Act, time till 31st December is given to submit reconciliation of GST Sales with audited sales. So, Applicant take time to provide the reconciliation. Further, applicants are required to meet key conditions to become eligible for incentive – CAGR in Sales, Investment completion by 31.03.2024 and condition regarding non-usage of imported raw materials in the

products. In such cases, release of incentive amount is delayed. On scrutiny of incentive claims filed by the applicants, sometime key documents for the purpose of verification are missing which causes further delay in release of incentive.

DEVELOPMENT AND UPGRADATION OF NH-183

2355. SHRI KODIKUNNIL SURESH:

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

- (a) the current status of the development and upgradation works of National Highway 183, particularly the stretch between Kollam and Chengannur;
- (b) the funds allocated and released for this project in the last five years, year-wise;
- (c) whether there have been any delays in the project implementation, and if so, the reasons for such delays;
- (d) the expected timeline for 3A, 3D notification and land acquisition for the works on NH-83 between Kollam and Chengannur;
- (e) the details of existing proposals for the further development, expansion and maintenance of NH-183, including widening, new bypasses or other infrastructural improvements along with the details of four-line alignment; and
- (f) the steps being taken by the Government to expedite the project and ensure timely completion?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

- (a) All strengthening works for the stretches on NH 183 including the stretch from Kollam to Chengannur have been completed.

(b) Government allocates funds for National Highways (NHs) State/UT/Agency-wise and not project/NH-wise. Details of funds allocated and expenditure incurred towards development of NHs in the State of Kerala during last five years and current financial year are as under:

Financial year	Allocation (Rs. in Crore)	Expenditure (Rs. in Crore)
2019-20	1265.0	1265.0
2020-21	12831.0	12831.0
2021-22	10136.0	10136.0
2022-23	3994.0	3994.0
2023-24	10419.0	10419.0
2024-25 (till 31.01.2025)	2756.0	2690.0

(c) The completion of works on NHs in the State of Kerala is delayed mainly due to delays in land acquisition, forest clearance, utility shifting, Covid Pandemic, borrow area and earthwork approvals, abnormal rainfalls, poor planning and resource mobilization by the contractors, etc.

(d) Development and maintenance of NHs in the country including the State of Kerala is a continuous process. Works on NHs including their pre-construction activities are accordingly taken up to keep the NHs in traffic worthy conditions depending upon inter-se priority, traffic density and synergy with PM Gati Shakti National Master Plan. The Government has taken up initiatives for publication of notification under Section 3A of National Highways Act, 1956 for land acquisition from km 4/200 to km 62/100 of NH 183 in the State of Kerala.

(e) The stretch from Kollam (km 0/0) to Anjilimoodu (km 62/100) of NH 183 is planned for development to four lane NH standards with paved shoulder. Preparation of Detailed Project Report (DPR) has been taken up for the stretches from km 106/700 to km 137/000 and from km 160/000 to km 215/450(Kerala/ Tamil Nadu Border). Alignment has been approved for three bypasses, namely Pambanar Bypass, Vandiperiyar Bypass and Kumily bypass. Remaining portion of NH 183 between km 62/100 to 106/700 and between km 137/000 to 160/000 are at tender stage for DPR preparation.

(f) All projects on NHs including the projects in the State of Kerala are regularly monitored through Project Management Information System (PMIS) Portal and Data Lake Portal at Executing Agency level and through Project Monitoring Group (PMG) portal at Ministerial level. Specific Project Implementation Units (PIUs) and dedicated project consultants are placed at site for ensuring timely completion of projects. The projects are also reviewed from time to time at various levels within the Government.

POVERTY LEVEL AMONG URBAN WORKERS

2356 SHRI SUDAMA PRASAD:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:-

(a) whether the Government has completed the survey to identify poverty levels among urban workers and if so, the details thereof along with the agencies involved and the criteria used in this regard;

- (b) the details of cities where the survey has been conducted along with the details of key findings from the survey;
- (c) the measures taken/being taken by the Government to tackle urban poverty based on the survey results along with the details of targeted policies for affordable housing, social security and employment generation; and
- (d) whether the Government proposes to extend the survey to more cities and if so, the name of cities along with the timeline fixed for the same?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b) It is pertinent to mention that 'Land' and 'Colonization' are State subjects and the implementation of schemes / programmes under this is the responsibility of State / UT Government. Ministry of Housing and Urban Affairs (MoHUA) supplements the effort of States/UTs by providing Central Assistance under "Deendayal Antyodaya Yojana - National Urban Livelihoods Mission (DAY-NULM)".

As per DAY-NULM Mission Document, the target of DAY-NULM is the urban population identified as below poverty line in urban areas by the States/UTs. The coverage may be broadened to include families of disadvantaged groups like SCs, STs, women, minorities, disabled etc. subject to a maximum of 25 percent of the above urban poor population. Accordingly, States / UTs/ ULBs have been undertaking surveys for identification of urban poor. DAY-NULM was under implementation until 30th September, 2024.

(c) and (d) Schemes related to housing for citizens are implemented by States/Union Territories (UTs). Ministry of Housing and Urban Affairs (MoHUA) supplements the efforts of States/UTs including UT of Delhi by providing Central Assistance under Pradhan Mantri Awas Yojana - Urban (PMAY-U) Mission since 25.06.2015 to provide pucca house with basic amenities to all eligible urban beneficiaries across the country through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), In-Situ Slum Redevelopment (ISSR) and Credit Linked Subsidy Scheme (CLSS).

Also, Employment through Skill and Placement (ESTandP) component of DAY-NULM aimed to provide skill training to urban poor in market-oriented courses, enabling them to set up self-employment. Further, Self-Employment Programmes (SEP) component provides for financial assistance to individuals / groups / SHGs of urban poor for setting up gainful self-employment ventures of micro-enterprises.

Further, as part of PM Street Vendor's AtmaNirbhar Nidhi (PM SVANidhi) scheme, SVANidhi se Samriddhi (SSS) has uplifted more than 44.5 lakh street vendors and their families, facilitating more than 1.25 crore sanctions under eight welfare schemes of the Government of India.

LOSS OF LAND DUE TO EROSION

2357. SHRI KHALILUR RAHAMAN

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Government has conducted any survey to ascertain the area of land lost due to erosion across the country during the last twenty-five years, if so, the details thereof;
- (b) the area of land lost in West Bengal due to erosion;
- (c) whether the Government has any data to indicate the number of persons displaced due to erosion along the river Ganga in West Bengal, particularly in the district of Murshidabad and if so, the details thereof; and
- (d) whether the country lost land due to erosion on the Indo-Bangladesh Border along West Bengal and if so, the details thereof along with its effect on the international border?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (d) The country faces the problem of flood and erosion in varying degrees in different parts including Murshidabad district in the state of West Bengal. Central Water Commission has carried out a morphological study of Ganga river using Remote Sensing Techniques for the period 1970 - 2010, through IIT Roorkee indicating erosion of 4289.32 hectares and deposition of 724 hectares in a reach of 50 km in the upstream of Farakka Barrage in Murshidabad District.

Erosion in the common border rivers between India and Bangladesh affects the border. The State-wise area of land lost due to erosion across the country is not maintained centrally. However, the damages due to heavy rain and floods are compiled by Central Water Commission after receipt of confirmation from

respective States/UTs. The details are available at <https://cwc.gov.in/sites/default/files/report-flood-damage-statistics.pdf>.

COIR INDUSTRY TECHNOLOGY UPGRADATION SCHEME

2358. SHRI B.K.PARTHA SARATHI:

SHRI DAGGUMALLA PRASADA RAO:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) the details regarding the total number of units provided assistance for procurement of plant and machinery for upgradation and modernization under Coir Industry Technology Upgradation, scheme and funds disbursed to such units, State-wise especially from Andhra Pradesh;
- (b) the details regarding the total number of beneficiaries trained under skill upgradation component, especially Mahila Coir Yojana (MCY) till date, State-wise;
- (c) the details regarding the stipend released for the beneficiaries trained under skill upgradation component, State-wise; and
- (d) whether the Government has any data regarding the total number of coir workers covered under the welfare scheme such as Pradhan Mantri Suraksha Bima Yojana (PMSBY) and if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) The CITUS scheme could not be operationalized fully and any unit has not been assisted under the scheme owing to availing financial assistance under the then existing similar schemes of this Ministry viz. Credit Linked Capacity Subsidy Scheme (CLCSS) and Special Credit Linked Capital Subsidy Scheme (SCLCSS).

(b) and (c) The State wise details of total number of beneficiaries under Skill Upgradation and Mahila Coir Yojana (MCY) during the period from 2014-15 to 2024-25 (up to 28.02.2025) and stipend released is at **Statement**.

(d) As per the available data, Coir Board enrolled around 46518 coir workers under Pradhan Mantri Suraksha Bima Yojana (PMSBY) upto the year 2019-20.

The year wise details are given below:

- 2016-17 - 16139 workers.
- 2017-18 - 8175 workers
- 2018-19 - 20320 workers
- 2019-20 - 1884 workers

STATEMENT

Details of total number of beneficiaries under Skill Upgradation and Mahila Coir Yojana (MCY) during the period from 2014-15 to 2024-25 (up to 28.02.2025) and stipend released

Year	Nos. of persons trained (including trainees trained under MCY)	Nos. of women trained under MCY	Stipend released (Rs. in Actual)
2014-15	20648	8868	3,09,72,000

2015-16	6819	3581	1,36,38,000
2016-17	4779	2255	95,58,000
2017-18	2481	1209	49,62,000
2018-19	4153	2195	2,49,18,000
2019-20	4325	2075	2,59,50,000
2020-21	7145	3591	4,28,70,000
2021-22	4755	2331	2,85,30,000
2022-23	2794	1301	1,67,64,000
2023-24	4193	1963	2,51,58,000
2024-25 (up to 28.02.2025)	1965	930	1,17,90,000

Details of total number of beneficiaries under Skill Upgradation and Mahila Coir Yojana (MCY) during the period from 2014-15 to 2016-17 and stipend released.

S. No.	State/UT	2014-15			2015-16			2016-17		
		No. of persons trained (Incl. trainees trained under MCY)	Stipend released (Rs. in Actual)	No. of women trained under MCY	No. of persons trained (Incl. trainees trained under MCY)	Stipend released (Rs. in Actual)	No. of women trained under MCY	No. of persons trained (Incl. trainees trained under MCY)	Stipend released (Rs. in Actual)	No. of women trained under MCY
1	Karnataka	3499	5248500	1499	700	1400000	340	120	240000	60
2	Goa	0	0	0	0	0	0	40	80000	20
3	Andhra Pradesh	626	939000	200	236	472000	40	400	800000	140
4	Telangana							40	80000	0
5	NER	2560	3840000	1180	579	1158000	308	744	1488000	349
6	Kerala	4452	6678000	2011	2080	4160000	1212	1019	2038000	540
7	Lakshadweep	512	768000	311	280	560000	180	220	440000	80
8	West Bengal	4160	6240000	1860	537	1074000	200	417	834000	217
9	Maharashtra	220	330000	100	400	800000	220	440	880000	260

10	AandN islands	75	112500	30	120	240000	0	200	400000	40
11	Gujarath	860	1290000	320	160	320000	120	40	80000	20
12	Tamil Nadu	1858	2787000	583	998	1996000	485	742	1484000	350
13	Odisha	1719	2578500	720	697	1394000	460	357	714000	179
14	Pondicherry	107	160500	54	32	64000	16	0	0	0
Total		20648	30972000	8868	6819	13638000	3581	4779	9558000	2255

Details of total number of beneficiaries under Skill Upgradation and Mahila Coir

Yojana (MCY) during the period from 2017-18 to 2019-20 and stipend released.

S. No.	State/UT	2017-18			2018-19			2019-20		
		No. of persons trained (Incl. trainees trained under MCY)	Stipend released (Rs. in Actual)	No. of women trained under MCY	No. of persons trained (Incl. trainees trained under MCY)	Stipend released (Rs. in Actual)	No. of women trained under MCY	No. of persons trained (Incl. trainees trained under MCY)	Stipend released (Rs. in Actual)	No. of women trained under MCY
1	Karnataka	180	360000	80	220	1320000	120	240	1440000	140
2	Goa	0	0	0	120	720000	60	20	120000	0
3	Andhra Pradesh	120	240000	60	200	1200000	100	380	2280000	200
4	Telangana	40	80000	20	80	480000	20	200	1200000	100
5	NER	500	1000000	267	875	5250000	438	799	4794000	400
6	Kerala	496	992000	236	772	4632000	465	833	4998000	373
7	Lakshadweep	70	140000	20	140	840000	60	178	1068000	100
8	West Bengal	80	160000	40	293	1758000	236	232	1392000	116
9	Maharashtra	160	320000	80	297	1782000	140	300	1800000	180
10	AandN islands	180	360000	90	156	936000	76	197	1182000	98
11	Gujarath	40	80000	20	160	960000	80	120	720000	40
12	Tamil Nadu	436	872000	196	598	3588000	287	527	3162000	190
13	Odisha	179	358000	100	242	1452000	113	299	1794000	138
14	Pondicherry	0	0	0	0	0	0	0	0	0
Total		2481	4962000	1209	4153	24918000	2195	4325	25950000	2075

Details of total number of beneficiaries under Skill Upgradation and Mahila Coir Yojana (MCY) during the period from 2020-21 to 2022-23 and stipend released.

S. No.	State/UT	2020-21			2021-22			2022-23		
		No. of persons trained (Incl. trainees trained under MCY)	Stipend released (Rs. in Actual)	No. of women trained under MCY	No. of persons trained (Incl. trainees trained under MCY)	Stipend released (Rs. in Actual)	No. of women trained under MCY	No. of persons trained (Incl. trainees trained under MCY)	Stipend released (Rs. in Actual)	No. of women trained under MCY
1	Karnataka	400	2400000	200	220	1320000	100	160	960000	80
2	Goa	0	0	0	0	0	0	40	240000	20
3	Andhra Pradesh	483	2898000	240	418	2508000	198	166	996000	79
4	Telangana	240	1440000	120	160	960000	80	40	240000	20
5	NER	1057	6342000	580	600	3600000	320	280	1680000	140
6	Kerala	1777	10662000	895	1164	6984000	619	429	2574000	170
7	Lakshadweep	200	1200000	60	60	360000	0	0	0	0
8	West Bengal	299	1794000	156	196	1176000	98	200	1200000	100
9	Maharashtra	600	3600000	300	520	3120000	260	379	2274000	179
10	AandN islands	320	1920000	160	200	1200000	100	160	960000	80
11	Gujarath	320	1920000	160	120	720000	100	120	720000	60
12	Tamil Nadu	1040	6240000	520	632	3792000	299	418	2508000	200
13	Odisha	409	2454000	200	405	2430000	157	402	2412000	173
14	Pondicherry	0	0	0	0	0	0	0	0	0
Total		7145	42870000	3591	4755	28530000	2331	2794	16764000	1301

Details of total number of beneficiaries under Skill Upgradation and Mahila Coir Yojana (MCY) during the period from 2023-24 to 2024-25 (up to 28.02.2025) and stipend released.

	2023-24	2024-25 (As on 28th Feb '25)

S. No.	State/UT	No. of persons trained (Incl. trainees trained under MCY)	Stipend released (Rs. in Actual)	No: of women trained under MCY	No. of persons trained (Incl. trainees trained under MCY)	Stipend released (Rs. in Actual)	No: of women trained under MCY
		200	1200000	100	80	480000	40
1	Karnataka	80	480000	40	0	0	0
2	Goa	273	1638000	119	126	756000	60
3	Andhra Pradesh	120	720000	60	40	240000	20
4	Telangana	436	2616000	216	159	954000	80
5	NER	893	5358000	410	465	2790000	215
6	Kerala	120	720000	60	120	720000	60
7	Lakshadweep	160	960000	80	120	720000	60
8	West Bengal	416	2496000	200	140	840000	60
9	Maharashtra	120	720000	60	40	240000	40
10	AandN islands	160	960000	80	0	0	0
11	Gujarath	765	4590000	338	442	2652000	195
12	Tamil Nadu	450	2700000	200	233	1398000	100
13	Odisha	0	0	0	0	0	0
	Total	4193	25158000	1963	1965	11790000	930

AVAILABILITY OF IN-FLIGHT WI-FI**2359. SHRI TANGELLA UDAY SRINIVAS:****SMT D K ARUNA:**

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) whether it is true that AIR INDIA rolled out Wi-Fi internet connectivity services on board domestic flights operated in its fleet such as Airbus A 350, Boeing 787-9 and Airbus A 321neo and if so, the details thereof along with the present status of its implementation;
- (b) the steps being taken by the Government to extend the said facility to both domestic and international flights in a time-bound manner, sector-wise;
- (c) the details of airlines in the country offering in-flight Wi-Fi services along with its availability across routes/specific flights;
- (d) whether the said Wi-Fi services are free/paid and the internet access is unrestricted/limited to certain content and if so, the details thereof;
- (e) the role of the Government in granting regulatory approvals and coordinating with telecom service providers and airlines for the rollout of in-flight Wi-Fi services;
- (f) whether the Government has any plans to mandate and incentivize Indian carriers to provide in-flight Wi-Fi services, especially on long-haul and international routes and if so, the details thereof; and
- (g) the comparison of in-flight Wi-Fi availability and accessibility on Indian carriers versus global airlines along with the measures being taken to bring Indian airlines at par with international standards?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) Yes, Air India has rolled out Wi-Fi on domestic and international flights. This service is being offered on A350, A321 and B789 type aircraft, which are equipped to provide Wi-Fi on board.;

(b) The Government has notified the amended Rule 29B of the Aircraft Rules, 1937 vide GSR No. 142(E) dated 21.02.2020 for permitting the use of internet services by passengers on board an aircraft in flight through Wi-Fi for use of smartphone in flight mode or airplane mode.;

In compliance of Rule 29B of the Aircraft Rules, 1937, the detailed requirements have been issued as Civil Aviation Requirements (CAR) Section 5 Series X Part I dated 24.11.2020 for the use of internet service through Wi-Fi.;

Further, there is no distinction regarding use of inflight Wi-Fi connectivity for domestic and international operations.

It is for the airlines to provide the internet connectivity in compliance with Rule 29B of the Aircraft Rules, 1937 during the flight.;

(c) Only Air India is providing Wi-Fi services in India, on certain types of aircraft such as A350, A321 and B789.;

The availability of Wi-Fi on board is indicated to the passenger on the air ticket. These aircraft are not deployed on specific routes and hence such services are not assured on any specific route or flight number.;

- (d) Air India is providing free internet on board on aircraft which are equipped with Wi-Fi equipment for browsing only.;
- (e) Operators have to comply with the Directorate General of Civil Aviation (DGCA) Civil Aviation Requirements (CAR) and also with the guidelines/ rules issued by the Telecom Department in order to operate such Wi-Fi service. Permission is accorded once the operator demonstrates compliance with these requirements.;
- (f) There is no such proposal to mandate or incentivize Indian carriers to provide in-flight Wi-Fi services by DGCA.;
- (g) DGCA does not monitor availability and accessibility of such services and only provides permission to operate Wi-Fi services to Indian carriers.

गुजरात में स्वच्छ भारत मिशन

2360. श्री विनोद लखमशी चावड़ा:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

- (क) कच्छ संसदीय निर्वाचन क्षेत्र सहित गुजरात को विगत पांच वर्षों और वर्तमान वर्ष के दौरान स्वच्छ भारत मिशन के अंतर्गत आवंटित निधि का वर्ष-वार ब्यौरा क्या है; और
- (ख) स्वच्छ भारत मिशन के अंतर्गत शुरू की गई पहलों, पूर्ण किए गए कार्यों और प्रस्तावित परियोजनाओं का ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

- (क) स्वच्छ भारत मिशन (ग्रामीण) [एसबीएम (ग्रामीण)] के अंतर्गत निधियां राज्य/संघ राज्य क्षेत्र को जारी की जाती हैं। पिछले 5 वर्षों और चालू वर्ष में एसबीएम (जी) के तहत गुजरात राज्य को जारी केंद्र हिस्से की निधि निम्नानुसार है:

करोड़ रुपये में

वित्त वर्ष	जारी की गई निधियाँ
2019-20	238.45
2020-21	312.56
2021-22	171.37
2022-23	53.63
2023-24	109.61
2024-25 (10.03.2025 तक)	150.00
कुल	1035.62

(ख) सरकार ने 2 अक्टूबर 2014 से स्वच्छ भारत मिशन (ग्रामीण) [एसबीएम (जी)] शुरू किया था, जिसका मुख्य उद्देश्य सभी ग्रामीण परिवारों को शौचालयों तक पहुंच प्रदान करके 2 अक्टूबर 2019 तक देश के ग्रामीण क्षेत्रों (जनजातीय क्षेत्रों सहित) को खुले में शौच मुक्त (ओडीएफ) बनाना था। गुजरात सहित देश के सभी गांवों ने पहले ही 02.10.2019 तक स्वयं को खुले में शौच मुक्त घोषित कर दिया था। ओडीएफ के परिणाम प्राप्त करने के बाद, एसबीएम (जी) के चरण-II को 2020-21 से 2025-26 की अवधि के दौरान ओडीएफ स्थिरता पर ध्यान केंद्रित करने और सभी गांवों को ठोस तथा तरल अपशिष्ट प्रबंधन से कवर करने अर्थात् गांवों को ओडीएफ से ओडीएफ प्लस (मॉडल) में परिवर्तित करने के लिए कार्यान्वित किया जा रहा है। यह योजना गुजरात और कच्छ जिले के ग्रामीण क्षेत्रों सहित देश के सभी ग्रामीण क्षेत्रों में कार्यान्वित की जा रही है। गुजरात के 17,971 गांवों में से अब तक 17,752 गांवों को खुले में शौच मुक्त (ओडीएफ) प्लस (उदीयमान-3,622, उज्ज्वल-929, उत्कृष्ट-13,201) घोषित किया गया है। कच्छ जिले के 898 गांवों में से अब तक 897 गांवों को खुले में शौच मुक्त (ओडीएफ) प्लस (उदीयमान-121, उज्ज्वल-47, उत्कृष्ट-729) घोषित किया जा चुका है।

FLIGHTS FROM HUBULI AIRPORT

2361. SHRI KOTA SRINIVASA POOJARY:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) the current occupancy rate of Delhi-Hubli flight operated by a private airline since its inception and the manner in which the demand has trended over the time;
- (b) the details of the proposed plans to expand Mangalore, Hubli and Belgaum airports, including the extension of the runway and other infrastructure upgradation that are currently under consideration;
- (c) the steps being taken to increase the number of flights operating from Hubli airport;
- (d) whether the Government is considering to introduce new routes from the said airport and if so, the details thereof; and
- (e) whether the Airport Authority of India (AAI) is exploring potential partnerships with airlines to introduce larger aircrafts with higher passenger capacities at Hubli airport and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

- (a) IndiGo commenced operations on the Delhi-Hubli route with 07 flights per week in each direction in November 2022 with A320 aircraft and flights on this route have been operating with an average load factor of 80% since its commencement.;;

(b) The proposed infrastructure upgradation of AAI airports at Hubli and Belgaum is as under:

1. Hubli Airport: ;

a. A new terminal building with an area of 16,000 sqm is under construction. Along with 3600sqm of existing building, the total terminal building of 19,600 sqm will be able to cater to 3.5 MPPA, PDC-JAN 2026.;

b. There are no plans for extension of the 2600m x 45m runway and the existing apron has 7 bays, which may be expanded to 14 bays. ;

2. Belgaum Airport;;

a. A new terminal building having an area of 16,000 sqm is under construction. Along with 3600sqm of existing building, the terminal building of 19,600 sqm will be able to cater to 3.5MPPA, PDC-FEB 2026.;

b. There are no plans for the extension of the 2300m x 45m runway, but resurfacing/ strengthening has been planned and the existing apron has 6 bays which may be expanded to 12 bays.;

Mangalore airport is under lease with the Adani Group.

(c) to (e) Hubli Airport is currently connected to Bangalore, Mumbai, Delhi, Hyderabad, and Pune through IndiGo Airlines. IndiGo operates both ATR and A320 Neo-type aircraft from Hubli Airport.

With the repeal of the Air Corporation Act in March 1994, Indian domestic aviation has been deregulated. Airlines are free to induct capacity with any aircraft type and free to select whatever markets and networks they wish to service and operate. Hence, it is up to the airline operators to consider the introduction of air services

to/from any airport in the country depending upon their operational and commercial viabilities.

**BENEFICIARIES FROM TIRUCHIRAPPALLI UNDER AGRO PROCESSING
CLUSTER SCHEME**

2362. SHRI DURAI VAIKO:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

- (a) the details of the beneficiaries from Tiruchirappalli and Pudukottai districts of Tamil Nadu under the “Agro Processing Cluster Scheme”, since its inception; and
- (b) the details of the other schemes promoting the growth of the food processing sector in the country during the last five years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) The Ministry of Food Processing Industries (MoFPI) has been implementing the Scheme for Creation of Infrastructure for Agro Processing Cluster (APC), a sub-scheme under the Pradhan Mantri Kisan Sampada Yojana (PMKSY).

Under APC Scheme, no project has been approved in Tiruchirappalli district and one (01) project has been approved in Pudukottai district in Tamil Nadu State since its inception. However, the details of projects approved in the State of Tamil Nadu under APC scheme are at **Statement-I**.

(b) The details of the other component scheme of PMKSY for promoting the growth of the food processing sector in the country during the last five years and the current year is at **Statement-II.**

STATEMENT-I

Details of projects approved in the State of Tamil Nadu under APC scheme:

(Rs. in crore)

S. No.	District	Name of Project	Date of approval	Project cost	Grant Approved	Released Grant	Status
1.	Coimbatore	M/s JFK International	01.08.2019	16.71	4.1921	2.8566	Operational
2.	Tiruppur	M/s P Duraisamy Maharaja Rice Mills Pvt Ltd	03.10.2019	25.06	8.1502	6.2284	Ongoing
3.	Tiruvannamalai	M/s Tiruvannamalai Market Committee	29.04.2020	25.506	5.7487	1.8108	Ongoing
4.	Salem	M/s Salem Market Committee	29.04.2020	25.252	5.9753	1.8822	Ongoing
5.	Theni	M/s Theni Market Committee	29.04.2020	26.308	5.9955	1.8885	Ongoing
6.	Krishnagiri	M/s Dharmapuri	29.04.2020	26.826	5.8937	1.8565	Ongoing

		Market Committee					
7.	Madurai	M/s Madurai Market Committee	29.04.2020	32.066	5.7912	1.8242	Ongoing
8.	Dindigul	M/s Dindigul Market Committee	29.04.2020	29.018	6.7357	2.1217	Ongoing
9.	Cuddalore	M/s Cuddalore Market Committee	29.04.2020	25.002	5.9793	1.8834	Ongoing
10.	Pudukkottai	M/s Delta Foods	08.06.2020	24.3125	7.472	5.2528	Operational
11.	Erode	M/s Vamsi RS Industrial Zone	17.11.2021	33.167	9.1351	0	Ongoing
12.	Thiruvallur	M/s Integrated Service Point Private Limited	28.02.2024	42.635	10.00	0	Ongoing

STATEMENT-II

Details of component schemes of PMKSY promoting the growth of the food processing sector in the country during the last five years and the current year:

Name of Scheme	No. of projects approved under the component schemes of PMKSY during the last five years and current year					
	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25

Scheme for Creation of Agro Processing Cluster (APC)	9	17	2	15	13	0
Creation/Expansion of Food Processing/Preservation Capacities (CEFPPC)	101	34	2	145	131	0
Creation of Backward and Forward Linkages (CBFL)	1	8	0	0	0	0
Scheme for Integrated Cold Chain and Value Addition Infrastructure (ICCandVAI)	12	55	1	34	37	0
Food Testing Lab (FTL)	18	16	0	8	29	0
Mega Food Park (MFP)	2	2	0	0	0	0
Operation Green (OG)	3	1	0	32	6	0
Research and Development (RandD)	11	26	0	0	0	8

TOLL GATES ON NATIONAL HIGHWAYS IN ASSAM

2363. SHRI KAMAKHYA PRASAD TASA:

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

- (a) the details of the total Toll Gates operating in Assam, location-wise along with the name of agency operating it;
- (b) the requirements/criteria for setting up of a Toll Gate;
- (c) whether Toll Gates of Assam fulfill all the mandatory requirements, if so, the details thereof; and
- (d) if not, whether there are any shortcomings, if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) The details of the user fee plazas operational on National Highways in the state of Assam are at **Statement**.

(b) to (d) All user fee plazas are established on National Highways following the respective notifications published in the Gazette of India, in accordance with the provisions of the National Highways Fee (Determination of Rates and Collection) Rules, 2008, and the Concession Agreement.

User-fee Plazas on National Highways are established based on the length of each project package, minimum diversion of traffic, availability of land for construction of Plaza building and other amenities, distance from the Municipal limits, provisions of the NH Fee Rules 2008, etc. However, user fee is collected at the Fee Plaza depending on the project influence length of respective fee plaza, and not on its specific location within the project influence length.

The fee plazas in the state of Assam are also established following the NH Fee Rules, 2008 and respective contract agreement.

STATEMENT

The details of the user fee plazas operational on National Highways in the state of Assam

Sl. No.	Name of user fee plaza	NH section	District	Name of the Agency
1	Telipara at Km 8.390	Bijni to West Bengal Border section from Km. 30.000 to km 0.000 of NH-31C (new NH-27)	Kokrajhar	M/s Royal Deep Construction Pvt. Ltd.
2	Patgaon at km 49.600	Kochugaon to RakhalDubu section from Km. 30.000 to km 93.000 of NH-31C (new NH-27)	Kokrajhar	Under InVIT (NHIT-Eastern Projects Pvt. Ltd.)
3	Dahalpara at Km. 971.200	RakhalDubu to Kaljhar section from Km 961.500 to Km 1013.000 of NH-31 (new NH-27)	Bongaigaon	
4	Galia at Km 1017.350	Kaljhar to Bezkuhi section from Km 1013.000 to Km 1040.300 of NH-31 (new NH-27)	Nalbari	
5	Madanpur at Km 1103.940	Bezkuhi to Amingaon section from Km 1040.300 to Km 1119.814 of NH-31 (new NH-27)	Kamrup (R)	M/s M.B. Consortium
6	Nazirakhat at Km 179.300	Amingaon to Jagiroad section Km 1119.814 to Km 1124.514 of NH-31 and Km 146.000 to Km,	Kamrup (M)	M/s Innovision Ltd.

Sl. No.	Name of user fee plaza	NH section	District	Name of the Agency
		205.000 of NH-37 (New NH-27)		
7	Raha at Km. 254.514	Jagiroad to BorghatRotari section from Km. 205.000 to Km. 273.489 of NH-37 (New NH-27)	Nagaon	M/s M.B. Consortium
8	Mikirati Hawgaon at Km 33.625	BorghatRotari to Lanka section from Km 273.489 to Km 5.500 of NH-37 and from Km. 5.500 to Km. 35.862 of NH-36 and from Km 0.000 to Km. 22.000 of NH-54 (New NH-27)	Hojai	M/s Skylark Infra Engineering Pvt. Ltd.
9	Manderdisa at Km 62.400	Lanka to Hatikhali section from Km 22.000 to Km 83.400 of NH-54 (New NH-27)	Dima Hasao	M/s Inderdeep Construction Co.
10	Balachera Toll Plaza at Km 277.300	Balachera to Silchar section Km from 275.000 to Km 300.760 of NH-54 (New NH-27)	Cachar	M/s SPC Infrastructure Pvt. Ltd.

DRAINAGE CONNECTIVITY WITH TOILETS

2364. SHRI ESWARASAMY K:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government is aware that a large number of households in the country do not have drainage connectivity in their toilets;

(b) if so, the details thereof, State/UT-wise; and

(c) whether any steps taken/proposed to be taken by the Government to improve sanitary conditions across the country and if so, the details thereof, State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) to (c) Under Swachh Bharat Mission (Grameen), for disposal of human excreta, use of safe and eco-friendly onsite sanitation technologies such as twin leach pit toilets are encouraged for most parts of the country.

As per information provided by Ministry of Housing and Urban Affairs, Public health and sanitation is a State subject. However, Government of India supplements the efforts of the States and Urban Local Bodies (ULBs) in providing infrastructure for basic services such as sewerage infrastructure in urban areas through its various flagship Missions, such as Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and AMRUT 2.0. Sewerage and Septage Management Sector is one of the components under AMRUT. Under sewerage and septage management sector, 890 projects worth ₹34,504.93 crore have been grounded of which work worth ₹32,356.24 crore have been physically executed.

Till date, 149 lakh sewer/ septage connections (including households covered through FSSM) have been provided through AMRUT and convergence

against targeted 145 lakh sewer/ septage connections respectively. List is attached at **Statement-I**. Under AMRUT 2.0, Sewerage and septage management sector, so far 592 projects worth ₹67,607.67 crore covering 154.69 lakhs new/service sewer connection attached at **Statement-II** is approved by Ministry of Housing and Urban Affairs.

STATEMENT-I

STATE-WISE COVERAGE THROUGH SEWERAGE / SEPTAGE UNDER AMRUT

S.No	Name of States/UTs	Sewer connections and HH covered under septage management - AMRUT and Convergence
1	AandN Islands	-
2	Andhra Pradesh	3,99,916
3	Arunachal Pradesh	16,000
4	Assam	-
5	Bihar	-
6	Chandigarh	1,76,434
7	Chhattisgarh	3,65,217
8	Dadra and Nagar Haveli	25,464
	Daman and Diu	4,134
9	Delhi	21,55,226
10	Goa	1,982
11	Gujarat	30,84,726

12	Haryana	3,85,076
13	Himachal Pradesh	38,920
14	Jammu and Kashmir	3,32,292
15	Jharkhand	33,000
16	Karnataka	7,08,638
17	Kerala	3,79,976
18	Ladakh	1,620
19	Lakshadweep	-
20	Madhya Pradesh	4,02,139
21	Maharashtra	4,44,966
22	Manipur	4,000
23	Meghalaya	31,000
24	Mizoram	-
25	Nagaland	30,520
26	Odisha	4,14,177
27	Puducherry	15,954
28	Punjab	1,21,218
29	Rajasthan	6,15,048
30	Sikkim	17,400
31	Tamil Nadu	25,20,304
32	Telangana	87,570
33	Tripura	600
34	Uttar Pradesh	18,62,868
35	Uttarakhand	74,914

36	West Bengal	1,84,215
	Total	1,49,35,514

STATEMENT-II

AMRUT 2.0 State Wise Proposed SEWER Connections

State/UT	New/Service Connections approved under AMRUT 2.0
ANDHRA PRADESH	6,43,865
ASSAM	4,363
BIHAR	9,24,366
CHANDIGARH	3,05,162
CHHATTISGARH	0
DADRA AND NAGAR HAVELI AND DAMAN AND DIU	16,722
DELHI	4,74,209
GOA	112
GUJARAT	9,17,837
HARYANA	3,45,673
HIMACHAL PRADESH	4,707
JAMMU AND KASHMIR	93,172
JHARKHAND	1,58,665
KERALA	1,14,377
LADAKH	8,817

MADHYA PRADESH	27,37,446
MAHARASHTRA	35,68,168
MIZORAM	9,335
NAGALAND	49,477
PUDUCHERRY	480
PUNJAB	18,23,535
RAJASTHAN	8,37,118
TAMIL NADU	5,78,838
TELANGANA	7,65,919
UTTAR PRADESH	9,22,813
WEST BENGAL	1,64,244
Grand Total	1,54,69,420

हरियाणा में विद्युत आपूर्ति

2365. श्री सतपाल ब्रह्मचारी:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या विद्युत (उपभोक्ता अधिकार) नियम, 2020 के अंतर्गत ग्रामीण एवं शहरी क्षेत्रों में 24x7 विद्युत आपूर्ति का प्रावधान है;

(ख) यदि हां, तो विशेषकर सोनीपत संसदीय निर्वाचन क्षेत्र सहित, हरियाणा के किन-किन जिलों में 24x7 विद्युत आपूर्ति की जा रही है;

(ग) उक्त जिलों के उन ग्रामीण क्षेत्रों का ब्यौरा क्या है जहां सबसे कम विद्युत आपूर्ति की जाती है; और

(घ) सोनीपत संसदीय निर्वाचन क्षेत्र सहित हरियाणा के शहरी और ग्रामीण क्षेत्रों में विद्युत आपूर्ति का जिला-वार ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) विद्युत (उपभोक्ता अधिकार) नियम, 2020 के नियम 10 में वितरण लाइसेंसधारियों को कृषि जैसी विशिष्ट श्रेणियों को छोड़कर, जहां विद्युत विनियामक आयोग कम आपूर्ति घंटों की अनुमति दे सकता है, सभी उपभोक्ताओं को 24x7 विद्युत की आपूर्ति सुनिश्चित करने का आदेश दिया गया है, चाहे वे ग्रामीण क्षेत्रों में हों या शहरी क्षेत्रों में।

(ख) से (घ) हरियाणा से प्राप्त जानकारी के अनुसार, सोनीपत जिले और जींद जिले के कुछ हिस्से वाले सोनीपत संसदीय क्षेत्र सहित ग्रामीण एवं शहरी क्षेत्रों में आपूर्तित विद्युत का जिले-वार ब्यौरा विवरण पर है:

विवरण

वित्त वर्ष 2024-25 के लिए यूएचबीवीएन एवं डीएचबीवीएन (हरियाणा) की ग्रामीण घरेलू (आरडीएस) और शहरी आपूर्ति श्रेणी के लिए घंटे (फरवरी-25 तक)

उत्तर हरियाणा बिजली वितरण निगम लिमिटेड (यूएचबीवीएनएल)			दक्षिण हरियाणा बिजली वितरण निगम (डीएचबीवीएनएल)		
मंडल/जिले	आरडीएस (एचएच:एमएम)	शहरी (एचएच:एमएम)	मंडल	आरडीएस (एचएच:एमएम)	शहरी (एचएच:एमएम)
पंचकुला	23:01	23:47	फरीदाबाद	22:17	23:27
अम्बाला	22:51	23:35	पलवल (पलवल और नूह जिला)	19:25	23:11
कुरुक्षेत्र	22:58	23:35	गुरुग्राम-I और	23:19	23:37
कैथल	22:40	23:35	गुरुग्राम-II (गुरुग्राम जिला)	22:50	23:50

यमुनानगर	22:54	23:29	नारनौल (महेन्द्रगढ़ जिला)	19:30	23:27
करनाल	22:58	23:41	रेवाड़ी	23:17	23:31
पानीपत	22:35	23:21	भिवानी (भिवानी और चरखी दादरी जिला)	19:36	23:33
सोनीपत	21:29	23:24	हिसार	19:18	23:54
रोहतक	20:22	23:32	फ़तेहाबाद	19:05	23:20
झज्जर	20:41	23:29	सिरसा	22:51	23:34
			जींद	19:10	23:29
औसत	22:15	23:33	औसत	20:58	23:32

शहरी क्षेत्रों के लिए नोट: शहरी क्षेत्र में आपूर्ति का समय 24 घंटे है। तथापि रखरखाव, ब्रेकडाउन को ठीक करने और संवर्धन कार्य करने के लिए प्राप्त परमिट के कारण तालिका में दिए गए वास्तविक आपूर्ति घंटे थोड़े कम हैं।

KHADI WORKERS

2366. SHRI VISHNU DAYAL RAM:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- the new wage levels for Khadi workers and the measures taken by the Government to ensure that these wages are sustainable for the long term;
- whether the Government plans to promote the sale of Khadi and Village Industry Products to maximize the impact of the announced discounts, if so, the details thereof; and

(c) the measures implemented to monitor the effectiveness of the wage hike and the discounts in improving the livelihoods of Khadi workers and the overall growth of the Khadi sector?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) To support the Khadi artisans, Ministry of MSME through Khadi and Village Industries Commission (KVIC) has periodically increased their wages to improve their earnings and overall livelihood. With effect from 01.04.2023, the spinning wages was increased from Rs. 7.50 per hank to Rs. 10.00 per hank and weaving wages were raised by 10%, which not only boosted the production capacity of Khadi artisans but also significantly enhanced their earnings. With effect from 02.10.2024, KVIC has further enhanced the spinning wages from Rs. 10.00 per hank to Rs. 12.50 per hank and weaving wages by 7%.

The details of other measures for long term wage sustainability of Khadi artisans, are as follows:

(i) Modified Market Development Assistance (MMDA): Under MMDA, 35% of MMDA is provided to artisans as incentive in case of Khadi Institutions of cotton, woolen, polyvastra and 30% quantum of MMDA is provided to artisans as incentive in case of Khadi Institutions of silk.

(ii) Workshed Scheme for Khadi Artisans, provides financial assistance to artisans for construction of individual workshed, an assistance upto Rs 1,20,000/- or 75% of the total cost of the workshed {90% for North Eastern Region (NER)} and

for group Workshed (minimum 5 and maximum 15 artisans), an assistance up to Rs. 80,000/- per artisan or 75% of the total cost of the group Workshed (90% for NER), whichever is less, is provided.

(b) To promote the sale of Khadi and Village Industries products, following initiatives have been taken by KVIC:

(i) KVIC has established a partnership with National Institute of Fashion Technology (NIFT), New Delhi and established a Centre of Excellence for Khadi (CoEK) for establishing design processes for global standards, creating new fabrics and products, disseminating quality standards for fabrics, creative visual merchandizing and packaging for new Khadi products and increasing the reach of Khadi by organizing National Khadi Fashion Shows and Exhibitions.

(ii) Organizing various level exhibitions and participating in Indian International Trade Fair (IITF) to make KVI products accessible in the domestic.

(iii) Arranged product supply/marketing mechanism through e-Market linkage for MSMEs through GeM portal (gem.gov.in), and e-marketing portal (www.ekhadiindia.com) with an objective to sell Buyer to Consumer.

(iv) Established Khadi Lounges at various urban centers and in Tier-II cities.

(v) Catering to the need of Government departments and bulk buyers of various Government Organization and PSUs to increase the sales of Khadi products.

(vi) For protecting the identity of brand 'Khadi' globally, KVIC has secured registration for the Trademark 'Khadi' in 15 countries and secured registration for the Khadi Logo in 32 countries.

(vii) Special discount has been announced on various occasions/festivals to attract customers and to boost the sales of KVI products.

(c) The measures implemented to monitor the effectiveness of the wage hike and the discounts in improving the livelihoods of Khadi workers is as follows:

(i) KVIC has digitized the disbursement of Modified Market Development Assistance (MMDA) and ISEC benefits to artisans through their Aadhaar linked bank account to ensure all payments directly transferred to the artisans through the Direct Benefit Transfer (DBT) mode, enhancing transparency and efficiency.

(ii) The field offices of KVIC regularly conduct awareness camps, review meetings, and monitor the activities, as per the approved guidelines.

Measure implemented for the overall growth of Khadi Sector are as under :

(i) KVIC has implemented several initiatives for the overall development of the Khadi sector. These include partnering with NIFT established a Centre of Excellence for Khadi (CoEK) for establishing design processes for global standards, creating new fabrics and products, disseminating quality standards for fabrics, creative visual merchandizing and packaging for new Khadi products and increasing the reach of Khadi by organizing National Khadi Fashion Shows and Exhibitions.

(ii) Collaboration with premier institutes like Indian Institute of Technology (IITs), National Institutes of Technology (NITs), MGIRI, South India Textile Research Association (SITRA), and Bombay Textile Research Association (BTRA) focuses on process optimization to reduce drudgery, improve productivity, and enhance

artisans' earnings. A partnership with Quality Council of India (QCI) ensures improved product quality.

(iii) Revision of Guidelines of Khadi Vikas Yojana: The guidelines of Khadi Vikas Yojana has been revised in which under the Workshed Scheme: Financial assistance upto Rs. 1,20,000/- for individual Workshed and upto Rs. 80,000/- for group Workshed is provided to construct the Workshed so as to provide a better work place to carry out khadi activities.

Under Strengthening of Infrastructure of Existing Weak Khadi Institutions: To revive the sick/weak/problematic/"D" category institution, the financial assistance under the said scheme is being provided by KVIC. The pattern of assistance has been revised by the Ministry to Rs. 15.00 lakh from Rs. 9.90 lakh.

(iv) Renovation of Sales Outlets: In order to renovate the Sales outlets thereby getting sustainable earnings by the Khadi artisans, KVIC is providing the fund under assistance for marketing Infrastructures.

(v) Artisans Welfare Fund Trust: under the Initiative, the share of 12% artisan welfare fund deducted from their wages plus matching share of 12% from KI deposits in the State Level Artisans Welfare Fund Trust. The funds can be withdrawn as and when required by Khadi artisans as per guidelines.

PROTECTION OF TRIBAL RIGHTS

2367. SHRI S SUPONGMEREN JAMIR:

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

- (a) the steps taken by the Government to address the key issues faced by tribal communities, including land displacement, lack of access to basic services and marginalization;
- (b) whether the Government has specific measures in place to protect tribal rights and prevent exploitation of natural resources in tribal areas and if so, the details thereof;
- (c) the measures taken by the Government to ensure that development projects do not lead to displacement and loss of livelihoods for tribal communities; and
- (d) the details of mechanism in place to provide rehabilitation to tribal communities?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a), (c) and (d) Land and its management fall under the exclusive legislative and administrative jurisdiction of States as provided under the Constitution of India (Seventh Schedule- List II (State List)- Entry No. (18). However, there are special provisions in the Constitution of India and several legislations to protect the interest of the Scheduled Tribe community and ensure fair rehabilitation; some of them are at **Statement-I**.

The Ministry of Tribal Affairs (MoTA) being the nodal Ministry for overall policy, planning and coordination of programs for development of STs is implementing various schemes for the welfare and development of STs. Inorder to provide Scheduled Tribes Access to basic services, Ministry of Tribal Affairs has taken

various initiatives through multiple schemes like Pradhan Mantri Janjati Adivasi Nyaya Maha AbhiyaN (PM-JANMAN) and Dharti Abha Janjatiya Gram Utkarsh Abhiyan (DA-JGUA).

PM-JANMAN is a transformative Policy level initiative which aims at fostering the holistic development of 75 Particularly Vulnerable Tribal Groups (PVTGs) across 18 States and 1 Union Territory. With a budgetary outlay of ₹24,104 Crore (Central Share: ₹15,336 Crore and State Share: ₹8,768 Crore), PM-JANMAN , approved for 3 years ,is designed to provide equitable access to essential services for PVTG communities, improving their living conditions and facilitating their socio-economic progress. The core objectives include providing safe housing, clean drinking water, access to education, healthcare, nutrition, road connectivity, electricity, and enhanced livelihood opportunities.

DA-JGUA is a multi-sectoral initiative, to ensure the holistic and sustainable development of tribal populations in villages. This ambitious program integrates schemes from 17 ministries, including MoTA, through 25 targeted interventions, focusing on saturating more than 63000 tribal majority villages with essential service infrastructure. The initiative aims to address key gaps in tribal villages with a focus on: Safe housing and clean drinking water, Improved sanitation and healthcare facilities, Enhanced access to quality education and nutrition, electricity supply and promotion of renewable energy sources, better road and telecom connectivity and sustainable livelihoods through convergence of relevant schemes of participating Ministries.

Apart from above, the details of few other schemes implemented by Ministry of Tribal Affairs for welfare and development of ST communities is at **Statement-II**.

Additionally, the Government of India is implementing various schemes through sectoral Ministries wherein dedicated funds are earmarked as Scheduled Tribe Component (STC) [Development Action Plan for Scheduled Tribes (DAPST)] for tribal welfare and development across the country. This includes support for education, health, sanitation, water supply, livelihood etc. Besides the Ministry of Tribal Affairs (MoTA), 41 Ministries / Departments are allocating a certain percentage of their total scheme budget for tribal development under STC for various tribal development projects.

(b) The Forest Rights Act, recognizes 13 different rights including the right to hold and live in the forest land under the individual or common occupation for habitation or for self-cultivation for livelihood, right of ownership, access to collect, use, and dispose of minor forest produce, entitlement on usage of water bodies and its products, pastures for grazing (both settled or transhumant) and traditional seasonal resource access and also provides authority and responsibility to the Gram Sabha of the forest dependent community to protect, regenerate or conserve or manage any community forest resource which they have been traditionally protecting sustainable use.

Section 3(1) (c) under FRA recognises the *right of ownership, access to collect, use, and dispose of minor forest produce which has been traditionally collected*

within or outside village boundaries by the Forest Dwelling communities. Also, PESA, 1996 empowers Gram Sabha by providing MFP ownership rights.

Further, Section 3(1) (i) empowers Gram Sabhas to manage and protect biodiversity. And section (5) stipulates that, Gram Sabha and village level institutions are empowered to (a) protect the wild life, forest and biodiversity; (b) ensure that adjoining catchments area, water sources and other ecological sensitive areas are adequately protected; (c) ensure that the habitat of forest dwelling Scheduled Tribes and other traditional forest dwellers is preserved from any form of destructive practices affecting their cultural and natural heritage; (d) ensure that the decisions taken in the Gram Sabha to regulate access to community forest resources and stop any activity which adversely affects the wild animals, forest and the biodiversity are complied with.

STATEMENT- I

Constitutional and legal provisions to protect and safeguarding the land rights of STs and to address the issue of Land Acquisition and displacement of tribals

(1) **Constitutional provisions under Schedule - V** provide for safeguards against displacement of tribal population because of land acquisitions etc. The Governor of the State which has scheduled Areas is empowered to prohibit or restrict transfer of land from tribals and regulate the allotment of land to members of the Scheduled Tribes in such cases. Para 5.2 of the V Schedule of the Constitution has a

predominant object of imposing total prohibition on transferring immovable property in a scheduled area to any person other than a tribal.

(2) **The Panchayats (Extension to the Scheduled Areas) Act, 1996** (in short PESA) also provides that "The Gram Sabha or the Panchayats at the appropriate level shall be consulted before making the acquisition of land in the Scheduled Areas for development projects and before re-settling or rehabilitating persons affected by such projects in the Scheduled Areas".

(3) **The Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act"** (in short, FRA) enacted in 2006 provides adequate safeguards to avoid any displacement of tribal population but also seeks to involve democratic institutions in the process of recognition and vesting of forest rights at the grassroots level.

a) Section 4 (4) of FRA stipulates that the right shall be heritable but not alienable or transferable and shall be registered jointly in the name of both the spouses in case of married persons and in the name of the single head in the case of a household headed by a single person and in the absence of a direct heir, the heritable right shall pass on to the next-of-kin.

b) Section 4(5) of FRA states that "Save as otherwise provided, no member of a Forest Dwelling Scheduled Tribe or Other Traditional Forest Dweller shall be evicted or removed from forest land under his occupation till the recognition and verification procedure is complete".

(4) The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation, and Resettlement Act, 2013 (RFCTLARR Act, 2013) has special provisions for STs, which have been spelled out under Sections 41 and 42.

(i) **The First Schedule of the RFCTLARR** Act provides for compensation for land owners. As per Section 3(r)(ii) of the RFCTLARR, 2013, '**land owner**' includes any person who is granted forest rights under FRA, 2006(2 of 2007) or under any other law for the time being in force.

(ii) **The Second Schedule of the RFCTLARR**, provide for element of rehabilitation and resettlement for all the effected families (both land owners and the families whose livelihood is primarily dependent on land acquired) in addition to those provided in the first Schedule.

(iii) **The Third Schedule of the RFCTLARR**, provide for infrastructural amenities for a reasonably habitable and planned settlement in the resettlement area. Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and RFCTLARR Act, 2013 further spells out the procedure for identification of the affected persons/ families [sub-section (c) of Section 3], determining and calculating the compensation amount (Section 26 to 29), as well as mechanisms for developing rehabilitation and resettlement processes (Chapters V and VI).

STATEMENT-II

Ministry is also implementing following schemes for welfare and development of tribal communities

(i) **‘Pradhan Mantri Janjatiya Vikas Mission (PMJVM)’**: PMJVM envisions to strengthen tribal entrepreneurship initiatives and to facilitate livelihood opportunities by promoting more efficient, equitable, self- managed, optimum use of natural resources, Agri / NTFP / Non-farm enterprises. With a total financial outlay of Rs. 1612.27 crore for 5 years (2021-22 to 2025-26), there are 3 major components. The first component comprises “Mechanism for Marketing of Minor Forest Produce (MFP) through Minimum Support Price (MSP), where in MSP is fixed for 87 MFPs. The 2nd component, Development of Value Chain for MFP”, wherein VandhanKendras are set up. The 3rd component is “Institutional Support for Development and Marketing of Tribal Products / Produce”, where grants are given to Tribal Cooperative Marketing Development Federation of India (TRIFED), which is the nodal agency for implementation of the Scheme.

(ii) **Pre-Matric Scholarship**: It is a Centrally Sponsored Scheme implemented through respective State/UT administrations. This is an open-ended Scheme covering all ST students studying in Std. IXth and Xth, whose parental annual income is up to Rs. 2.50 lakhs. The contribution from Government of India is 75% and the state contribution is 25%. In respect of North East states and hilly states, the contribution from Government of India is 90% and the state contribution is 10%.

In case of UTs like Andaman and Nicobar without Legislative Assembly and own grants, Govt. of India's contribution is 100%.

(iii) **Post Matric Scholarship:** It is a Centrally Sponsored Scheme implemented through respective Ste/UT administrations. This is an open-ended Scheme covering all ST students studying in in class XI and above, whose parental annual income is up to Rs. 2.50 lakhs. The contribution from Government of India is 75% and the state contribution is 25%. In respect of North East states and hilly states, the contribution from Government of India is 90% and the state contribution is 10%. In case of UTs like Andaman and Nicobar without Legislative Assembly and own grants, Govt. of India's contribution is 100%.

(iv) **Support to Tribal Research Institute (TRI):** Under the schemes Support to TRIs funds are provided to the State governments / UTs research, documentation etc. based on their proposal.

(v) **Eklavya Model Residential Schools (EMRS):** Introduced in the year 1997-98 to provide quality education to Scheduled Tribes (ST) students (Class 6th to 12th) in remote areas in 2018-19, Government revamped it as a central sector scheme by which EMRS is to be established in every block with 50% or more ST population and at least 20,000 tribal persons, have an EMRS. Accordingly, the target of establishing 728 EMRSs across the country has been set up which is likely to benefit more than 3.5 lakh ST children. National Education Society for Tribal (NESTS) an autonomous society has been established to administer the scheme. As on date, all schools have been sanctioned by the Ministry, out of which 477 are reported to be functional benefiting more than 1,30,000 ST children.

(vi) **Grants under Proviso to Article 275(1) of the Constitution:** Ministry of Tribal Affairs also provides funds to the State Governments under Grants under Proviso to Article 275(1) of the Constitution. It is a 100% grant from Government of India. Funding under this programme is to enable the State to meet the cost of such schemes of development as may be undertaken by the State for the purpose of promoting the welfare of Scheduled Tribes in that State.

(vii) **Grants-in-Aid to Voluntary Organizations working for the welfare of STs:** Financial assistance is provided to the Voluntary Organizations working for the welfare of STs.

CONSTRUCTION OF ROADS IN WEST BENGAL

2368. SUSHRI MAHUA MOITRA:

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

the details of all roads being either concretized, widened or new roads being laid in the State of West Bengal?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

The Government through Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs). The details of ongoing projects and projects sanctioned for taking up development of NHs in the State of West Bengal is enclosed as **Statement**

STATEMENT**A. Ongoing projects on NHs in the State of West Bengal**

Sl. No.	Name of Project	Length (Km)	Sanctioned Cost /TPC (Rs. in crore)	Type of Pavement/Structure
1	4 lane bridge over River Ganga at downstream of Farakka Barrage (4L NHDP-III,5 Km, EPC)	5.47	521.19	Concrete
2	6-laning of Barwa-Adda-Panagarh Section of NH-19 (old No 2) from Km. 398.240 to Km.521.120 including Panagarh Bypass in the states of Jharkhand and West Bengal under NHDP Phase V on Toll on DBFOT Pattern	122.88 /114.71 (excluding de-scope d section)	1665	Flexible
3	Up-gradation to 2L+PS configuration of Purulia-Chandil Section of NH-32	73.28	708.3	Flexible
4	Construction of 4-laning road for Purulia Bypass Section from Km 84.030 to Km 94.345 of NH-32(Length 10.315 km) in the state of West Bengal under NHDP-IV-B on EPC Mode	10.32	172.5	Flexible
5	6-laning from Panagarh to Palsit section of NH-19 (Old- NH-2) from Km 521.120 to Km 588.870 in the state of West Bengal under Bharatmala Pariyojana on BOT(Toll) Basis.	67.75	2020.93	Flexible
6	6-laning from Palsit to Dankuni section of NH-19 (Old- NH-2) from Km 588.870 to Km 652.700 (Upto NH-2 Connector) in the state of West	63.83	2193.23	Flexible

Sl. No.	Name of Project	Length (Km)	Sanctioned Cost /TPC (Rs. in crore)	Type of Pavement/Structure
	Bengal under Bharatmala Pariyojana on BOT(Toll) Basis.			
7	6L Elevated Kona Expressway from Km. 0.145 to Km. 7.337 of NH-117	7.19	720.67	Flexible
8	4-laning of the de-scoped stretches from Km. 115.342 to Km. 191.700 of NH-34 in Nadia district (3.962) and Murshidabad district (5.538) in the State of West Bengal on EPC Mode under NH(O))	10.55	109.96	Flexible
9	4-laning of Barasat-Barajaguli Section of NH-34 (New NH-12) from Km. 31.000 to Km. 48.679 in the district of North 24-Parganas in the State of West Bengal on EPC Mode under NH(O))	17.68	217.08	Flexible
10	4 laning of Falakata to Salsalabari of NH-31D (Pck-2A)	41.65	807	Flexible
11	Construction of new road at the missing link portion of NH-81 along the approved alignment between Harishchandrapur and Easter approach of Kalindri-Bridge, in the district of Malda. (Job No. 081-WB-2015-16/400)	13.15	271.17	Flexible
12	Construction of 4-lane ROB (Twins 2-lanes) and its approaches in replacement of level crossing at km 3.950 of NH-2B (Railway km 226/0) at Talit.	ROB	145.89	Concrete and Steel

Sl. No.	Name of Project	Length (Km)	Sanctioned Cost /TPC (Rs. in crore)	Type of Pavement/Structure
13	Construction of ROB and its approaches in lieu of existing RUB (Rly. Km 31/22-24) between Bhedia and Bolpur in Bhedia at km 41.760 of NH-2B. Job No.NH-2B/WB(18)/15-16/018-SandR(B)	ROB	117.61	Concrete and Steel
14	Construction of twins 2-lane ROB and its approaches in replacement of existing level crossing Gate No. -38 (Rly km 165/21-165/23) between Chondrakona Road and Garbeta Stations in Kadamadiha at km 159.448 of NH-60. Job No.NH-60/WB/(3)/15-16/025-SandR(B)	ROB	101.76	Concrete and Steel
15	Construction of ROB and its approaches in lieu of Level Crossing No. 10/B/T at km 307.050 of NH-60 (Bhimgarh). Job No.NH-60/WB/(9)/15-16/013-SandR(B)	ROB	155.87	Concrete and Steel
16	Construction of ROB and its approaches in lieu of level crossing No. 21/SPL/E at km 338.600 of NH-60 (Suri). Job No.NH-60/WB/(10)/15-16/020-SandR(B)	ROB	127.21	Concrete and Steel
17	Construction of proposed ROB and its approaches on NH-60 at 193+800 in lieu of LC Gate No. 39/A/3E in the state of West Bengal. (Job No. 060-WB-2019-20/472) Bishnupur-II	ROB	62.09	Concrete and Steel
18	Development to 4/6-lanning of NH-31 (New NH-10) with both side service roads from km 569.258 to km 581.030 (end of AH-02 project on NH- 31 near Shivmandir to Sevoke Army Cantonment) in districts of Darjeeling and Jalpaiguri	11.772	995.04	Flexible

Sl. No.	Name of Project	Length (Km)	Sanctioned Cost /TPC (Rs. in crore)	Type of Pavement/Structure
	ri in the state of West Bengal on EPC Mode (Job No. 010/WB/2021-22/490)			
19	Construction of a bridge over river Shali at km 247.00 of NH-60 (new NH-14) in Bankura district in the state of West Bengal on EPC mode. (Job No. 14/WB/2021-22/491)	Bridge	30.68	Concrete
20	Reconstruction and Widening of 8 nos. narrow culvert at km 22.445, km 22.450, km 22.840, km 27.565 , km 29.000 (half portion) , km 29.500, km 30.650, km 38.290 and spot improvement from km 22.397 to km 22.442, km 22.445 to km 22.450, km 22.453 to km 22.493, km 26.855 to km 26.935, km 27.125 to km 27.175 , km 27.492 to km 27.562, km 27.565 to km 27.710 , km 29.487 to km 29.502, km 29.506 to km 29.513, km 32.710 to km 32.750 km, km 32.885 to km 32.910, km 38.185 to km 38.285, km 38.290 to km 38.330 and repair of old parapets , construction of new parapets, road signage such as Median Marker, Road Marking etc in selected stretches from km 20.00 to km 40.00 of NH-110 (Old NH-55) in the District of Darjeeling under Annual Plan 2022-23 sanction -reg. (Job No. / NH/110/KOL/2022-23/502).	Culvert	13.49	Concrete

Sl. No.	Name of Project	Length (Km)	Sanctioned Cost /TPC (Rs. in crore)	Type of Pavement/Structure
21	(i) Reconstruction of a box culvert at km 3.780 in connection with the Widening of NH-35 (New NH-112) under NH Division No.-V, P.W. (Roads) Directorate, (ii) Reconstruction of minor bridge at km 13.872 of NH-35 (New NH-112) under NH Division No. V, P.W. (Roads) Directorate (iii) Reconstruction of bow string girder type minor bridge at km 16.567 of NH35 (New NH-112) under NH Division No.- V, P.w. (Roads) Directorate, in the district of North 24-Parganas, West Bengal during the year 2022-23 in EPC mode - reg. (Job. No. 112-WB-2022-23/511).	Culvert	40.13	Concrete
22	Construction of 4 lane Raniganj Bypass of length 5.261 km on NH-60 (new NH-14) from km 273.00 of NH to km 478.18 of NH-2 (New NH-16) in paschim Bardhaman, West Bengal in EPC Mode- reg. (Job No. 014-WB-2022-23/514)	5.261	410.83	Flexible
23	Slope Stabilization Scheme at location of landslide at km 52.240 km of NH-110 (Old NH55) at Tindharia, West Bengal and Permanent Restoration of damaged Road bench at km 42.80 of NH -110 (Old NH-55) under NH Division-IX in the district of Darjeeling West Bengal during the year 2022-2023. (Job No. NH- 110 /WB/ 2022-23/ 517).	Slope Stabilization	24.52	Flexible

Sl. No.	Name of Project	Length (Km)	Sanctioned Cost /TPC (Rs. in crore)	Type of Pavement/Structure
24	Widening Carriageway width along with construction of footpath from km 69.00 to km 71.40, Permanent Restoration of depressed road bench at km 60.480 and Restoration of Valley side protection wall at km 60.950 in between km 60 to km 61 and Repair and Rehabilitation of Panchanai bridge at km 75.030 of NH-110 (Old NH- 55) in the district of Darjeeling West Bengal during the year 2022-2023 -Sanction -Reg. (Job No. N H- 110 /W B /2022-23 / 521)	2.4	18.45	Flexible
25	Improvement of Spots from 21.710 km to 21.838 km (including reconstruction and culvert widening), 21.921 km to 22.000 km (including drop and guides), 23.7600 km to 23.800 km, 26.597 km to 26.705 km (including drop and guides), 28.270 km to 28.340 km, 35.878 km to 35.980 km, 36.025 km to 36.135 km , 36.245 km to 36.400 km (including reconstruction and culvert widening) on NH-110 (Old NH-55) in between km 20.00 to km 40.00 of NH-110 (Old NH-55) under NH Division-IX, in the district of Darjeeling. (Job No.NH-110/KOL/2023-24/542)	0.79	14.48	Flexible
26	Repair and rehabilitation of 6 bridges at km 94.085, km 95.852, km 97.863, km 101.251, km 101.543 and km 103.444 of NH-114 under National Highway Division XII, P.W(Roads) Directorate in the District of Birbhum in the year 20	Bridge	2.8	Concrete

Sl. No.	Name of Project	Length (Km)	Sanctioned Cost /TPC (Rs. in crore)	Type of Pavement/Structure
	23-2024 on SBD mode.(Job No. NH-114/WB/2023-24/543)			
27	"Rectification of 10nos. Black Spots of NH-512 Kadighat - WB(04)-96 and Kalitala - WB-(04)-95(Km41.300 to Km 42.500), Gangarampur Bus-Stand(WB-(04)-94, Km 43.400to Km 44.700), Kaldighi Kishan Mandi (WB-(04)-97, Km 46.350 to Km47.100), Patiram Taltala (WB-(03)-114, Km 70.600 to Km 71.400 Km),Paranpur (WB-(03)-113, Km77.000 to Km 77.950 Km), Tank More (WB-(04)-91, Km 79.900 to Km 80.600Km), Hili More - WB-(04)-90 (Km 82.100 to Km82.800 Km), Kamarpara(WB-(02)-356, Km 90.150 to Km 90.850 Km) andTrimohini Bus Stop(WB-(04)-98, Km 98.900 to Km 99.700) and construction Job Number (NH-512/WEST BENGAL/2024-25/RSCE-03)	Black Spot	1.34	Flexible

Sl. No.	Name of Project	Length (Km)	Sanctioned Cost /TPC (Rs. in crore)	Type of Pavement/Structure
28	Rectification of 11 nos. Black Spots at Alamsaheb more [WB- (04) 701, Chinpai Tapaspur Crossing IWB-(03)-89], Chinpai Bypass[WB (03)-881, Tilpara BarrageWB-(02)-651, Joypur Bus Stand [WB- (04)-721, Khirakuri Bus stand[WB-(02)-4721, Seorakuri more WB- (04)- 127 1, Deucha BridgeWB-(02)-311, Katitala More[WB-(04)- 126], Bahina more[WB-(04)-125], Lakhibati more[WB-(04)-71] NH-14 (Old NH-60) under N.H. Division No. XII in the district of Birbhum during the year 2024-25 on SBD mode - reg. Job No (NH-14(Old NH-60)-WB/2024-25/RSCE-04)	Black Spot	2.32	Flexible
29	Permanent rectification of 5 nos. newly identified Black Spot locations between Km. 34.00 to Km. 56.00 and Km. 64.00 to Km. 80.00 on NH-12 (old NH-117)in the District of South 24 Parganas in West Bengal for the year 2024-2025 on item rate Job Number NH-12(OLD NH-117)/WB/2024-25/RSCE-05)	Black Spot	4.56	Flexible
30	Construction and up-gradation of alternate highway to Gangtok from Bagrakot to KaferPkg I V A: Bagrakot-Kafer of NH-717A	15.24	402.95	Flexible
31	Construction and upgradation existing road with 2L+PS from Pedong Bypass to Reshi Border km 79.700 to km 96.254 of (NH-717A)	16.55	395.59	Flexible
32	Construction and upgradation existing road with 2L+PS from Kafer to Lava More Section from km 40.000 to km 61.100 of (NH-717A)	21.1	311.02	Flexible

Sl. No.	Name of Project	Length (Km)	Sanctioned Cost /TPC (Rs. in crore)	Type of Pavement/Structure
33	Construction and upgradation of Alternate highway to Gangtok from Bagrakot to Kafer PKG IV B :Bagrakot-Kafer (NH-717A)	12.6	295.97	Flexible
34	Slope Protection and Landslide Mitigation at 2 Vulnerable Locations km 23.20 to km 23.960 and km 26.530 to km 26.5801 within Sevoke-Rangpo Section of NH-10 (old NH-31A) in the district of Kalimpong in West Bengal during FY 2023-24 on EPC Mode-reg (Job No. 010/WB/2023-24/526).	Slope Stabilization	68.49	Flexible

B. Projects sanctioned for taking up development of NHs in the State of West Bengal

Sl. No.	Name of Project	Length (Km)	Sanctioned Cost /TPC (Rs. in crore)	Type of Pavement/Structure
35	Construction of Dubrajpur Bypass with 4-lane configuration of length 5.676 km on NH-60 (new NH-14) from design chainage 0.00 (existing km 316.135 on NH-60) to design	5.68	560.79	Flexible

	chainage 5.676 (existing km 320.980 on NH-60) in the district of Birbhum, West Bengal under Annual Plan 2022-23 in EPC Mode- reg. (Job. No. 014-WB-2022-23/518).			
36	Improvement of spots (including widening of culvert, drops and guide) from km 4.390 to km 4.585, km 5.328 to km 5.430, km 8.520 to km 9.075 (at 02 nos. of locations), km 9.335 to km 9.520 and km 12.060 to km 12.235 on NH110 (Old NH-55) in between km 0.00 to km 20.00 of NH- 110 under NH Division-IX in the District of Darjeeling, West Bengal. (Job No.NH-110(old NH-55)/West Bengal/2023-24/RSEC-15)	1.121	15.02	Flexible
37	Slope Protection and Landslide Mitigation at 4 Vulnerable Locations (km 1.950 to km 2.100, km 11.100 to km 11.450, km 22.435 to km 22.485 and km22.610 to km 22.680) in Sevoke-Rangpoo Section of NH-10 (Old NH-31A) in the district of Kalimpong in West Bengal on EPC Mode.	Slope Stabiliz ation	152.27	Flexible
38	Rehabilitation and up-gradation 4-laning of Dhupguri - Falakata section of NH-27 (Old NH-	29.86	1606	Flexible

	31D) from km 83+340 to km 113+200 in West Bengal (Pkg-2B)			
39	Development of 4 lane Economic Corridor from Kharagpur to Chandrakona Ghatal Road Crossing section Km 0 to Km 41 of NH 116 A (Pkg-I) in the state of West Bengal under HAM Mode	41	1738	Flexible
40	Development of 4 lane Economic Corridor from Chandrakona Ghatal Road Crossing to Bowaichandi section Km 41 to Km 89.814 of NH 116 A (Pkg-II) in the state of West Bengal under HAM Mode	48.81	2458	Flexible
41	Development of 4 lane Economic Corridor from Bowaichandi to Guskara – Katwa Road Section Km 89.814 to Km 133 of NH 116A (Pkg-III) in the state of West Bengal under HAM Mode	43.19	2279	Flexible
42	Development of 4 lane Economic Corridor from Guskara – Katwa Road to Mayurakshi Bridge Section Km 133 to Km 180 of NH 116A (Pkg-IV) in the state of West Bengal under HAM Mode	47	1722	Flexible

43	Development of 4 lane Economic Corridor from Mayurakshi Bridge to Moregram section Km 180 to Km 230.957 of NH 116A (Pkg-V) in the state of West Bengal under HAM Mode	50.96	2048	Flexible
44	Widening/strengthening of existing alignment from km 64.70 to Km 72.119 and from km 78.600 to Km 81.800to 2L+PS and construction of 2L+PS Ramnagar By-Pass from km 72.119 to km 78.600 of NH-116B in the District of PurbaMedinipur in the State of West Bengal under Annual Plan 2022-23 in EPC Mode (Job. No. 116-WB-2022-23/515).	17.1	812.5	Flexible
45	Construction of additional major Bridge with 4-lane configuration of length 1.48 km on NH-60 (NH-14) over River Kangshabati from Km. 117.770 to Km 119.250 and additional major Bridge with 4- lane configuration of length 0.900 km on NH-60 (NH-14) over River Shilabati from Km. 173.220 to Km 174.120 in the district of Paschim Medinipur of West Bengal under Annual Plan for FY 2023-24 on EPC mode. (Job No 014-WB-2023-24/527).	2.38	304.82	Flexible

46	Widening and Strengthening to 2-lane with paved shoulder from Km 25.50 to 41.00 of NH-116B including bypass/realignment in Km 32.400 to 33.733 and Km 39.281 to 40.780 on EPC mode. (Job No. 014/WB/2023-24/534).	15.5	469.35	Flexible
47	Financial sanction for the work of Construction of 3 (three) nos. new single cell type box culvert (2.0 m X 3.0m) at chainages 54+150 km, 54+750 km, and 55+150 km of NH-12 (old NH-117) including improvement off-flaring portion on either side of each culvert during the year 2024-2025 under N.H. Division No. 1, in the district of South 24 parganas, West Bengal. UPC:M/00012/25553/WB, Job Number (12/WB/2024-25/553)	Culvert	1.64	Concrete
48	Re-sanctioning from Km 0.00 to Km 0.500, strengthening from km 0.00 to km 8.20 and km 15.00 to km 15.50 and Widening and strengthening from km 8.20 to km 15.00 of NH-327 (old NH-31C) in the district of Darjeeling under NH Division No. IX P.W.(Roads) Directorate, West Bengal (Job No. 327/WB/2024-25/554)	15.5	49.96	Flexible

49	Repair and Rehabilitation works for 13 nos. distressed bridges in the Birbhum district as a part of Detailed project Report for 4- Lanning of NH-60 (New NH- 14) from km 115.000 (Kharagpur) to km 422.450 (Moregram) in the State of West Bengal (Package III- Bakreswar Bridge at 322.550 km, Bramhani Bridge at 398.450 km and Gambhira Bridge at 418.918 km). Job No. (14(PKG-III)/WB/2024-25/555)	Bridge	31.61	Concrete
50	Repair and Rehabilitation works for 13 nos. distressed bridges in the Birbhum district as a part of Detailed project Report for 4- Lanning of NH-60 (New NH- 14) from km 115.000 (Kharagpur) to km 422.450 (Moregram) in the State of West Bengal (Package IV- Tilpara Right Canal Bridge at 342.660 km, Tilpara Bridge at 343.950 km, Khairakuri Bridge at 344.880 km, Dwarka Canal Bridge at 358.740 km, Deucha Barrage Bridge at 359.050 km). Job No. (14(PKG-IV)/WB/2024-25/556)	Bridge	37.58	Concrete

51	Repair and Rehabilitation work for 13 nos. distressed bridges in the Birbhum district as a part of Detailed Project Report for 4- Lanning of NH-60 (New NH-14) from km 115.000 (Kharagpur) to km 422.450 (Moregram) in the State of West Bengal (Package I). Sinjuri-Bridge at km 308.660, Sinjuri-2 at km 309.020 Chandrabhaga bridge at km 333.400 Job Number (14(PKG-I)/WB/2024-25/557)	Bridge	7.86	Concrete
52	Repair and Rehabilitation work for 13 nos. distressed bridges in the Birbhum district as a part of Detailed Project Report for 4- Lanning of NH-60 (New NH-14) from km 115.000 (Kharagpur) to km 422.450 (Moregram) in the State of West Bengal (Package II) MD Bazar Mini Bridge at km 350.530 and Kargil bridge at km 353.040 Job Number (14(PKG-II)/WB/2024-25/558)	Bridge	8.74	Concrete
53	Improvements of spots including reconstruction and widening of culverts in between Ch.40.000 to 65.000 of NH 55 (new NH 110) under N.H. Division-IX(I), in the district of Darjeeling, West Bengal in the FY	2.85	32.35	Flexible

	2024-25 UPC:M/00110/25559/WB (Job Number (110/WB/2024-25/559)			
54	Balance work for rehabilitation of landslide location along with slope protection and drainage improvement at Paglajhora on NH-55 (Km 43+500 to km 43+950) in Phase- I, in Darjeeling District of West Bengal UPC:M/00110/25564/WB Job No. (110/WB/2024-25/564	Slope Stability	32.6	Flexible
55	Repair and Rehabilitation of 05 nos. Bridges (Trimohini Bridge at Km 99.787, Dhalpara Bridge at km 100.390, Laskarpur Bridge at Km 101.140, Kharun Big Bridge at km 102.116 and Kharun Samall Bridge at km 102.574) of NH-512 under N.H. Division No. VII, P.W. (Roads) Directorate in the District of Dakshin Dinajpur, West Bengal during the year 2024-25 on SBD mode. UPC:M/00512/25565/WB Job Number (512/WB/2024-25/565).	Bridge	1.34	Concrete

56	Slope Protection and Landslide Mitigation at 5 Vulnerable Locations (km 6.20 to km 6.95 (Hill and Valley side), km 7.10 to km 7.25, km 21.40 to km 21.65, km 22.20 to km 22.300) within Sevoke-Rangpoo Section of NH-10 (old NH-31A) in the district of Kalimpong in West Bengal during FY 2022-23 on EPC Mode (Job. No.010/WB/2022-23/519).	Slope Stability	73.32	Flexible
57	Slope protection and Landslide Mitigation at 8 Vulnerable Locations (km 3.75 to km 3.90 km 8.21 to km 8.36, km 11.393 to km 11.628, km 33.35 to km 33.70, km 38.95 to 39.220, to km 44.903 to Km 45.078, km 48.490 to km 48.560 and km 49.310 to km 49.570) Within Sevoke-Rangpo section of NH- of Kalimpong in west Bengal during FY 2022-23 on EPC Mode- reg. 10 (old NH-31A) in the district (Job No.010/WB/ 2022-23/520).	Slope Stability	100.3	Flexible
58	Widening of valley side at 20.90 km, 35.50 km and 36.70 Km and widening of culvert at 17.60Km ,17.80Km, 18.30, 20.20Km , 21.50 Km, 21.65Km, 21.85 Km, 32.80Km , 33.10Km	Slope Stability	75.85	Flexible

	, 38.30Km , 40.30Km, 43.70 Km and 47.30 Km of N.H-10 under N.H. Division No IX in the District of Kalimpong. (Job No.NH- 10/KOL/2024-25/547)			
59	Valley side protection works from Ch. 25.80 km to km 26.65, km 26.75 to km 27.20 and 27.41 km to 27.48 km to restore damages by flash flood in 2023 of NH-10 under National Highway Division -IX in the - District of Kalimpong during the year 2024-25 on EPC mode (Job No.NH- 10/WB/2024-25/548)	Slope Stability	49.22	Flexible

HIGH COST OF DOMESTIC LPG CYLINDER IN LAKSHADWEEP

2369. SHRI MUHAMMED HAMDULLAH SAYEED:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the Government is aware that the cost of a domestic LPG cylinder in Lakshadweep is 1,303.50, whereas in Kerala, it is only 812 and if so, the details thereof;

(b) the reasons for this significant price disparity and the factors contributing to the high cost of LPG in Lakshadweep;

(c) whether the Government has considered any specific measures to rationalize LPG pricing in Lakshadweep and align it with the rates in Kerala to alleviate the financial burden on the islanders, if so, the details thereof;

(d) the steps taken/proposed to be taken by the Government to subsidize or reduce the additional logistical costs associated with transporting LPG to remote islands like Lakshadweep;

(e) whether the Government take immediate action to ensure equitable LPG pricing in Lakshadweep and promote the use of clean cooking fuel in line with Sustainable Development Goal (Affordable and Clean Energy), if so, the details thereof; and

(f) whether the Government acknowledges that the high cost of LPG is forcing residents to rely on traditional cooking fuels, leading to environmental and health concerns particularly for women and if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI HARDEEP SINGH PURI):

(a) to (f) Distribution of LPG in Lakshadweep islands is done by Indian Oil Corporation Limited (IOCL) through Lakshadweep Co-operative Marketing Federation (LCMF), designated as the wholesale agent of Lakshadweep Administration under Public Distribution System. The price of domestic LPG in Lakshadweep islands is Rs. 1303.50 per 14.2 Kg cylinder. The current pricing of Lakshadweep is based on Kochi market in Kerala. Additional transportation and handling charges are charged from consumers by LCMF.

The Selling Price at Lakshadweep varies from island to island based on the expenditure incurred on placement of cylinders by Lakshadweep Co-operative Marketing Federation (LCMF). The amount of expenditure incurred on placement of cylinders includes transportation charges, handling and port charges and is worked out by LCMF. The incurred cost is advised by LCMF to cooperative society of each island and is charged from LPG consumers.

To ensure seamless LPG supplies in Lakshadweep islands, IOCL has hired two marine vessels MV Elikalpeni and MV Ganga for placement of LPG cylinders at various islands of Lakshadweep, incurring additional costs which are currently being borne by IOCL.

DECLINE IN ANNUAL GROUNDWATER RECHARGE

2370. SHRI ADITYA YADAV:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has taken cognizance of the fact that the total annual groundwater recharge in the country marginally declined in 2024 as compared to 2023 and so did water availability due to higher groundwater extraction last year, with northwest India including parts of Punjab, Haryana, Delhi and Western Uttar Pradesh, being the bigger culprits; and

(b) if so, the details thereof along with the preventive steps proposed to be taken by the Government keeping in mind that groundwater extraction for cultivating water-guzzling paddy in Punjab, Haryana and Western Uttar Pradesh is one of the key reasons behind over exploitation in the region?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) As per the Dynamic Ground Water Resource Assessment conducted by Central Ground Water Board (CGWB) for the years 2023 and 2024, it is seen that total annual ground water recharge for the country as a whole has slightly decreased from 449 Billion Cubic Meters (BCM) to 446.9 BCM between the period and total annual ground water extraction for all purposes has slightly increased from 241 BCM to 245.64 BCM. However, in order to gain a correct perspective, the long term data between the years 2017 and 2024 may be compared, which shows that the annual ground water recharge has increased from 432 BCM to 446.9 BCM and annual ground water extraction has reduced from 249 BCM to 245.64 BCM during the subject period, showing overall improvement.

With regard to the north-western states of Punjab, Delhi Haryana and Uttar Pradesh, figures largely indicate towards *status quo* between 2023 and 2024, whereas in Punjab there is slight improvement in terms of both recharge as well as extraction. However, the overall ground water situation in the said states is below par when compared to national average.

Water being a State subject, sustainable development and management of groundwater resources is primarily the responsibility of the State Government. However, the Central Government facilitates the efforts of the State Governments by way of technical and financial assistance through its various schemes and projects. In this direction, the important steps taken by the Ministry of Jal Shakti

and other central ministries for sustainable development of ground water resources in the country, including in the north-western part, are given below:-

- i. The Department of Agriculture and Farmers Welfare (DA and FW) is implementing Crop Diversification Programme (CDP) under Rashtriya Krishi Vikas Yojana - Remunerative Approaches for Agriculture and Allied Sectors Rejuvenation (RKVY-RAFTAAR), in Original Green Revolution States viz., Haryana, Punjab and Western Uttar Pradesh to divert the area of water intensive paddy crop to alternative crops like pulses, oilseeds, coarse cereals, nutri cereals and cotton etc. Under CDP assistance is given for alternative crops demonstration, farm mechanization and value addition, site specific activities and contingency for awareness and capacity building etc.
- ii. Further, Government of India supplements the efforts of state governments to encourage diversified production of crops such as pulses, coarse cereals, nutri cereals and cotton under National Food Security Mission (NFSM).
- iii. Department of Agriculture and Farmers' Welfare (DA and FW), GoI, is also implementing Per Drop More Crop Scheme in the country since 2015-16, which focuses on enhancing water use efficiency at farm level through Micro Irrigation and better on-farm water management practices to optimize the use of available water resources.
- iv. The Central Government is implementing Atal Bhujal Yojana in 80 water stressed districts in the states of Gujarat, Haryana, Karnataka, Madhya Pradesh, Maharashtra, Rajasthan and Uttar Pradesh. The primary aim of the scheme is demand side management through scientific means based on water budgeting of

the area involving the local communities at village levels leading to sustainable groundwater management in the targeted areas. Promoting water efficient irrigation practices and incentivizing the farmers to switch over to less water intensive crops are major focus areas under Atal Jal Scheme. Shifting from flood irrigation to Directly Seeded Rice (DSR) technique is also being popularized through trainings and IEC activities.

- v. M/o Jal Shakti is promoting conjunctive use of surface water and groundwater and to reduce dependence on groundwater, surface water based Major and Medium irrigation projects have been taken up in the country under PMKSY-AIBP scheme in collaboration with States/UTs.
- vi. MoJS has issued advisories to States/UTs to review their free/subsidized electricity policy to farmers, bring suitable water pricing policy and to work further towards crop rotation/diversification/other initiatives to reduce over-dependence on groundwater. States like Punjab and Haryana have informed about working on the said advisories so as to limit their ground water extraction.
- vii. The Government is implementing Jal Shakti Abhiyan (JSA) in the country since 2019 which is a mission mode and time bound programme for harvesting the rainfall and taking up water conservation activities. Currently, JSA 2024 is being implemented in the country with special focus on 151 water stressed districts of the country. JSA is an umbrella campaign under which various ground water recharge and conservation related works are being taken up in convergence with various central and state schemes.

viii. Mission Amrit Sarovar was launched by the Government of India which aimed at developing and rejuvenating at least 75 water bodies in each district of the country with a view to increase water storage and enhance ground water recharge. As an outcome nearly 69,000 Amrit Sarovars have been constructed/rejuvenated in the country.

REVIVAL OF PMAY-U FOR THE INTENDED BENEFICIARIES

2371. ADV. CHANDRA SEKHAR:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:
the measures taken/being taken by the Government to revive the Pradhan Mantri Awas Yojana - Urban (PMAY-U) by making it truly accessible to its intended beneficiaries keeping in view the recent decline in the demand for affordable housing under the said yojana?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

‘Land’ and ‘Colonisation’ are State subjects. Therefore, schemes related to housing for their citizens are implemented by States/Union Territories (UTs). However, Ministry of Housing and Urban Affairs (MoHUA) supplements the efforts of States/UTs by providing Central Assistance under Pradhan Mantri Awas Yojana – Urban (PMAY-U) since June 25, 2015 to provide pucca house in urban areas across the country.

Based on the learning from the experiences of 9 years implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 for implementation in urban areas across the country for 1 crore additional eligible beneficiaries at affordable cost through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS).

States/Union Territories (UTs)/Urban Local Bodies (ULBs) have been asked to undertake assessment of housing demand under different verticals through suitable means for assessing the actual demand of housing on the Unified Web Portal of PMAY-U 2.0. The beneficiaries can also register themselves for housing demand with all the details on the portal. The scheme guidelines and Unified Web Portal for submitting the online applications can be accessed through <https://pmay-urban.gov.in>. Moreover, in-principle approval of more than 6.75 lakh houses have been provided to 30 States/UTs which have signed Memorandum of Agreement (MoA) to implement PMAY-U 2.0 for eligible beneficiaries.

As per scheme guidelines, State/UT share is mandatory under PMAY-U 2.0. Apart from the minimum State/UT share, the State/UT Governments may also provide additional top-up share to increase affordability. States/UTs are advised to facilitate low-cost credit facility to the beneficiaries by signing the Tripartite Agreement between banks, beneficiaries and States.

In order to promote innovative construction technology, a Technology and Innovation Sub-Mission (TISM) has been established under PMAY-U 2.0 to support innovative design and construction practices and projects. TISM facilitates preparation and adoption of layout designs and building plans suitable for various geo-climatic zones for mainstreaming and up-scaling the deployment of modern construction technologies and material in place of conventional construction materials practices.

States/UTs are required to formulate “Affordable Housing Policy” incorporating various reforms and incentives to Public/Private agencies on time bound basis to develop affordable housing ecosystem as envisaged in scheme guidelines of PMAY-U 2.0.

Further, Government of India has restructured Credit Risk Guarantee Fund Trust for Low-Income Housing (CRGFTLIH) for Economically Weaker Section (EWS) /Low Income Group (LIG). The scheme aims to enhance the credit accessibility and worthiness of eligible households by extending the guarantee on the housing loan taken from Scheduled Commercial Banks, HFCs etc. It also aims to help eligible beneficiaries of PMAY-U 2.0 belonging to EWS/LIG through affordable home loans from financial institutions to complete their homes on time, thereby directly contributing to the program’s objectives. In addition, Home Loan Products are developed with Department of Financial Services (DFS) and Banks/HFCs to help Beneficiaries of informal sectors.

SODIUM CONTENT IN MEALS IN FLIGHTS

2372. SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) whether the Government proposes to introduce any public health campaigns/initiatives to raise awareness about the dangers of excessive sodium intake, particularly in respect to meals served in flights and in public dining establishments and if so, the details thereof;
- (b) the steps taken by the Government to regulate/reduce the sodium content in food served on airplanes, given the health risks associated with excessive sodium consumption;
- (c) whether the Government has any plans to implement national guidelines/regulations to monitor and control sodium levels in food served in public spaces including restaurants, airports and airlines and if so, the details thereof;
- (d) the measures being considered to encourage food manufacturers and service providers including airlines to offer low sodium/healthier meal options to consumers; and
- (e) whether the Government proposes to collaborate with airlines and food providers to reduce sodium content in airline meals and other public food offerings and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) There is no such proposal in the Ministry.

(b) to (d) FSSAI has inform that they take up awareness measures to address the adverse effects of consuming foods high in fat, salt, and sugar.

A campaign called 'Aaj se Thoda Kam' encourages consumers to gradually reduce their intake of fat, salt, and sugar through dietary modifications.

Till now, more than 400 Eat Right Melas / Eat Right Millets Melas have been conducted throughout the country regarding awareness of healthier food options.

Under Eat Right India initiatives, 2209 Eat Right Campuses, 2095 Eat Right School, 194 Eat Right Street Food Hub and 213 Eat Right Stations have been certified to ensure healthy, hygiene and safe food practices.

Further, various online challenges, like - "Healthy Recipe Contest: Ghar Ki Rasoi-Tasty Bhi, Healthy Bhi," Tadke Bina Zaika (without the use of visible fat), Indigenous Food Challenge National Low Salt Cooking Challenge have also been conducted in order to spread awareness among the citizens of the country to reduce consumption of fat, salt and sugar.

FSSAI has also mandated the mention of nutritional information on the labels including salt, sugar, Sodium and fat in bold letters and relatively increased font size on labels of packaged food items.

(e) There is no such proposal in the Ministry.

LIMITATIONS OF AMRUT SCHEME

2373.SUSHRI PRANITI SUSHILKUMAR SHINDE:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) whether the Government acknowledges the limitations of the Atal Mission for Rejuvenation and Urban Transformation (AMRUT), particularly its project-oriented approach over a holistic one and if so, the steps being taken to address these issues;
- (b) the reasons for the reported lack of stakeholder engagement, including elected city representatives, in the implementation of the scheme along with the measures considered/being considered to enhance their involvement; and
- (c) the response of the Government to the findings of the 'Pey Jal Survekshan' survey which indicated that only 46 out of 485 surveyed cities achieved a hundred per cent pass rate for water samples from households and treatment plants along with the corrective actions planned to improve water quality and supply across cities?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b) Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was launched on 25 June 2015 in selected 500 cities (485 cities including 15 merged cities) and towns across the country. The Mission focuses on development of basic infrastructure, in the selected cities and towns, in the sectors of water supply; sewerage and septage management; storm water drainage; green spaces and parks; and non-motorized urban transport. AMRUT empowers States/ Union Territories (UTs) to design, prioritize and implement the projects in respective Urban Local Bodies as per the Mission guidelines. Selection of projects and their implementation is the responsibility of the concerned State Governments.

AMRUT guidelines provides for involvement of stakeholders/ elected representatives. The Mission guidelines have provisions for formation of State High Powered Steering Committee (SHPSC) headed by the Chief Secretary of the State and members from the concerned department of the State, to monitor and supervise the implementation of the scheme at the State/ UT level. State Level Technical Committee (SLTC) headed by the Secretary, Urban Development and Housing Department provides technical support to the SHPSC in monitoring and supervising the scheme at the State level. Further, an Apex Committee constituted under the ambit of Mission guidelines reviews and monitor the Mission periodically. Also the Mission guidelines makes provisions for District Level Review and Monitoring Committee with Members of Parliament as co-chairpersons with District collector for monitoring and review of AMRUT projects.

As reported by the State/ Union Territories (UTs), against the approved plan size of ₹77,640 crore, 6,010 projects worth ₹83,578 crore have been taken up, of this works worth ₹79,401 crore have been physically completed. Under AMRUT Mission in convergence with the States 189 lakh water tap connections (new/ serviced) have been provided against the target of 139 lakh; 149 lakh sewer connections (new/ serviced) (including households covered through Faecal Sludge and Septage Management-FSSM) provided against the target of 145 lakh; Sewer network of 19,598 kilometers and water supply network of 64,463 kilometers have been constructed; 4,447 Million Litre Per Day (MLD) Sewerage Treatment Capacity (STP) and 4,734 Million Litre Per Day (MLD) Water Treatment Capacity (WTP)

have been developed; 1,434 km length of drains have been constructed resulting in eliminating 3,708 numbers of water logging points; 5,086 acres of Green space, 430 km pedestrian/ walkway and 43 km of cycle track have been developed.

(c) Pey Jal Survekshan under AMRUT 2.0 is one of the tools for assessment of quality, quantity and coverage of water supply, sewerage and septage management, etc. For improving the water quality Under AMRUT State/UTs have taken up water Treatment Plant (WTPs) projects. So far 4,734 MLD water treatment capacity has been developed under AMRUT. Approved water supply projects under AMRUT 2.0 cover creation/ augmentation of 10,647 MLD water treatment capacity. Further, under AMRUT 2.0, AMRUT Mitra initiative has been launched to actively involve women SHG groups in water demand management, water quality testing, water infrastructure operations, and other water sectoral projects. Jal Hi AMRIT has also been launched as a sub-scheme under AMRUT 2.0 reforms, which aims to incentivize states and UTs to efficiently manage sewage treatment plants for recyclable treated water meeting environmental standards. The focus of sub scheme is to build capacity and incentivizing qualitative improvements in the treated discharge effluent.

PROPOSALS UNDER PM-JANMAN IN ANDHRA PRADESH

2374. DR. BYREDDY SHABARI:

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

(a) the population of Particularly Vulnerable Tribal Groups (PVTGs) in Andhra Pradesh, district-wise;

- (b) the number of proposals received under the Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN) from Andhra Pradesh, scheme and component-wise;
- (c) the target set and the achievement made under each scheme and component of PM-JANMAN in Andhra Pradesh, district-wise;
- (d) the status of the said proposals, project-wise including pending, ongoing and completed projects with a specific focus on Nandyal district;
- (e) the total funds allocated, released and utilized for these projects in Andhra Pradesh, particularly in Nandyal district; and
- (f) whether the Government has identified any challenges in the implementation of PM-JANMAN in Andhra Pradesh and if so, the details thereof along with the steps taken/being taken to address them?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

- (a) Ministry of Tribal Affairs through the State Governments/ UT Administration/departments has undertaken habitation level data collection exercise through PM Gati Shakti mobile application to estimate PVTG population figures and infrastructure gaps in order to cover PVTG population residing in villages and habitations covered under PM JANMAN. Based on the data captured (as on 28.02.2025) and confirmed by State Tribal Welfare department, estimation of PVTG population in Andhra Pradesh, District-wise is at **Statement**.
- (b) to (e) The details of benefits given under PM JANMAN in Andhra Pradesh including Nandyal district since its inception is as follows:

Ministry	Intervention	Sanctions (Completions)	Financial sanctions (in Rs. cr)
Rural Development	Pucca houses	36331 houses (467 completed)	44.33
	Connecting roads	612.718 Km road	280.53
Jal Shakti	Piped Water Supply	1859 villages (380 saturated)	Not Available
Health and Family Welfare	Mobile Medical Units (MMUs)	141 MMUs sanctioned	40.31
Women and Child Development	Anganwadi Centers (AWCs)	266 AWCs (139 operational)	43.44
Education	Hostels	8 Hostels sanctioned	18.85
Power	Energization of HHs	25054 HHs (24411 HHs electrified)	88.71
New and Renewable Energy	Energization of HHs	1675 HHs (105 HHs electrified)	8.38
Deptt. of Telecom, M/o Communication	Mobile towers	1300 habitations planned (620 habitations covered)	94.5
Tribal Affairs	Multipurpose Centres (MPCs)	125 MPCs (122 work started)	19.97
	Setting up of VDVKs	73 VDVks (53 VDVks operational)	3.105

As per information provided by concerned Ministries

*Details of the funds unutilized, State-wise/District-wise, is not maintained in the Ministry

(f) No specific challenge has been noticed in implementation of PM JANMAN in Andhra Pradesh.

STATEMENT

PVTG Population, District-wise, in Andhra Pradesh

S. N.	District	PVTG Population
1	Alluri Sitharama Raju	263322
2	Anakapalli	8552
3	Dr. B.R. Ambedkar Konaseema	560
4	East Godavari	602
5	Eluru	9347
6	Kakinada	2936
7	Nandyal	8640
8	NTR	676
9	Palnadu	8461
10	Parvathipuram Manyam	104674
11	Prakasam	14205
12	Srikakulam	65915
13	Vizianagaram	6042
	Total	493932

‘UDYAMI MITRA’ PORTAL

2375. SHRI YADUVEER WADIYAR:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) the initiatives taken to promote the 'Udyami Mitra' portal among MSMEs, State-wise particularly in the State of Karnataka;
- (b) whether financial assistance has been provided through the portal to entrepreneurs, if so, the details thereof, particularly in the districts of Mysuru and Kodagu;
- (c) the steps being taken to provide handholding support and skill training for rural entrepreneurs; and
- (d) whether the Government has taken measures to improve access to credit for small businesses in Mysuru and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) and (b) Udyami Mitra portal is an enabling portal which leverages IT architecture of StandUp Mitra portal and aims at instilling ease of access for MSME financial and non financial need. Financial assistance to entrepreneurs under the StandUp India Scheme (SUPI) scheme is provided through Scheduled Commercial Banks and Regional Rural Banks. The State-wise details of financial assistance through SUPI as on March 04, 2025, is given at **Statement**.

The financial assistance provided for the district of Mysuru and Kodagu as on March 04, 2024, is given in the table:

District	No. of Application Received	No. of Sanctioned A/c	Sanctioned Amt [Rs. crore]	Disbursed Amt [Rs. crore]
Mysuru	873	823	206.58	137.95

Kodagu	206	198	39.08	23.41

In order to create awareness about Udyami Mitra portal among the MSMEs, various outreach programmes, in association with Industry associations / partner institutions, are organized all across the country, including the State of Karnataka.

(c) The Government has taken various steps to provide handholding support and skill training for rural entrepreneurs. Programmes/ courses for the existing and potential entrepreneurs, including for those from rural areas are conducted by a network of institutions under the Ministry i.e. Khadi and Village Industry Commission, Coir Board, National Small Industries Corporation Ltd (NSIC), National Institutes for MSME (ni-msme) and MSME - Technology Centres (TCs) etc.

(d) For improving access to credit for small businesses in the country, including the district of Mysuru, a number of measures have been undertaken, which inter-alia include schemes such as Prime Minister's Employment Generation Programme for setting up of new micro enterprises in the non-farm sector by providing Margin Money subsidy on the Bank loan, Special Credit Linked Capital Subsidy Scheme with a provision of 25% subsidy to SC/ST MSEs on institutional finance for procurement of Plant and Machinery / Equipment, Credit Guarantee Scheme for collateral free loans for Micro and Small Enterprises, Mudra Loan, etc.

STATEMENT**State-wise StandUp India (SUPI) data as on March 04, 2025**

S.N o.	State	No. of Applicati on Recd	No. of Sanction ed A/c	Sanctione d Amt [₹ crore]	Disbursed Amt [₹ crore]
1	Andaman and Nicobar Islands	409	395	81.25	44.45
2	Andhra Pradesh	23,572	15,120	3,413.25	2,411.01
3	Arunachal Pradesh	995	941	185.72	80.8
4	Assam	3,924	3,624	838.83	463.86
5	Bihar	9,800	9,321	1,826.24	1,182.64
6	Chandigarh	700	684	163.54	100.3
7	Chhattisgarh	5,572	5,210	1,319.24	744.56
8	Delhi	7,145	6,711	1,631.05	983.63
9	Goa	946	918	205.92	125.05
10	Gujarat	19,332	18,690	5,366.31	3,337.03
11	Haryana	8,677	8,309	1,833.08	1,011.65
12	Himachal Pradesh	3,461	3,400	817.83	387.05
13	Jammu and Kashmir	2,866	1,701	369.21	166.1
14	Jharkhand	4,814	4,442	921.76	595.23
15	Karnataka	17,458	16,493	3,659.33	2,309.95
16	Kerala	10,572	10,136	1,946.94	1,230.93
17	Ladakh	645	635	124.33	55.72
18	Lakshadweep	5	3	0.63	0.43
19	Madhya Pradesh	13,671	13,359	3,317.12	1,844.84
20	Maharashtra	29,275	24,716	5,888.53	3,086.75
21	Manipur	591	490	104.44	70.19
22	Meghalaya	665	652	154.2	74.73
23	Mizoram	693	685	160.85	103.35
24	Nagaland	980	949	211.51	117.09
25	Odisha	8,347	8,089	1,916.36	1,393.38
26	Puducherry	562	542	128.12	80.29

27	Punjab	9,348	9,181	2010.2	1,119.13
28	Rajasthan	14,969	14,691	3,324.01	1,613.83
29	Sikkim	679	668	104.03	60.61
30	Tamil Nadu	26,840	25,957	5,725.23	2,864.87
31	Telangana	14,972	13,991	3,247.69	1,932.67
32	Dadra and Nagar Haveli and Daman and Diu	184	174	46.83	36.17
33	Tripura	664	636	126.69	82.44
34	Uttar Pradesh	29,058	28,009	5,826.37	3,321.73
35	Uttarakhand	3,926	3,829	926.78	650.25
36	West Bengal	15,043	14,453	2,681.92	1,665.99
	Total	2,91,360	2,67,804	60,605.36	35,348.69

Source: Small Industries Development Bank of India (SIDBI)

QUALITY OF WATER IN PUNJAB

2376. SHRI CHARANJIT SINGH CHANNI:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Government is aware that 12% of the population in Punjab is dissatisfied with the quality of water as reported by the Ministry and if so, the details thereof;
- (b) the actions taken/being taken by the Government to address this issue;
- (c) whether the Government has conducted any investigations into the causes of water quality issues in Punjab and if so, the details of the findings thereof; and
- (d) whether the Government has any specific plans to improve the quality of water in Punjab to address public dissatisfaction and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) to (d) Government of India is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal, since August, 2019, in partnership with States, to make provision of potable tap water supply in adequate quantity, of prescribed quality and on regular and long-term basis to rural households. Under the Jal Jeevan Mission, as per existing guidelines, Bureau of Indian Standards' BIS:10500 standards are adopted as benchmarks for quality of water being supplied through the piped water supply schemes. Drinking Water being a State subject, the responsibility of planning, approval, implementation, operation, and maintenance of drinking water supply schemes, including those under the Jal Jeevan Mission, lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance.

To assess the functionality of tap water connection provided under the mission, Department of Drinking Water and Sanitation, undertakes assessment through an independent third-party agency, based on standard statistical sampling. The functionality of tap water connections is assessed on three parameters viz. adequate quantity, prescribed quality and regularity. During the functionality assessment conducted from February, 2022 to April, 2022, it was found that 86% of households had working tap connections. Out of these, 85% were getting water in adequate quantity, 80% were getting water regularly as per the schedule of water supply for their piped water supply scheme, and 87% of households were receiving water as per the prescribed water quality standards. In Punjab, it was found that 95% of households had working tap connections. Out of these, 96% were getting water in adequate quantity, 82% were getting water regularly as per the schedule

of water supply for their piped water supply scheme, and 94% of households were receiving water as per the prescribed water quality standards. The details and the data of the said functionality assessment has also been shared with the respective states/UTs for taking remedial measures to maintain water service delivery as per JJM norms.

As per the Operational Guidelines, States/ UTs can utilize up to 2% of their annual allocation of funds under JJM for Water Quality Monitoring and Surveillance (WQMandS) activities, inter-alia, which includes setting up and strengthening of water quality testing laboratories, procurement of equipment, instruments, chemicals, glassware, consumables, hiring of skilled manpower, surveillance by community using field test kits (FTKs), awareness generation, educational programmes on water quality, accreditation/recognition of laboratories, etc. To enable States/ UTs to test water samples for water quality, and for sample collection, reporting, monitoring and surveillance of drinking water sources, an online JJM – Water Quality Management Information System (WQMIS) portal has been developed. The State-wise details of water quality test reported through WQMIS are available in public domain on JJM Dashboard and can also be accessed at:

<https://ejalshakti.gov.in/WQMIS/Main/report>

In order to empower the communities to monitor the water quality States/ UTs have also been advised to identify and train 5 persons, preferably women, in every village to conduct water quality testing using Field Testing Kits (FTKs) at village level and report the same on the WQMIS portal. So far, as reported by States/UTs

on WQMIS, as on date, more than 24.81 lakh women (including 63,422 in Punjab) have been trained for testing water using FTKs.

The Government of India is fully committed to ensuring public satisfaction and full functionality of tap water connections under JJM to address water quality issues in all States/ UTs including Punjab by conducting various field visits by experts to assess water quality concerns and recommend solutions, through periodic review meeting and encouraging the adoption of advance water treatment technologies where required.

A 'Citizen Corner' was also developed on the JJM Dashboard. The corner included display of water quality test results in the public domain to further create awareness and build confidence among people about the quality of water supplies through the PWS in rural areas including Punjab.

CARBON CREDIT TRADING SCHEME

2377. SHRI MAGUNTA SREENIVASULU REDDY:

SHRI BASTIPATI NAGARAJU:

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

(a) whether the Government has a plan to include energy and electricity, major polluting sectors under the compliance mechanism of Carbon Credit Trading Scheme;

(b) if so, the time by which the Government would include these sectors under the said scheme;

- (c) whether any obligated entity is participating in the said scheme, if so, the details regarding total number of such entities, State-wise and if not, the reasons therefor;
- (d) whether Carbon Dioxide reduction targets have been given by the Government under the said scheme;
- (e) if so, the details thereof and if not, the reasons therefor; and
- (f) the details regarding the funds allocated and released by the Government for promoting awareness regarding the Carbon Credit Trading Scheme?

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) Carbon Credit Trading Scheme (CCTS) was notified in June, 2023 and amended in December, 2023 under sub-section (w) of section 14 of the Energy Conservation Act, 2001(as amended).

Under CCTS there are two mechanisms namely, compliance mechanism and offset mechanism. At present compliance mechanism covers sectors namely Aluminum, Cement, Chlor – Alkali, Fertilizer, Iron and Steel, Petrochemical, Petroleum Refinery, Pulp and Paper and Textile.

(c) Approximately 795 obligated entities have been estimated to be covered under the compliance mechanism of CCTS. State wise details are as follows:

State	Obligated Entities
Andhra Pradesh	41
Assam	8
Bihar	5
Chhattisgarh	76

Goa	5
Gujarat	101
Haryana	12
Himachal Pradesh	14
Jammu Kashmir	1
Jharkhand	25
Karnataka	55
Kerala	4
Madhya Pradesh	33
Maharashtra	48
Meghalaya	10
Odisha	83
Punjab	28
Rajasthan	70
Tamil Nadu	49
Telangana	26
Union territory of Puducherry	2
Uttar Pradesh	45
Uttarakhand	7
West Bengal	47
Grand Total	795

(d) and (e) The greenhouse gas emission intensity targets in terms of tonnes of CO₂ per tonne of product for following sectors namely Aluminum, Cement, Chlor-Alkali, Fertilizer, Iron and Steel, Petrochemical, Petroleum Refinery, Pulp and Paper and Textile are being finalized by the government.

(f) The government has not allocated any funds for the administration of CCTS. The scheme expenses would be covered by the fee and charges collected from entities under CCTS and Bureau of Energy Efficiency's own resources.

LOW FLOOR BUSES IN PUNJAB

2378. SHRI AMRINDER SINGH RAJA WARRING:

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

- (a) whether any guidelines have been issued for floating tenders exclusively for low-floor buses, particularly in Ludhiana, if so, the details thereof;
- (b) whether the Government has coordinated with the Smart City Mission to make city public transportation accessible and rapid under the Mission, if so, the details thereof;
- (c) whether any discussion was held regarding cities under the Smart City Mission in Punjab, including Ludhiana, if so, the details thereof;
- (d) whether the Government maintains records of the number of bus stands across States, if so, the details thereof; and
- (e) the district-wise details of bus stands in Punjab and the nature of the shelter provided at these stands?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Government launched a Centrally Sponsored Scheme titled “PM-eBus Sewa” on 16.08.2023, which aims to augment city bus operations in urban areas with Central Assistance (CA) of Rs. 20,000 crore for deploying 10,000 electric buses on PPP model. Cities with a population between 3-40 lakh and other State/ UT capitals with less than 3 lakh population as per 2011 census are eligible to participate in the scheme. Under the PM-eBus Sewa Scheme, choice of size and floor height of buses is exercised by the respective cities. In case of Ludhiana, city has demanded

100 nos. 9 metre standard floor e-buses and the same has been sanctioned and tendered.

(b) and (c) Under Smart Cities Mission (SCM) as on 30.09.2024, 61 smart cities have procured buses to boost their local public transport system. These cities have procured 1519 buses (e- Buses and diesel) and developed 2028 bus stops. Ludhiana Smart City Special Purpose Vehicle (SPV) has neither procured any bus nor developed any bus stop under SCM.

(d) and (e) Government does not maintain such data. Data regarding number of bus stops developed/ redeveloped and retrofitted under the Smart Cities Mission maintained by respective city SPVs, is provided in the **Statement**.

STATEMENT

Number of Public Bus Stops Developed/ Redeveloped and Retrofitted under the Smart Cities Mission

Sr. No.	City	Total number of bus stops developed/ redeveloped/ retrofitted in the city
1	Chandigarh	0
2	Dharamshala	55
3	Shimla	10
4	Jammu	0
5	Jaipur	0
6	Udaipur	86
7	Atal Nagar	9
8	Raipur	27
9	Sagar	2
10	Satna	1
11	Agra	20

Sr. No.	City	Total number of bus stops developed/ redeveloped/ retrofitted in the city
12	Prayagraj	113
13	Bareilly	0
14	Jhansi	0
15	Kanpur	30
16	Lucknow	40
17	Kakinada	4
18	Port Blair	0
19	Bengaluru	0
20	Davanagere	108
21	Hubballi-Dharwad	1
22	Mangaluru	20
23	Shivamogga	110
24	Tumakuru	38
25	Kochi	2
26	Thiruvananthapuram	12
27	Coimbatore	4
28	Madurai	1
29	Salem	10
30	Thoothukudi	8
31	Tirunelveli	61
32	Vellore	1
33	Itanagar	62
34	Pasighat	10
35	Guwahati	0
36	Patna	10
37	Kohima	0
38	Rourkela	23
39	Agartala	43
40	Ranchi	56
41	New Town Kolkata	22

Sr. No.	City	Total number of bus stops developed/ redeveloped/ retrofitted in the city
42	Gandhinagar	0
43	Rajkot	15
44	Aurangabad	150
45	Nagpur	100
46	Pimpri-Chinchwad	24
47	Panjim	36
48	Silvassa	0
49	Indore	2
50	Thanjavur	5
51	Bhagalpur	2
52	Belagavi	45
53	NDMC	2
54	Kota	15
55	Dehradun	66
56	Vadodara	0
57	Dahod	0
58	Srinagar	360
59	Saharanpur	1
60	Biharsharif	6
61	Bhubaneswar	200
	Total	2,028

As per information provided by States / UTs / Smart Cities Mission as on 30 Sept 2024

PENDING SUBSIDIES TO MSMEs

2379. SHRI B MANICKAM TAGORE:

SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the reasons for pending of MSME subsidies to beneficiaries in Tamil Nadu, including districts like Kanniyakumari and Virudhunagar, for over ten years and the steps being taken to clear these arrears;

(b) the specific reasons cited for the delay in disbursing MSME subsidies across Tamil Nadu and the district-wise breakdown of the pending subsidies, including the years they were allocated;

(c) whether Tamil Nadu is the only State facing significant delays in the distribution of MSME subsidies, if so, the measures being taken to address this issue particularly in districts like Kanniyakumari and Virudhunagar; and

(d) the timeline for fully clearing MSME subsidy payments in Tamil Nadu including Kanniyakumari and Virudhunagar and the steps being taken to compensate for the loss faced by beneficiaries due to these delays?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d) Ministry of MSME, through Khadi and Village Industries Commission (KVIC), is implementing Prime Minister's Employment Generation Programme (PMEGP) for assisting entrepreneurs in setting up of new micro-enterprises in the non-farm sector. Under PMEGP, beneficiaries can avail of Margin Money (MM)

subsidy ranging from 15% to 35% based on various geographical and demographical criteria.

The Scheme was approved for continuation for the period from FY 2021-22 to FY 2025-26 with the budgetary outlay of Rs. 13,554.42 crore on pan India basis. Funds are utilised based on the demand generated and loans sanctioned by the financial institutions pan India. Banks appraise the projects both technically and economically and sanction the projects on the basis of viability of each project. Accordingly, MM subsidy is disbursed to the sanctioned applications based on the funds allocated for the Scheme.

However, since the scheme exceeded its financial targets for the previous 3 financial years of the 15th Finance Cycle, i.e. 2021-22, 2022-23, and 2023-24, there is a budgetary deficit for the financial years i.e. 2024-25 and 2025-26. Department of Expenditure has been approached seeking enhancement in the budgetary outlay for the Scheme. As and when the increased budget is received, Ministry will be in a position to clear the pending MM subsidy claims.

कमजोर जनजातीय समूह

2380. श्री बलवंत बसवंत वानखडे:

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

(क) क्या सरकार ने देश में कमजोर जनजातीय समूहों को चिह्नित किया है;

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

(ग) सरकार द्वारा उक्त जनजातीय समूहों के कल्याण हेतु क्या कदम उठाए गए हैं/उठाए जा रहे हैं?

जनजातीय कार्य मंत्रालय में राज्य मंत्री (श्री दुर्गा दास उइके):

(क) और (ख) 18 राज्यों और एक केन्द्र शासित प्रदेश में रहने वाले 75 जनजातियों की पहचान विशेष रूप से कमजोर जनजातीय समूहों (पीवीटीजी) के रूप में की गई है। पीवीटीजी की सूची विवरण में दी गई है।

(ग) 15 नवंबर 2023 को, माननीय प्रधानमंत्री ने 18 राज्यों और एक केंद्र शासित प्रदेश में रहने वाले 75 पीवीटीजी समुदायों के सामाजिक-आर्थिक विकास के लिए प्रधानमंत्री जनजाति आदिवासी न्याय महा अभियान (पीएम जनमन) का शुभारंभ किया। इस मिशन का उद्देश्य 3 वर्षों में उनकी सामाजिक-आर्थिक स्थितियों में सुधार के लिए बुनियादी सुविधाएं जैसे कि सुरक्षित आवास, स्वच्छ पेयजल और शिक्षा, स्वास्थ्य और पोषण तक बेहतर पहुंच, सड़क और दूरसंचार संपर्क, अविद्युतीकृत घरों का विद्युतीकरण और स्थायी आजीविका के अवसर प्रदान करना है। इन उद्देश्यों को 9-लाइन मंत्रालयों द्वारा कार्यान्वित 11 उपायों के माध्यम से पूरा किया जा रहा है।

पीएम जनमन योजना के शुरू होने से पहले, पीवीटीजी के विकास के लिए, जनजातीय कार्य मंत्रालय "पीवीटीजी के विकास" की योजना को क्रियान्वित कर रहा था, जिसमें संबंधित राज्य सरकार/केंद्र शासित प्रदेश को संरक्षण सह विकास (सीसीडी) योजनाओं के लिए उनके प्रस्तावों के आधार पर धनराशि मुहैया करायी जाती थी। ये बुनियादी ढांचे में अंतरों को भरने के लिए थी और मांग आधारित थी।

पीएम जनमन योजना की शुरुआत के साथ ही पीवीटीजी के विकास की योजना को बंद कर दिया गया है और मंत्रालय केवल मार्च 2025 तक की प्रतिबद्ध देनदारियाँ प्रदान कर रहा है।

जनजातीय कार्य मंत्रालय कक्षा 6 से 12 तक अजजा छात्रों को गुणवत्तापूर्ण शिक्षा प्रदान करने के लिए एक प्रमुख योजना "एकलव्य आदर्श आवासीय विद्यालय (ईएमआरएस)" भी क्रियान्वित कर रहा है। प्रत्येक ईएमआरएस में 5% सीटें पीवीटीजी छात्रों के लिए आरक्षित हैं।

राष्ट्रीय अध्येतावृत्ति की योजना में, 750 स्लॉट में से 25 स्लॉट पीवीटीजी छात्रों के लिए आरक्षित हैं। अजजा छात्रों के लिए राष्ट्रीय समुद्रपारीय छात्रवृत्ति के तहत, 20 स्लॉट में से 3 स्लॉट पीवीटीजी उम्मीदवारों के लिए आरक्षित हैं।

विवरण

राज्य/संघ राज्यक्षेत्र-वार पीवीटीजी की सूची

क्र.सं.	राज्य/संघ राज्यक्षेत्र का नाम	पीवीटीजी का नाम
1	आंध्र प्रदेश (तेलंगाना सहित)	चेंचु
2		बोडो गडबा
3		बोंडो पोरोजा
4		डोंगरिया कोंध
5		गुतोबगदाबा
6		खोंड पोरोजा
7		कोलम
8		कोंडारेड्डी
9		कोंडा सवारस
10		कट्टिया कोंध
11		पेरंगीपेर्जा
12		थोटी
13	बिहार (झारखंड सहित)	असुर
14		बिरहोर
15		विरजिया
16		पहाड़ी खरिया
17		कोरवा
18		माल पहरिया /
19		माल पहरिया
20		पहरिया
21		सोरिया पहाड़िया
22	गुजरात	कथोडी
23		कोटवालिया
24		कोलघा
25		पाधर
26		सिद्धी
27	कर्नाटक	जेनुकुरुबा

28		कोरग
29	केरल	चोलानाइकन
30		कादर
31		कट्टुनायकन
32		कोरग
33		कुरुम्बा
34	मध्य प्रदेश (छत्तीसगढ़ सहित)	अबूझ मारिया / अबूझ मारिया
35		बैगा
36		भारिया
37		बिरहोर
38		पहाड़ी कोरवा
39		कमार
40		सहरिया
41	महाराष्ट्र	कटकारी
42		कोलम
43		मारिया गोंड
44	मणिपुर	मारम
45	ओडिशा	बिरहोर
46		बोंडो
47		चुकटिया भुंजिया
48		दीदाई
49		डुंगरिया कोंध
50		जुआंग
51		खडीआ
52		कुटिया कंधा
53		लांजियासोरा
54		लोढ़ा
55		मांकिडिया
56		पौडीभुइयां
57		सौरा
58	राजस्थान	सेहरिया
59	तमिलनाडु	इरुलर

60		कटुनायककन
61		कोटा
62		कुरुमान
63		पनियन
64		टोडा
65	त्रिपुरा	रियांग
66	उत्तर प्रदेश	बुक्सा
67	(उत्तराखंड सहित)	राजी
68	पश्चिम बंगाल	बीरहड़
69		लीधा
70		टोटो
71	अंडमान और निकोबार द्वीप	ग्रेट अंडमान निवासी
72	समूह	जरावा
73		ओगे
74		सेंटीनेली
75		शोम पेन

हिंडन, कृष्णा और पांवधोई नदियों में प्रदूषण

2381. श्री इमरान मसूद:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार के पास सहारनपुर लोक सभा क्षेत्र से होकर बहने वाली हिंडन, कृष्णा और पांवधोई नदियों में प्रदूषण को रोकने के लिए कोई योजना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार इस तथ्य से अवगत है कि पिछले कुछ वर्षों के दौरान हिंडन और कृष्णा नदियों के किनारे बसे गांवों में दूषित भूमिगत जल के कारण कैंसर, श्वसन संबंधी समस्याएं, डायरिया, हड्डी रोग और त्वचा रोग जैसी बीमारियों के कारण सैकड़ों लोगों की जान चली गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) उक्त नदियों के किनारे बसे गांवों के भूमिगत जल में पाए जाने वाले आर्सेनिक और फ्लोराइड की मात्रा का ब्यौरा स्वीकृत अहानिकर मात्रा की तुलना में कितना है;

(घ) हिंडन, कृष्णा और पांचधोई नदियों के रासायनिक ऑक्सीजन मांग (सीओडी) के स्तर का ब्यौरा स्वीकृत अहानिकर मात्रा की तुलना में कितना है; और

(ङ) क्या सरकार के पास प्रदूषित क्षेत्रों में आर्सेनिक हटाने वाले संयंत्र लगाने की कोई योजना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) जी, हां। भारत सरकार नमामि गंगे कार्यक्रम की केंद्रीय क्षेत्र योजना के माध्यम से गंगा बेसिन में नदियों/सहायक नदियों में प्रदूषण कम करने के लिए वित्तीय और तकनीकी सहायता प्रदान करके राज्यों/संघ राज्य क्षेत्रों के प्रयासों को संपूरित कर रही है। उल्लिखित नदियों के प्रदूषण निवारण के लिए 'नमामि गंगे कार्यक्रम' के तहत सहारनपुर में 135 मिलियन लीटर प्रतिदिन (एमएलडी) सीवेज उपचार संयंत्र (एसटीपी) के लिए एक व्यापक प्रदूषण निवारण परियोजना को मंजूरी दी गई है। हिंडन और उसकी सहायक नदियों में प्रदूषण को रोकने के लिए, केंद्रीय प्रदूषण नियंत्रण बोर्ड (सीपीसीबी) ने केंद्र सरकार और राज्य सरकार के समन्वय से **"हिंडन और उसकी सहायक नदियों के प्रदूषण स्रोत मानचित्रण और प्रदूषित खंडों के लिए पुनरुद्धार योजना" नामक** एक योजना तैयार की है। यह योजना सीपीसीबी की वेबसाइट पर उपलब्ध है:

<https://cpcb.nic.in/openpdf.php?id=UHVibGljYXRpb25GaWxILzk5NF8xNzI5NjgyMDEeX1BvbGx1dGlubiBTb3VyY2UgTWFWcGluZyBvZiBSaXZlciBlaW5kb24ucGRml>

कार्य योजनाओं के कार्यान्वयन की प्रगति की समीक्षा राज्य स्तर पर नदी पुनरुद्धार समिति (आरआरसी) और केंद्रीय स्तर पर जल शक्ति मंत्रालय के सचिव की अध्यक्षता में गठित केंद्रीय निगरानी समिति (सीएमसी) द्वारा की जाती है।

(ख) जी, नहीं। उत्तर प्रदेश सरकार से ऐसी कोई सूचना प्राप्त नहीं हुई है, जिसमें भूजल जल के प्रदूषित होने से कैंसर, श्वास संबंधी समस्या, डायरिया, अस्थि रोग, त्वचा रोग जैसी बीमारियों के कारण होने

वाली जनहानि का उल्लेख हो। स्वास्थ्य विभाग, उत्तर प्रदेश से प्राप्त सूचना के अनुसार हिंडन नदी बेसिन में नियमित रूप से स्वास्थ्य जांच की जाती है।

(ग) और (ङ) हिंडन नदी बेसिन में आने वाले उत्तर प्रदेश के जिलों के आठ स्थानों से आर्सेनिक और फ्लोराइड से संबंधित भूजल की जल गुणवत्ता के आंकड़े **विवरण** में दिए गए हैं, जो यह दर्शाता है कि सभी स्थानों पर जल की गुणवत्ता **बीआईएस पेयजल-विनिर्देश (आईएस 10500:2012)** के अनुसार स्वीकार्य सीमा के भीतर है। उत्तर प्रदेश जल निगम, ग्रामीण द्वारा दी गई जानकारी के अनुसार जल जीवन मिशन में आर्सेनिक हटाने वाले संयंत्र लगाने की कोई योजना नहीं है।

(घ) केन्द्रीय प्रदूषण नियंत्रण बोर्ड के मानदंडों के अनुसार, नदी के स्वास्थ्य की निगरानी के लिए स्नान के जल के लिए निम्नलिखित प्राथमिक जल गुणवत्ता मानदंड निर्धारित किए गए हैं:

- i. घुलित ऑक्सीजन: 5 मिलीग्राम/लीटर या अधिक;
- ii. जैविक ऑक्सीजन मांग (बीओडी): 3 मिलीग्राम/लीटर या उससे कम;
- iii. पीएच 6.5 से 8.5 के बीच;
- iv. फेकल कोलीफॉर्म: 500 एमपीएन/100 मिली (वांछनीय), 2500 एमपीएन/100 मिली (अधिकतम स्वीकार्य);
- v. फेकल स्ट्रेप्टोकोकी: 100 एमपीएन/100 मिली (वांछनीय), 500 एमपीएन/100 मिली (अधिकतम स्वीकार्य)।

विवरण

हिंडन नदी बेसिन में आने वाले उत्तर प्रदेश के जिलों के आठ स्थानों से आर्सेनिक और फ्लोराइड से संबंधित भूजल गुणवत्ता डेटा

क्र.सं.	निगरानी स्थान	फ्लोराइड (मिलीग्राम/लीटर)		आर्सेनिक (मिलीग्राम/लीटर)	
		न्यूनतम	अधिकतम	न्यूनतम	अधिकतम
	बीआईएस पेयजल-विनिर्देश (आईएस 10500:2012) (स्वीकार्य सीमा)	1.0 मिलीग्राम/लीटर		0.01 मिलीग्राम/लीटर	

1.	मेरठ शहर, उत्तर प्रदेश में ट्यूबवेल	0.2 (बीडीएल)	0.3	लागू नहीं	लागू नहीं
2.	बागपत शहर, उत्तर प्रदेश में ट्यूबवेल	0.2 (बीडीएल)	0.2 (बीडीएल)	लागू नहीं	लागू नहीं
3.	साहिबाबाद औद्योगिक क्षेत्र, गाजियाबाद, उत्तर प्रदेश	0.2 (बीडीएल)	0.2 (बीडीएल)	लागू नहीं	लागू नहीं
4.	मेरठ रोड औद्योगिक क्षेत्र गाजियाबाद, उत्तर प्रदेश	0.2 (बीडीएल)	0.2 (बीडीएल)	लागू नहीं	लागू नहीं
5.	हापुड़ रोड औद्योगिक क्षेत्र गाजियाबाद, उत्तर प्रदेश	0.2 (बीडीएल)	0.2 (बीडीएल)	लागू नहीं	लागू नहीं
6.	पिलखुआ औद्योगिक क्षेत्र गाजियाबाद, उत्तर प्रदेश	0.2 (बीडीएल)	0.2 (बीडीएल)	लागू नहीं	लागू नहीं
7.	गांव दौराला, मेरठ	0.4	0.5	लागू नहीं	लागू नहीं
8.	खेकड़ा, बागपत	0.2 (बीडीएल)	0.2 (बीडीएल)	लागू नहीं	लागू नहीं

* बीडीएल (मापनीय सीमा से कम)

LAUNCH OF 'BHU-NEER' PORTAL IN BIHAR

2382. SHRI ARUN BHARTI:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has launched the "Bhu-Neer" portal for issuing groundwater withdrawal permits in the State of Bihar, if so, the details thereof and its key features;

(b) whether the PAN-based single ID system and QR code-enabled NOCs ensure transparency and efficiency, if so, the details thereof;

(c) whether the "Bhu-Neer" portal plays a role in addressing challenges related to groundwater management and withdrawal in the State of Bihar, if so, the details thereof;

(d) whether the portal aligns with the objectives of sustainable water use and its impact on water conservation efforts, if so, the details thereof; and

(e) whether the Government has taken any steps to expand the adoption of the portal across the State of Bihar, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) “Bhu-Neer”, which is new state of the art portal, has been recently rolled out by the Central Ground Water Authority (CGWA) under the Ministry of Jal Shakti, for the purpose of providing a smooth and efficient mechanism for regulation of ground water development and management in the country by providing a quick and easy to use platform for filing No Objection Certificate (NOC) applications for ground water abstraction. Applications seeking NOC for ground water abstraction can be filed on the Bhu-Neer portal by different categories of project proponents/users situated in any of the 19 States/UTs where the ground water regulation is being done by CGWA, which includes Bihar.

The portal is developed with several advanced yet simple features so as to ensure transparency, efficiency, and sustainability in groundwater usage. Some of the latest and user-friendly features of Bhu-Neer portal include, *Check eligibility* feature for knowing the eligibility before applying, *Online charges calculator*, *Query module* for one-to-one interaction with CGWA officials, *Real time SMS and e-mail alerts* on the status of application etc. In particular, the feature of *PAN based Single ID system* provides ease of access and integration with other modules and payment

gateways and *QR code enabled NOCs* feature has been created for enhanced security and ease of verification.

(c) and (d) The Bhu-Neer portal is for the purpose of online application and processing of NOC for extraction of ground water by industries, infrastructure projects and mining projects as per the Guidelines dated 24.09.2020 notified by M/o Jal Shakti. The portal has been designed for effective implementation of the said Guidelines for groundwater regulation, thus playing a significant role in addressing the challenges related to groundwater extraction. By helping in enforcement of the Guidelines meant for curbing indiscriminate extraction of ground water, the Bhu-Neer contributes to sustainable development and management of ground water resources in the country, including Bihar.

Further, the portal also seeks to make the projects comply with the water conservation measures prescribed in the Guidelines like construction of roof top rain water harvesting structures and installation of sewage treatment plants in cases meant for uses like washing, gardening etc.

(e) The Bhu-Neer Portal was launched by Hon'ble Minister, Jal Shakti providing wide publicity. Press release was also issued by the Ministry exclusively on the launch of Bhu-Neer portal with a view to provide country-wide news coverage to the subject, including Bihar.

In addition, CGWA has been organizing workshops with various chambers of commerce and conducting Public Interaction Programmes (PIPs) to spread

awareness and to hasten the pace of its adoption by the Project Proponents seeking to extract ground water.

LOSS OF GROUNDWATER

2383. SHRI VISHWESHWAR HEGDE KAGERI:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether it is true that many States have lost 64.6 bn m³ of groundwater;
- (b) if so, the details thereof; and
- (c) the steps taken/being taken by the Government to raise the groundwater level in the country including Karnataka?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and b) Assessment of Dynamic Ground Water Resources of the country is being annually carried out jointly by Central Ground Water Board (CGWB) and the concerned State Nodal/Ground Water Department. On comparison of data from 2017 assessment to that of 2024, it is seen that total annual extractable ground water in the country has increased from 393 Billion Cubic Meters (BCM) to 406 BCM during the period. Further, the Stage of Ground Water Extraction (SoE), which is defined as a ratio of total annual ground water extraction for all purposes to total annual extractable ground water resources, has decreased from 63% to 60.47% during the same period, indicating overall improvement in the ground water situation of the country, albeit with regional variations.

(c) Water being a State subject, the responsibility of addressing the ground water related issues lies primarily with the concerned State Governments. However, the

Central Government facilitates the efforts of the State Governments by way of technical and financial assistance through its various schemes and projects. In this direction, the important steps taken by the Ministry of Jal Shakti and other central ministries for improvement of ground water resources of the country, including for the state of Karnataka, are given below:-

- i. The Government is implementing Jal Shakti Abhiyan (JSA) in the country since 2019 which is a mission mode and time bound programme for harvesting the rainfall and taking up water conservation activities. Currently, JSA 2024 is being implemented in the country with special focus on 151 water stressed districts of the country, including 10 such districts in Karnataka. JSA is an umbrella campaign under which various ground water recharge and conservation related works are being taken up in convergence with various central and state schemes. As per the information under JSA, a total of around 15.88 lakh water conservation and rain water harvesting structures have been constructed in Karnataka in last 4 years.
- ii. CGWB has taken up National Aquifer Mapping and Management Programme (NAQUIM) with an aim to delineate aquifer disposition and their characterization. Entire mappable area of the country of around 25 lakh sq. km, including 1.91 lakh sq km of Karnataka, has been mapped under the scheme and management plans have been shared with the respective State/District administrations for implementation.
- iii. Master Plan for Artificial Recharge to Groundwater- 2020 has been prepared by the CGWB for the entire country, including Karnataka and shared with States/UTs providing a broad outline for construction of around 1.42 crore rain water harvesting

and artificial recharge structures in the country to harness 185 BCM (Billion cubic meter) of water. For Karnataka, the Masterplan recommends around 61,225 structures.

- iv.M/o Jal Shakti is implementing Atal Bhujal Yojana, which is a community led scheme for participatory ground water management focusing on demand side management of ground water in 80 water stressed districts in 7 States, Karnataka being one among them.
- v.Department of Agriculture and Farmers' Welfare (DA and FW), GoI, is implementing Per Drop More Crop Scheme in the country, including Karnataka, since 2015-16, which focuses on enhancing water use efficiency at farm level through Micro Irrigation and better on-farm water management practices to optimize the use of available water resources.
- vi.Mission Amrit Sarovar was launched by the Government of India which aimed at developing and rejuvenating at least 75 water bodies in each district of the country, including Karnataka for the purpose of increasing water storage and boosting ground water recharge. As an outcome nearly 69,000 Amrit Sarovars have been constructed/rejuvenated in the country, with 4,056 in Karnataka.
- vii.M/o Jal Shakti is promoting conjunctive use of surface water and groundwater and to reduce over-dependence on groundwater, surface water based Major and Medium irrigation projects have been taken up in the country under PMKSY-AIBP scheme in collaboration with States/UTs.

viii.A total of 93 Public Interaction Programmes (PIPs) and 50 Tier-II and Tier -III trainings have been organized so far by CGWB in various parts of Karnataka to promote awareness on groundwater among public.

ENHANCING ETHANOL PRODUCTION AND BLENDING IN INDIA

2384. SHRI ANUP SANJAY DHOTRE:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

- (a) the steps taken/being taken by the Government to increase ethanol production in India, particularly from non-food sources such as agricultural waste and municipal solid waste;
- (b) the current status of ethanol blending in petrol and the targets for the next three years, year-wise;
- (c) the criteria by which the Government is supporting the development of 2G and 3G ethanol technologies and the incentives being offered to encourage investment in these areas;
- (d) the measures taken/being taken by the Government to address the challenges faced by ethanol producers, including pricing, transportation and storage issues;
- (e) the criteria by which the Government is coordinating with State Governments, oil marketing companies and other stakeholders to promote ethanol production and blending in India; and

(f) the estimated impact of increased ethanol blending on India's energy security, greenhouse gas emissions and farmer incomes?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) The Government, since 2014, has taken several steps to increase ethanol production in India which *inter-alia* includes expansion of feedstock for ethanol production, administered price mechanism for ethanol procurement under the Ethanol Blended Petrol (EBP) Programme, lowered GST rate to 5% for ethanol for EBP Programme, amendment to Industries (Development and Regulation) Act to facilitate intrastate and interstate movement of ethanol, introduction of various Ethanol Interest Subvention Schemes (EISS) during 2018-22, for ethanol production from molasses as well as grains, Long Term Offtake Agreements (LTOAs) signed by OMCs with Dedicated Ethanol Plants, notified the “Pradhan Mantri JI-VAN (Jaiv Indhan- Vatavaran Anukool fasal awashesh Nivaran) Yojana” 2019, amended in 2024, to provide financial assistance for setting up Advanced Biofuels projects in the country using lignocellulosic biomass and other renewable feedstock.

(b) Public Sector Oil Marketing Companies (OMCs) have achieved ethanol blending in petrol of 14.60% in ESY 2023-24 and 17.98% in ESY 2024-25 upto 28th February 2025. For the month of February 2025, ethanol blending of 19.68% was achieved by Public Sector OMCs. The National Policy on Biofuels, *inter-*

alia advanced the target of 20% blending of ethanol in petrol to Ethanol Supply Year (ESY) 2025-26 from 2030. The 'Roadmap for Ethanol Blending in India 2020-25' provides guidance to achieve the target of 20% ethanol blending in India by 2025-26".

(c) Ethanol production plants including Second Generation (2G) and Third Generation (3G) plants are primarily set up by entrepreneurs/companies/co-operative societies etc., depending upon the techno-economic viability of the project as per their investment plans. Under the PM JI-VAN Yojana, the maximum financial assistance of Rs.150 crore per project for commercial projects and Rs.15 crore per project for demonstration projects has been set for improving commercial viability as well as promoting RandD for development and adoption of technologies in the field of production of 2G and 3G ethanol.

(d) The Government has introduced administered price mechanism for ethanol procurement under the Ethanol Blended Petrol (EBP) Programme. In line with the "Ethanol procurement policy on a long term basis under Ethanol Blended Petrol (EBP) Programme", the ex-mill price of ethanol derived from sugarcane based raw materials is declared by the Government and ex-mill price of ethanol from damaged and surplus food grains is decided by Public Sector Oil Marketing Companies (OMCs). Further, OMCs have adopted multimodal transportation of ethanol to enhance availability of ethanol and are also increasing ethanol storage capacity along with other allied infrastructure for handling of higher blends of ethanol.

(e) and (f) The National Policy on Biofuels -2018 lays out the roles and responsibilities of all the stakeholders including Ministries/Departments/States with respect to biofuels to synergise efforts. It also provides an institutional mechanism for overall coordination, effective end-to-end implementation and monitoring of biofuel programmes. Various State Governments also provide incentives for encouraging ethanol production. Under the EBP Programme, since 2014-15, ethanol blending in petrol by Public Sector OMCs has resulted in approximate savings of more than Rs.1,20,000 crore of foreign exchange, Net CO2 reduction of about 626 lakh metric tonne and expeditious payment to farmers of more than Rs.1,04,000 crore upto January 2025.

IMPLEMENTATION OF BHARATMALA PARIYOJANA

2385. SHRI BHASKAR MURLIDHAR BHAGARE:

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

(a) the number of projects sanctioned and completed under Bharatmala Pariyojana so far in the State of Maharashtra and the States that have benefitted the most from implementation of this pariyojana;

(b) the manner in which this Pariyojana is expected to enhance freight movement and reduce logistics costs in the country;

(c) the specific corridors developed under it to promote efficient freight movement;

(d) the impact of these projects on improving India's overall logistics infrastructure;

- (e) the steps taken under it to improve road safety on national highways;
- (f) the number of accidents reduced on roads constructed under the said pariyojana along with the number of rural roads constructed and upgraded under it;
- (g) the initiatives taken under it to incorporate smart technologies in highway construction; and
- (h) the number of projects aimed at improving road connectivity in remote and tribal areas under it and the manner in which it is contributing to the development of rural areas?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Bharatmala Pariyojana was approved by Government in 2017 covering a length of 34,800 km across the country. As on 28.02.2025, projects covering a total length of 26,425 km have been awarded and out of this, 19,826 km have already been constructed. The state-wise details are **Statement**

(b), (d), (f) and (h) Bharatmala Pariyojana is envisaged to improve the logistics efficiency and connectivity in the country including connectivity to tribal, aspirational and LWE affected districts while reducing accident on the these Highways ensuring safer transportation networks. Development of high-speed corridors will also reduce the travel time substantially between key economic centers. Various

Industrial Hubs, NMP nodes, MMLPs, Ports and Airports to be provided high-speed connectivity through these corridors.

(c) As of February 2025, 6,669 km length of high speed greenfield corridors has been awarded with construction completed for 4,610 km.

(e) In so far as National Highways (NHs) are concerned, works are carried out as per standards, guidelines, manual, code of practice of Indian Roads Congress as well as Specification for Road and Bridge Works. Necessary road safety measures are taken during design, construction, operation and maintenance stages. Further, Guidelines have been issued for regular safety audit of all NHs at design, construction, pre-opening stage of NH projects as well as on existing NHs for ensuring road safety.

(g) Many Smart Technologies such as Automated and intelligent Machine-aided construction (AI-MC), LIDAR and drone based analytics etc is being adopted in Highway Construction.

STATEMENT

State Wise details of Awarded and Constructed length under Bharatmala Pariyojana Phase – I		
State	Length of Awarded Projects (km)	Length Constructed (km)
Andhra Pradesh	1,936	1,070
Assam	431	381
Bihar	1,159	672
Chhattisgarh	471	291
Delhi	203	183
Goa	26	26

Gujarat	1,194	977
Haryana	1,058	940
Himachal Pradesh	167	115
Jammu and Kashmir	251	131
Jharkhand	801	481
Karnataka	1,603	1,109
Kerala	708	443
Madhya Pradesh	2,017	1,586
Maharashtra	2,174	1,878
Manipur	635	417
Meghalaya	170	112
Mizoram	593	461
Nagaland	208	157
Odisha	967	909
Punjab	1,553	692
Rajasthan	2,360	2,251
Tamil Nadu	1,476	1,230
Telangana	1,026	793
Tripura	94	68
Uttar Pradesh	2,496	1,964
Uttarakhand	264	163
West Bengal	385	324
Total	26,425	19,826

PNG, LPG AND CNG UNDER PMUY IN MOHANLALGANJ

2386. SHRI R K CHAUDHARY:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

- (a) the criteria by which the Government have benefitted the households in Mohanlalganj under the PM Ujjwala Yojana and the steps being taken to ensure 100% coverage in this parliamentary constituency;
- (b) whether the Government has any plans to set up CNG stations in Mohanlalganj to promote cleaner fuel for vehicles and reduce pollution, if so, the details thereof;
- (c) the criteria by which the Government have provided access to the households in Mohanlalganj to Piped Natural Gas (PNG) and the timeline for expanding PNG infrastructure in the constituency;
- (d) whether any initiatives have been taken by the Government to promote biofuels or Compressed Bio Gas in Mohanlalganj to support rural employment and reduce dependency on fossil fuels and if so, the details thereof; and
- (e) whether the Government has any plan to set up oil and gas-related projects or facilities in Mohanlalganj to generate local employment opportunities and if so, the details thereof along with the future plans for Mohanlalganj in terms of expanding fuel accessibility, reducing pollution and promoting clean energy?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (e) Pradhan Mantri Ujjwala Yojana (PMUY) was launched in May, 2016 with an objective to provide deposit free LPG connection to adult women from poor households across the country. LPG connection under PMUY is released in the name of adult women of the poor households, provided no LPG connection exists in the name of any family member of the household and fulfilling other terms and

conditions. Households belonging to Socio Economic Caste Census (SECC) list or from seven other categories such as Scheduled Caste(SC) Households, Scheduled Tribe(ST) Households, Most Backward Classes (MBC), Beneficiaries of PM Awas Yojana (Gramin), Beneficiaries of Antyodaya Anna Yojana (AAY), Forest Dwellers, Resident of islands/ river islands, Tea garden / ex-tea garden workers or poor households not covered under the above categories by submitting 14 point declaration are eligible for a PMUY connection. Under Ujjwala 2.0, a special provision has been made for migrant families who can use a self-declaration instead of Proof of Address and Ration Card to apply for a PMUY connection.

As on 01.03.2025, there are 10.33 crore PMUY connections across the country. Details of LPG connections, as on 01.03.2025, released under PMUY Scheme in Lucknow and Sitapur districts (which covers Mohanlalganj Parliamentary constituency) are at **Statement.**

Establishment of Compressed Natural Gas (CNG) stations and providing Piped Natural Gas (PNG) connections is part of development of City Gas Distribution (CGD) Network and the same is being carried out by the entities authorized by Petroleum and Natural Gas Regulatory Board (PNGRB). After completion of 12/12A CGD bidding round, authorization for CGD has been issued for Lucknow Geographical Area which comprises of Mohanlalganj tehsil.

As per the Minimum Work Programme (MWP), the authorized entity has to provide 4.94 lakh PNG connections in Lucknow Geographical Area. As on 31.12.2024,

1,32,464 PNG connections and 46 CNG Stations have been provided in this GA by the CGD entity.

To promote compressed biogas (CBG), Government has initiated various schemes like Sustainable Alternative Towards Affordable Transportation (SATAT), financial assistance for procurement of Biomass Aggregation Machinery (BAM) and scheme for Development of Pipeline Infrastructure (DPI) for transportation of CBG into the City Gas Distribution (CGD) network. With these initiatives, 94 CBG plants with production capacity of about 650 TPD (tonnes per day) have already been commissioned and another 75 CBG plants with production capacity of about 550 TPD are at different stages of construction. At present, there is no plan to setup oil and gas related projects in Mohanlalganj.

STATEMENT

District	Number of PMUY Connections	Number of Domestic connections
Lucknow	2.54 lakh	14.94 lakh
Sitapur	6.01 lakh	10.16 lakh

Source: IOCL on industry basis

NATIONAL SMALL INDUSTRIES CORPORATION

2387. SHRI HARIBHAI PATEL:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) the role of the National Small Industries Corporation (NSIC) in promoting and developing Micro and Small-Scale Industries in the country and the key initiatives taken to support such enterprises;
- (b) the number of Micro and Small-Scale Industries that have benefitted from such initiatives/ schemes, particularly in Mahesana Parliamentary Constituency;
- (c) the financial and technical assistance provided by NSIC to MSMEs under its various schemes and the impact of these schemes on MSME growth and sustainability;
- (d) the steps taken by NSIC to strengthen the market access for MSMEs both nationally and internationally till March 2025; and
- (e) whether there are any future plans or programs under NSIC to further enhance the capacity and competitiveness of MSMEs in the country and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (c) The National Small Industries Corporation Limited (NSIC), a Public Sector Enterprises under the Ministry of Micro, Small and Medium Enterprises (MSME) provides integrated support to MSMEs towards marketing, access to technology, credit and other support services such as facilitation of raw material requirement by making arrangements with bulk manufacturers for procuring the materials and supplying the same to MSMEs, credit support for raw materials procurement, tender and consortia marketing and technical assistance to MSMEs

and registration of Micro, Small and Medium Enterprises (MSMEs) under its Single Point Registration Scheme (SPRS).

The details of financial and technical assistance provided by NSIC to MSMEs under its major schemes are as under:

	FY 2023-24	FY 2024-25 (upto December 2025)
Raw Material Distribution (quantity in MTs)	3,65,168	2,60,350
Raw Material Assistance (Rs. in crore)	7,586.35	5,410.85
Bill Discounting (Rs. in crore)	40.56	29.90
Single Point Registration Scheme (No. of units)	7393	4878
Skill Development (No. trainees)	66,765	47,838
Common Facility Services (No. of units)	15,891	12,790
Enrolment in MSME Global Mart Web Portal (www.msmemart.com) (No. of units)	10,340	4552

In Mehasana Parliamentary Constituency of Gujarat, 334 units have availed the benefit under the schemes of NSIC.

(d) and (e) In order to support the MSMEs for market linkage, NSIC has created a global Business to Business (B2B) portal viz. **www.msmemart.com** to provide a digital platform for visibility and discoverability, thereby facilitating their business interface. The salient features of MSME Global Mart portal includes digital presence of MSME units within minutes, showcase MSME Products and Services 24x7, keyword based unlimited tender alerts, Award of Contract (AOC) information,

Enquiry / Request for Quotation (RFQ), Franchise, Subcontracting and Distribution Opportunities, Special Offers on ICT Digital Solutions, Quick links of Government Scheme, Information on Events and Exhibitions and Trade Leads (Buy/Sell). Further to enhance the capacity and competitiveness of MSMEs, NSIC implement a Central Sector Scheme title "Trade Enablement And Marketing" (TEAM) which envisages digital market connect of MSME by supporting them onboarding under e-commerce platforms.

CONSTRUCTION OF COASTAL HIGHWAY IN ANDHRA PRADESH

2388. SHRI Y S AVINASH REDDY:

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

- (a) the present status of construction of coastal highway in Andhra Pradesh;
- (b) the quantum of funds allocated and released so far to the Coastal Highway Projects in Andhra Pradesh;
- (c) the time by which these projects are expected to get completed;
- (d) whether any projects have been delayed and if so, the reasons for delay therein;
and
- (e) the details of cost escalation in such projects due to delay?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (d) There is no National Highway designated as Coastal Highway in the State of Andhra Pradesh. National Highway (NH)-216 passes through the coastal districts in the state of Andhra Pradesh. The project-wise details of status of development of NH-216, sanctioned cost, expenditure incurred, status of completion and reasons for delay in ongoing projects etc. in the State of Andhra Pradesh are **Statement.**

(e) Where delay is not attributable to the Contractor's performance, price escalation as per a standard formula is paid as per contract conditions, which may or may not result in additional cost, depending upon final value of price escalation determined on actual completion of project. If delay is attributable to the Contractor, damages are imposed and there is no additional cost due to delay.

STATEMENT

Status of development of NH-216 in the State of Andhra Pradesh

Sr N o.	Name of the Project	Length (in Km)	Sanctio ned Cost (in Rs. Cr.)	Expend iture (in Rs. Cr.)	Sched uled/R evised / Actual date of compl etion	Present Physical Progress	Reasons for Delay, if delayed
1	Kathipudi - start of kakinada bypas section from KM	27.50	480.21	390.57	28.03. 2019	Completed	

	0+000to KM 26+150 of NH-214 (New NH-216) (Kakinada Bypass) to two lane with paved shoulder						-
2	Rehabilitation and up-gradation of Timmapuram – Gurajanapalli section from KM 26+150 to Km 41+161 of NH-214 (New NH-216) (Kakinada Bypass) to two lane with paved shoulder	19.23	432.91	387.59	31.07. 2025	90%	Delay in approval of designs and drawings of ROB. Change in design of RE wall due to deep ground improvement. Outbreak of COVID-19
3	Rehabilitation and Up gradation of Gurajanapalli Village – Polekuru Village Section from Km 41/161 to Km 59/800	50.38	355.69	322.26	27.04. 2023	Completed	

	(Design Ch. 45+000 to 63+540) and Komagiri – Pasarlapudi Section Km70/400 to Km105/170 (Design Ch. 74+165 to Ch. 106+000) of NH-214 (New NH-216) to Two Lane with Paved Shoulder						-
4	Rehabilitation and Up gradation of Polekuru to Komaragiri section from Km.59/800 to Km.70/400 (Design Chainage from Km.63/540 to Km.74+165) of NH-216 (Old NH-214) to two lane with paved shoulders	10.63	86.27	74.68	18.12. 2021	Completed	-
5	Rehabilitation and Up-	20.82	335.67	258.26	31.05. 2025	90%	Delay in handing

	gradation of Pasarlapudi to Dhindi section from Km 105/170 to Km 126/510 of NH- 214 (New NH- 216) to two lane with paved shoulder						over of Land. Delay due to ban on mining of sand by Govt. of Andhra Pradesh. Outbreak of COVID- 19
6	Rehabilitation and Up- gradation of Dindi - Digamarru Section from km 126/510 to km 135/740 of NH- 214(NH216) and Digamarru- Losari section from km 0/000 to km 34/230 of NH 214A(NH216) to two lane with paved shoulders	42.12	415.22	364.86	07.09. 2023	Completed	-

7	Rehabilitation and up-gradation of Losari to Machavaram section from Km 34.230 to Km 84.550 of NH-214A (New NH-216) to two lane with paved shoulder	49.40	459.37	427.14	27.12.2022	Completed	-
8	Rehabilitation and up-gradation of Machilipatnam to Avanigadda section from Km 82+300 to Km 116+700 (Existing from Km 84/550 to 124/200) of NH-214 A (New NH-216) to two lane with paved shoulder	34.76	433.88	408.95	28.07.2023	Completed	-
9	Rehabilitation and up-gradation of Repalle to Eeppurpalem section from	62.13	785.65	733.71	30.09.2024	Completed	-

	Km 122/725 to Km 184/855 (Existing from Km 129/927 to Km 195/000) of NH-214A (New NH-216) to two lane with paved shoulder						
10	Rehabilitation and up-gradation of Km.195.000 to km 254.000 (Eepurpalem-Ongole sec) of NH-214 A (New NH-216) to two lane with paved shoulder	57.87	574.19	520.49	19.08. 2019	Completed	-

DEVELOPMENT OF HIGHWAYS IN WEST BENGAL

2389. SHRI RAJU BISTA:

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

- (a) the details of financial allocations made towards the development of Highways, including Expressways in the State of West Bengal since 2019, district-wise;
- (b) the details of Highway projects initiated with funding from the Union Government in the districts of Darjeeling and Kalimpong since 2019; and

(c) the details of Highway projects initiated/under construction/completed in the districts of Darjeeling, Kalimpong and North Dinajpur since 2019, scheme-wise?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Government through the Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs). Funds for development and maintenance of NHs including Expressways are made State/UT/Agency-wise and not district-wise. Details of funds allocated for development and maintenance of NHs in the State of West Bengal and Expenditure incurred since 2019-20 are given as below-

Sl. No.	Financial Year	Allocation (Rs. in crore)	Expenditure (Rs. in crore)
1	2019-20	2665	2665
2	2020-21	2658	2658
3	2021-22	3642	3642
4	2022-23	3053	3053
5	2023-24	3543	3543
6	2024-25 (Till 31.01.2025)	2028	1750

(b) and (c) Development and maintenance of NHs is a continuous process; works on NHs are accordingly taken up depending upon inter-se priority, traffic density and synergy with PM Gati Shakti National Master Plan to keep the NHs in traffic worthy conditions. The details of projects initiated/ongoing/completed for development of NHs passing through the districts of Darjeeling, Kalimpong and North Dinajpur in the State of West Bengal since 2019 is **Statement**

STATEMENT

The details of projects initiated/ongoing/completed for development of NHs passing through the districts of Darjeeling, Kalimpong and North Dinajpur in the State of West Bengal since 2019

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
1	I.R.Q.P Work from km 20.00 to km 30.00 of N.H.-55 under N.H Division No.IX, P.W.(Roads) Directorate in the District of Darjeeling, West Bengal during the 2018-19 on EPC mode(Job No.055-WB-2018-19-434)	Darjeeling	10.17	10	Completed
2	I.R.Q.P Work from km 11.00 to km 20.00 of N.H.-55 under N.H Division No.IX, P.W.(Roads) Directorate in the District of Darjeeling, West Bengal during the 2018-19 on EPC mode(Job No.055-WB-2018-19-435)	Darjeeling	9.75	9	Completed
3	Staged Strengthening from km 8.200 to km 15.600 of NH-31C in the District of Darjeeling, West Bengal on EPC mode(Job No.031C-WB-2019-20/442)	Darjeeling	7.28	7.3	Completed
4	Reconstruction and Widening of narrow culvert (8 nos) nos. 496, 471, 467, 461, 446, 430, 429 and 418 at 7.01 km, 11.85 km 11.02 km, 11.80 km, 13.50 km, 15.70 km, 15.80 km and 17.30 on N.H.55 respectively in between 0.00kmp to 20.00 Kmp of N. H. 55 under N.H.Division IX, in the	Darjeeling	4.85	0	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	district of Darjeeling during the year 2019-20 under item rate (Job No.55-WB-2019-20-446)				
5	Re-construction and widening of narrow culvert (8 nos.) Nos. 392, 381, 248, 243, 224, 217, 205 and 189 at 20.76 km, 21.80 km, 34.80 km, 35.25 km, 36.60 km, 37.20 km, 38.10 km and 39.57 km on NH-55 respectively in between 20.00 kmp to 40.00 kmp of NH-55 under NH division IX during the year 2019-20 (Job No.55-WB-2019-20-447)	Darjeeling	4.88	0	Completed
6	Stage Strengthening work from km 45.00 to km 57.00 of NH-55 in the district of Darjeeling, West Bengal, during the year 2019-20 on item rate mode using SBD (Job No.55-WB-2019-20/452)	Darjeeling	13.92	12	Completed
7	stage Strengthening of Road stretch from km 30.00 to km 40.00 of NH-55 in the district of Darjeeling, West Bengal, during the year 2019-20 on SBD mode. (Job No. 055-WB-2019-20/451)	Darjeeling	13.38	10	Completed
8	Re-construction and widening of narrow culvert (9 nos) Nos. 13, 14, 18, 25, 30, 33, 34, 45 and 47 at 71.827 km, 70.900 km, 66.700 km, 63.727 km, 63.220 km, 62.886 km, 62.653 km, 61.578 km and 61.289 km on NH-55	Darjeeling	4.73	0	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	respectively in between 77.00 kmp to 40.00 kmp of NH-55 under NH division -IX during the year 2019-20 on item rate mode using SBD. (Job No. 055-WB-2019-20/445)				
9	Repair and rehabilitation work of bridges over river Balason, Mahananda, Champta, Panchanoi, Mallarguri underpass and Darjeeling more ROB including development of road flank in selected stretches and road safety work in between km 570 to km 582 of NH-31 under N.H. Division-IX in the district of Darjeeling during the year of 2019-20 on item rate mode using SBD (Job No. 031-WB-2019-20/462)	Darjeeling	1.73	0	Completed
10	Stage strengthening Work from km 57.00 to km 77.00 of NH- 55 in the District of Darjeeling under NH Division-IX, West Bengal, during the year 2020-21 on EPC mode (Job No. 055-WB-2020-21/471)	Darjeeling	20.62	20	Completed
11	Replacement of damaged drops and guide of 17 culverts no. 396, 373, 367, 365, 350, 348, 309, 286, 268, 265, 261, 231, 230, 226, 211, 210 and 200 at km 20.40, km 22.90, km 23.50, km 23.70, km 25.25, km 25.50, km	Darjeeling	4.54	NA	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	28.90, km 31.49, km 33.15, km 33.45, km 33.90, km 36.10 , km 36.20 , km 36.35, km 37.68, km 37.90, km 38.35 respectively in between km 20.00 to km 40.00 of NH-55 under NH division-IX on item rate mode using SBD (Job No. 55-WB-2020-21/474)				
12	Replacement of damaged drops and guides of 10 culverts in between km 0.00 to km 20.00 of NH-55 in the District of Darjeeling during the year 2019-20" (Job No. 055-WB-2020-21/473)	Darjeeling	3.05	NA	Completed
13	Development to 4/6-lanning of NH-31 (New NH-10) with both side service roads from km 569.258 to km 581.030 (end of AH-02 project on NH- 31 near Shivmandir to Sevoke Army Cantonment) in districts of Darjeeling and Jalpaiguri in the state of West Bengal on EPC Mode (Job No. 10/WB2021-22/490)	Darjeeling	995.04	11.772	Ongoing
14	Tender based estimate for Restoration work for distressed span of Balason Bridge at km 569.600 of NH-31 (new NH-10) in Darjeeling district in the State of West Bengal on Item rate mode under Annual Plan 2022-23 [Job.No.10/WB/2022-23/499]	Darjeeling	2.1	NA	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
15	Reconstruction and Widening of 8 nos. narrow culvert at km 22.445, km 22.450, km 22.840, km 27.565 , km 29.000 (half portion) , km 29.500, km 30.650, km 38.290 and spot improvement from km 22.397 to km 22.442, km 22.445 to km 22.450, km 22.453 to km 22.493, km 26.855 to km 26.935, km 27.125 to km 27.175 , km 27.492 to km 27.562, km 27.565 to km 27.710 , km 29.487 to km 29.502, km 29.506 to km 29.513, km 32.710 to km 32.750 km, km 32.885 to km 32.910, km 38.185 to km 38.285, km 38.290 to km 38.330 and repair of old parapets, construction of new parapets, road signage such as Median Marker, Road Marking etc in selected stretches from km 20.00 to km 40.00 of NH-110 (Old NH-55) in the District of Darjeeling under Annual Plan 2022-23 (Job No.NH-110/KOL/2022-23/502)	Darjeeling	13.49	NA	Ongoing
16	Improvement of Spots from km 8.400 to km 8.480, km 16.225 to km 16.350 and km 16.370 to km 16.510 and widening of culvert at km 16.318 and km 16.470 respectively in between km 0 to km 20 of NH-110 (Old NH-55) in	Darjeeling	4.87	NA	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	the District of Darjeeling under Annual Plan 2022-23 on item rate mode using SBD(Job No.110/KOL/2022-23/508)				
17	Widening of 2 culverts at 9.09 and 9.12 km and Replacement of damaged drops and guides of culverts at km 2.36, km 3.37, km 3.65, km 4.38, km 7.95, km 10.50, km 10.90, km 11.24, km 14.57, km 17.20, km 18.21 and improvement of spot from km 9.035 to 9.200 respectively in between km 0 to km 20 in the District of Darjeeling under Annual Plan 2022- 23 on item rate mode using SBD(JobNo.-110/KOL/2022-23/507)	Darjeeling	4.75	NA	Completed
18	Reconstruction of culvert at km 9.50 and Widening of 2 nos. narrow culvert at km 8.30 and km 13.52 respectively and spot improvement from km 8.266 to km 8.289 and km 8.299 to km 8.372, km 9.443 to km 9.523 and km 13.462 to km 13.662 respectively from km 0.00 to km 20.00 of NH-110 (Old NH-55) in the District of Darjeeling under Annual Plan 2022-23 (JobNo.-110/KOL/2022-23/506)	Darjeeling	4.7	NA	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
19	Repair of old parapets, construction of new parapets, road signage , Median Marker, road marking, etc within km 0.00 to 20.00 Km of N.H.55 (except the chainages between Km 8.266 to Km 8.286 and Km 8.284 to Km 8.372 , Km 8.400 to Km 8.480, Km 9.035 to Km 9.200 , Km 9.443 to Km 9.523, Km 13.462 to Km 13.562, Km 16.225 to Km 16.350, Km 16.370 to Km 16.510 and Permanent Restoration of damaged road bench at km 60.180 of NH-110 (Old NH-55) in the District of Darjeeling under Annual Plan 2022-23 on item rate mode using SBD (JobNo.-110/KOL/2022-23/505)	Darjeeling	1.81	NA	Completed
20	Improvement of the stretch from km 597.00 to km 598.00 of NH-31 by providing Mastic Asphalt wearing course, Construction of New Five Numbers of Culverts including valley / hill side protective work and Restoration of rain damaged embankment by Construction of guard wall at km 598.900 under NH Division No-IX in the District of Kalimpong in the State of West Bengal during the year 2022-23 in EPC Mode(Job No.17/WB/2022-23/513)	Kalimpong	7.7	NA	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
21	Slope Stabilization Scheme at location of landslide at km 52.240 km of NH-110 (Old NH-55) at Tindharia, West Bengal and Permanent Restoration of damaged Road bench at km 42.80 of NH -110 (Old NH-55) under NH Division-IX in the district of Darjeeling West Bengal during the year 2022-2023 (Job No.110/WB/2022-23/ 517)	Darjeeling	24.52	NA	Ongoing
22	Widening Carriageway width along with construction of footpath from km 69.00 to km 71.40 , Permanent Restoration of depressed road bench at km 60.480 and Restoration of Valley side protection wall at km 60.950 in between km 60 to km 61 and Repair and Rehabilitation of Panchanai bridge at km 75.030 of NH-110 (Old NH-55)in the district of Darjeeling West Bengal during the year 2022-2023 (Job No.110/WB/2022-23/ 521)	Darjeeling	18.45	2.4	Ongoing
23	Repair and Rehabilitation of Coronation Bridge over Teesta river at km 595.200 on NH-31 (New NH-17) under NH Division-	Darjeeling	4.09	NA	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	IX, Siliguri in the district of Darjeeling West Bengal during the year 2022-2023 on item rate mode using SBD. [Job No. NH-31(New NH-17)/WB/2022-23/RSCE-04]				
24	Road Safety Works in km 40 to km 77 of NH-110 (Old NH-55) by (i) Re-construction and widening of narrow culvert nos. 65/3(Old No- 21), 64/6(Old No-27) and 59/2(Old No-63) at km 64.820, km 63.627, km 58.935 respectively and other allied protection works between km64.650 to km 64.950 in vicinity of CD no.65/3, km 63.560 to km 63.730 in vicinity of CD no. 64/6, km 58.915 to km 58.955 in vicinityof CD no. 59/2 respectively in between km 58.00 to km 64.00 . (ii) Re-construction and widening of narrow culvert nos. 64/4 (Old No-9),62/1(Old No-50), 61/6(Old No-51) and 52/2(Old No-98) at km 63.300, km 61.008, km 60.925, km 51.494 respectively and other allied protection works between km 63.170 to km 63.385 in vicinity of CD no.64/4, km 60.870 to km 61.070 in vicinity of CD nos. 62/1 and61/6 in between km 51.00 to km 63.00. (iii)	Darjeeling	12.8	NA	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	Replacement of Damaged drops and guides of 10 culvert Nos. 64/7 (Old no-26),63/5 (Old no-36),63/4 (Old no-37),62/5 (Old no- 46),62/3 (Old no-48),61/4 (Old no-53),60/6 (Old no-59),60/4 (Old no-61),54/3 (Old no-91) and 45/6 (Old no-137) at km 63.00, km 62.561,km 62.462, km 61.422, km 61.271, km 60.531, km 59.791, km 59.425, km 53.555 and km 44.413 in the District of Darjeeling under Road Safety Annual Plan 2022-23 (Job No.NH-110/KOL/2022-23/RSCE-10)				
25	Road Safety work in between km 40 to km 77 of NH-110 (Old NH-55) by(i) Improvement of road geometrics by widening road width locally at km 51.508 to km 51.682 on NH-110 (Old NH-55). (ii) Road Widening at km 47.300 to km 47.420 under Improvement of road geometrics by widening road width locally at km 58.700 to km 58.830, km 55.790 to km 55.846 and km 47.300 to km 47.420 NH-110 (Old NH-55). (iii) Road Widening at km 61.420 to km 61.500 under "Improvement of road geometrics by widening road width locally at km 64.475 to km 64.675, km 62.960 to km	Darjeeling	14.65	NA	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	63.240 and km 61.420 to km 61.500 on NH-110 (Old NH-55) respectively in between km 61.00 to km 64.00 - sanction [Job-NH-110/Kol/2022-23/RSCE-11]				
26	Improvement of Spots from 21.710 km to 21.838 km (including reconstruction and culvert widening), 21.921 km to 22.000 km (including drop and guides), 23.7600 km to 23.800 km, 26.597 km to 26.705 km (including drop and guides), 28.270 km to 28.340 km, 35.878 km to 35.980 km, 36.025 km to 36.135 km , 36.245 km to 36.400 km (including reconstruction and culvert widening) on NH-110 (Old NH-55) in between km 20.00 to km 40.00 of NH-110 (Old NH-55) under NH Division-IX, in the district of Darjeeling.(Job No.NH-110/KOL/2023-24/542)	Darjeeling	14.48	0.79	Ongoing
27	Improvement of spots (including widening of culvert, drops and guide) from km 4.390 to km 4.585, km 5.328 to km 5.430, km 8.520 to km 9.075 (at 02 nos. of locations), km 9.335 to km 9.520 and km 12.060 to km 12.235 on NH-110 (Old NH-55) in between	Darjeeling	15.02	NA	Ongoing

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	km 0.00 to km 20.00 of NH- 110 under NH Division-IX in the District of Darjeeling, West Bengal. (Job No.NH-110(old NH-55)/West Bengal/2023-24/RSEC-15)				
28	Re-sectioning from Km 0.00 to Km 0.500, strengthening from km 0.00 to km 8.20 and km 15.00 to km 15.50 and Widening and Strengthening from km 8.20 to km 15.00 of NH-327 (Old NH-31C) in the district of Darjeeling under NH Division No. IX, P.W.(Roads) Directorate, West Bengal (Job No. 327/WB/2024-25/554)	Darjeeling	49.96	15.5	Sanctioned for developement
29	Balance work forrehabilitation of landslide location along with slope protection anddrainage improvement at Paglajhora on NH-55 (Km 43+500 to km 43+950) inPhase- I, in Darjeeling District of West Bengal Job Number (110/WB/2024-25/564)	Darjeeling	32.6	NA	Sanctioned for developement
30	Improvements of spots including reconstruction and widening of culverts in between Ch.40.000 to 65.000 of NH 55 (new NH 110) under N.H. Division-IX(I), inthe district of Darjeeling, West Bengal in the FY 2024-25 Job Number (110/WB/2024-25/559)	Darjeeling	32.35	2.85	Sanctioned for developement

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
31	Periodical Renewal Works of Road surface in between km 7.00 to km 11.00 of N.H.55 under N.H.Division IX, in the district of Darjeeling during the year 2019-20 using SBD. (Job No. 055-WB-2019-20/796)	Darjeeling	2.53	4	Completed
32	Periodical Renewal Works of Road surface in between 2.00 to 7.00 Kmp of N.H.55 under N.H.Division IX, in the district of Darjeeling during the year 2019-20 using SBD. (Job No. 055-WB-2019-20/797)	Darjeeling	3.27	5	Completed
33	Periodical Renewal (PR) work from km 0.00 to km 2.00 of NH-110 (Old NH-55) under NH Division IX of Darjeeling district in the state of West Bengal during the year 2021-22 (Job No.TA/512/WB/2021-22/800)	Darjeeling	1.62	2	Completed
34	Periodical renewal (PR) work from km 582.00 to km 597.00 of NH-31 (New NH-10) in Darjeeling district in the state of West Bengal on EPC mode under Annual Renewal Plan in year 2021-22 (Job No.TA/10/WB/2021-22/802)	Darjeeling	8.47	15	Completed
35	Periodical Renewal (PR) work from km 40.00 to km 45.00 of NH-110 (Old NH- 55) under NH Division IX, in the district of Darjeeling during the year 2021-	Darjeeling	4.92	5	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	22 on item rate mode using SBD (Job No.TA/55/WB/2021-22/801)				
36	Periodical Renewal (PR) work from km 598.00 to km 641.00 of NH-31 (New NH-17and717) (Job No.TA/17and717/WB/2022-23/809)	Darjeeling	50.68	43	Completed
37	Performance Based Maintenance work (PBMC) work of AH-02 (Asian Highway - 02) from km 0.000 to km 37.271 from Nepal Border (from Kakarbita – Panitanki - Bagdogra - Shivmandir More - Naukaghat - Fulbari - Banglabandha) to Bangladesh Border in total length of 38.383 km and service road of length11.077 km under Project director (AH-02), PIU-II in the state of West Bengal (Job No. AH-02/WB/2023-24/538)	Darjeeling	90.06	38.383	Ongoing
38	Short term maintenance under OR (DPP) works for Supplying of machineries as hire basis with drivers, cleaners staffs including traffic control arrangement etc for removal of land slide materials and soft rock cutting etc in hilly region along with Cutting of road side Jungle and clearance of drain and Blockage of Culverts	Darjeeling and kalimpong	7	0.72	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	from km 591.00 to km 598.00 of NH-31 (New NH-10 and 17) under NH Division -IX in the Districts of Darjeeling and Kalimpong (Job No. TA/10-17/WB/2023-24/815)				
39	Short Term Maintenance work from km 0.00 to km 15.500 of NH-31C (new NH- 327) under NH Division-IX in the district of Darjeeling, West Bengal during the year 2024-25 -(Job No. NH-327/WB/2024-25/STMC-01)	Darjeeling	1.66	15.5	Completed
40	"Short term Maintenance work from 34km to 40km and 45 km to 77 Km of N.H.-55 (New NH-110) [including the provision of machineries for emergent clearance of road] in the District of Darjeeling, West Bengal during the year 2024-25 under National Highway Division -IX" (Job No. NH-110/WB/2024-25/STMC-05)	Darjeeling	4.99	38	Ongoing
41	Short Term Maintanance work from km 581.030 to km 582.000 of NH-31 (New NH-10) and supplying of machineries along with all incidental arrangements for removal of land slide materials and soft rock cutting etc. in hilly region including clearence of roadside jungle , drain etc. and maintenance of 04	Darjeeling and Kalimpong	1.34	8.97	Ongoing

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	(four) nos. of Causeways from km 591.00 to km 599.00 km of NH-31(New NH-10and17) and under NH Division-IX in the district of Jalpaiguri, Darjeeling and Kalimpong during the year 2024-2025. (Job No. NH-10and17/WB/2024-25/STMC-08)				
42	Performance Based Maintenance Work (05 years contract period) from Chainage Km 0.00 to Km 34.00 of N.H-55 (New N.H.-110) under N.H. Division-IX in the District of Darjeeling, West Bengal during the year 2024-25[Job No. PBMC/110/WB/2024-25/563]	Darjeeling	62.4	34	Sanctioned for development
43	Improvement of black spot from km 12.35 to km 12.50 [WB-(02)-592], km 29.60 to km 30.00 [WB-(02)-385], km 35.05 to km 35.45 [WB-(02)-660], km 37.20 to km 37.50 [WB-(02)-661] of NH-10 under NH division-IX, in the district of Kalimpong, during the year 2020-21 in the State of West Bengal (Job No. 010-WB-2020-21/475)	Kalimpong	3.57	NA	Completed
44	Restoration work of rain damage valley side from km 22.10 to km 22.60 of NH 10, under NH Division-IX, in the district of Kalimpong, during the year	Kalimpong	2.05	NA	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	2021-22 on item rate mode using SBD (Job No. 010-WB-2021-22/482])				
45	Road safety works in different stretches (km 18.50 ,km 19.20, km 19.50, km 20.50 and km 21.30) for improvement of sharp turning and narrow road bench of NH-10 (old NH-31A) including provision of Thrie Metal Beam Crash Barrier from km 18.00 to km 35.00 of NH-10 (old NH-31A) under NH Division-IX in the District of Kalimpong under Road Safety Annual Plan 2021-22 (Job No.NH-10(Old NH-31A)/WB/RSCE/2021-22/28)	Kalimpong	10.51	NA	Completed
46	Balance Work of Strengthening of road stretches along with provision for retaining walls, Breast walls and hill side drains from km 0.00 to km 4.40 and km 14.00 to km 28.00 of NH-10 (old NH-31A) in Darjeeling district in the state of West Bengal in EPC mode [Job No. 10/WB/2022-23/496]	Darjeeling	14.79	18.4	Completed
47	Restoration works at valley side rain damaged Road Bench at km 22.90, km 22.95 , km 23.10 and km 23.70 of NH-10 for the Year 2022-23, under National Highway Division No IX in the District of Kalimpong on item rate	Kalimpong	2.38	NA	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	mode using SBD(Job No.10/KOL/2022-23/509)				
48	Road safety works in different stretches from (km 35.545 to km 36.20 , km 38.97 to km 39.22 , km 42.01 to km 42.32 and km 44.78 to km 45.04) for improvement of sharp turning and narrow road bench and construction of Over Head Gantry signs at 51.3 km of NH-10 (old NH-31A) under NH Division-IX in the District of Kalimpong in the State of West Bengal under Road Safety Annual Plan 2022-23 [Job No. NH-10/WB/2022-23/RSCE-08]	Kalimpong	9.46	NA	Completed
49	Widening of Culvert at 0.90 Km and 22.50 Km of N.H-10 under N.H. Division No IX in the District of Darjeeling and Kalimpong in the state of West Bengal during the year 2022-2023 on item rate mode using SBD [Job No. NH-10/WB/2022-23/RSCE-09]	Kalimpong	2.57	NA	Completed
50	IRQP of Road stretches from km 4.400 to km 14.00 except 300m under Black spot improvement work from km 12.35 to km 12.50 [WB-(02)-592] of length 9.30 km of NH-10 under National Highway Division No-IX in the District of Darjeeling and	Kalimpong	9.53	9.3	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	Kalimpong in the state of West Bengal during the year 2021-22 on EPC mode (Job No.TA/10/WB/2021-22/798)				
51	Periodical Renewal (PR) from km 28.00 to km 35.00 of NH-10 under NH Division IX in the district of Kalimpong in the State of West Bengal during the year 2021-22 on item rate mode using SBD (Job No.TA/10/WB/2021-22/805)	Kalimpong	4.38	7	Completed
52	Periodical Renewal works from km 35.00 to km 52.1 (Except the stretches between km 35.545 to km 36.200, km 38.970 to km 39.220, km 42.010 to km 42.320, km 44.780 to km 45.04) of NH-10 (old NH-31A) on EPC mode under NH Division-IX in the state of West Bengal under ARP 2022-23. (Job No.TA/10/WB/2022-23/810)	Kalimpong	11.41	15.63	Completed
53	Short term maintenance under OR (DPP) works for supplying of machinaries on hire basis with drivers, cleaners staffs including traffic control arrangement etc for removal of land slide materials and soft rock cutting etc in hilly region along road and cutting of road side Jungle and clearance of drain and blocked culverts from km 0.00 (Sevoke) to km	Kalimpong	22	52.1	Completed

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
	52.10 (Rangpoo) of N H - 1 0 (Old NH 31A) under NH Division No. IX, P. W. (Roads) Directorate during the year 2022-2023				
54	Slope Protection and Landslide Mitigation at 5 Vulnerable Locations (km 6.20 to km 6.95 (Hill and Valley side), km 7.10 to km 7.25, km 21.40 to km 21.65, km 22.20 to km 22.300) within Sevoke-Rangpoo Section of NH-10 (old NH-31A) in the district of Kalimpong in West Bengal during FY 2022-23 on EPC Mode (Job. No.010/WB/2022-23/519).	Darjeeling and Kalimpong	73.32	NA	Sanctioned for developement
55	Slope protection and Landslide Mitigation at 8 Vulnerable Locations (km 3.75 to km 3.90 km 8.21 to km 8.36, km 11.393 to km 11.628, km 33.35 to km 33.70, km 38.95 to 39.220, to km 44.903 to Km 45.078, km 48.490 to km 48.560 and km 49.310 to km 49.570) Within Sevoke-Rangpo section of NH- of Kalimpong in west Bengal during FY 2022-23 on EPC Mode- reg. 10 (old NH-31A) in the district (Job No.010/WB/ 2022-23/520).	Darjeeling and Kalimpong	100.3	NA	Sanctioned for developement

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
56	Widening of valley side at 20.90 km, 35.50 km and 36.70 Km and widening of culvert at 17.60Km ,17.80Km, 18.30, 20.20Km , 21.50 Km, 21.65Km, 21.85 Km, 32.80Km , 33.10Km , 38.30Km , 40.30Km, 43.70 Km and 47.30 Km of N.H-10 under N.H. Division No IX in the District of Kalimpong. (Job No.NH-10/KOL/2024-25/547)	Darjeeling and kalimpong	75.85	NA	Sanctioned for developement
57	Valley side protection works from Ch. 25.80 km to km 26.65, km 26.75 to km 27.20 and 27.41 km to 27.48 km to restore damages by flash flood in 2023 of NH-10 under National Highway Division -IX in the - District of Kalimpong during the year 2024-25 on EPC mode (Job No.NH-10/WB/2024-25/548)	Darjeeling and kalimpong	49.22	NA	Sanctioned for developement
58	Slope Protection and Landslide Mitigation at 4 Vulnerable Locations (km 1.950 to km 2.100, km 11.100 to km 11.450, km 22.435 to km 22.485 and km22.610 to km 22.680) in Sevoke-Rangpoo Section of NH-10 (Old NH-31A) in the district of Kalimpong in West Bengal on EPC Mode.	Darjeeling and kalimpong	152.27	NA	Sanctioned for developement

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
59	Slope Protection and Landslide Mitigation at 2 Vulnerable Locations km 23.20 to km 23.960 and km 26.530 to km 26.5801 within Sevoke-Rangpo Section of NH-10 (old NH-31A)in the district of Kalimpong in West Bengal during FY 2023-24 on EPC Mode-reg (Job No. 010/WB/2023-24/526).	Darjeeling and Kalimpong	68.49	NA	Ongoing
60	Short term Maintenance work for the year 2024-25 for the stretch of Km 0.00(Sevoke) to Km 52.10 (Rangpo) of NH-10	Darjeeling and Kalimpong	17.9	52.1	Ongoing
61	Construction and up-gradation of alternate highway to Gangtok from Bagrakot to KaferPkg IV A: Bagrakot-Kafer of NH-717A	Kalimpong	402.95	15.24	Ongoing
62	Construction and upgradation existing road with 2L+PS from Pedong Bypass to Reshi Border km 79.700 to km 96.254 of (NH-717A)	Kalimpong	395.59	16.55	Ongoing
63	Construction and upgradation existing road with 2L+PS from Kafer to Lava More Section from km 40 .000 to km 61.100 of (NH-717A)	Kalimpong	311.02	21.1	Ongoing
64	Construction and upgradation of Alternate highway to Gangtok from Bagrakot to Kafer PKG IV B :Bagrakot-Kafer (NH-717A)	Kalimpong	295.97	12.6	Ongoing

Sr. No	Name of Project	District	Sanction Cost (Rs. In Crore)/TPC(Rs. in crore)	Length (km)	Status
65	Construction and upgradation of Alternate highway to Gangtok from Bagrakot to Kaferon NH-717A (Package-IVD)	Kalimpong	242.98	13.9	Completed
66	Construction of Mechi Bridge and Approaches on India-Nepal border linking Kakarvitta in Nepal and Panitanki in India	Kalimpong	158.65	1.5	Completed
67	Balance construction work of Dalkhola Bypass including ROB on NH-34 the state of West Bengal on EPC mode	Uttar (North) Dinajpur	118	4.538	Completed
68	Balance 4-laning work of Raiganj Dalkhola section of NH-34 from Km 398.000 to Km 452.750 (Package-V) in the State of West Bengal on EPC mode	Uttar (North) Dinajpur	1029	50.35	Completed
69	Ghoshpukur-Dhupguri section from Km 0.00 to Km 83.785 of 31D (PKG-I)	Darjeeling	1133	83.785	Completed
70	Special Repair of NH 55	Darjeeling	2.36	NA	Completed
71	Special Repair of NH 31	Darjeeling	0.79	NA	Completed
72	Special Repair of NH 10	Darjeeling and kalimpong	21.45	NA	Completed

PROCUREMENT OF MINOR FOREST PRODUCE

2390. SHRI BASTIPATI NAGARAJU:

SHRI B K PARTHASARATHI:

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

- (a) the list of Minor Forest Produce (MFP) for which the Government is currently offering Minimum Support Price (MSP);
- (b) the details of the funds provided and utilized for procurement of MFPs at MSP during the last five years, year and State-wise;
- (c) the amount of MFP procured during the said period, year and State-wise; and
- (d) the list of major MFPs procured and sold from Andhra Pradesh during the said period, year and district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) The list of Minor Forest Produces (MFPs) covered under the scheme - Pradhan Mantri Janjatiya Vikas Mission' (PMJVM) for Minimum Support Price (MSP) is given at **Statement-I.**

(b) and (c) The details of the revolving funds released for procurement of MFPs at MSP during the last five years, year and State-wise is given below:

S.No.	State	Year of Sanction	Revolving Fund released (In Lakhs)
1	Nagaland	2019 - 20	233.00
2	Tripura	2019 - 20	8.51
3	Mizoram	2020 - 21	91.50
4	Tamil Nadu	2020 - 21	228.97

5	Assam	2020 - 21	36.69
	Total		598.67

The amount of MFP procured during the said period, year and State-wise is given at **Statement-II**.

(d) Andhra Pradesh has been participating in the implementation of the MSP for MFP scheme since 2016–17. The major MFPs procured and sold by the Andhra Pradesh Government are Gum Karaya, Karanj Seed, Seeded Tamarind, De-seeded Tamarind, and Mahuwa Seed. The year and state-wise details of these MFPs is given at **Statement-III**.

STATEMENT-I

LIST OF MINOR FOREST PRODUCE (MFP) UNDER PMJVM SCHEME				
S. No.	Name of MFPs	MSP Notified by Gol (in Rs. Per Kg.)	Category F:Forest A:Agriculture P:Processed M:Medicinal H:Horticulture	Applicability
1	Tamarind (with seeds) (Tamarindus indica)	36	F	All India
2	Wild Honey	225	F	All India
3	Gum Karaya (Sterculia urenus)	114	F	All India
4	Karanj seed (Pongamia pinnata)	22	F	All India
5	Sal seed (Shorea robusta)	20	F	All India
6	Mahua seed (Madhuca longifolia)	29	F	All India
7	Sal leaves (Shorea robusta)	35	F	All India
8	Chironji pods with seeds (Buchanania lanzan)	126	F	All India
9	Myrobalan (Terminalia chebula)	15	F	All India
10	Rangeeni Lac	200	F	All India
11	Kusumi Lac	275	F	All India
12	Kusum seeds (Schleichera oleosa)	23	F	All India

13	Neem seeds (<i>Azadirachta indica</i>)	27	F	All India
14	Puwad seeds (<i>Cassia tora</i>)	16	F	All India
15	Baheda (<i>Terminalia bellirica</i>)	17	F	All India
16	Hill Broom Grass (<i>Thysanolaena maxima</i>)	50	F	All India
17	Dry Shikakai Pods (<i>Acacia concinna</i>)	50	F	All India
18	Bael pulp (Dried) (<i>Aegle marmelos</i>)	30	F	All India
19	Nagarmotha (<i>Cyperus rotundas</i>)	30	F	All India
20	Shatavari Roots (Dried) (<i>Asparagus racemosus</i>)	107	F	All India
21	Gudmar / Madhunashini (<i>Gymnema sylvestre</i>)	41	F	All India
22	Kalmegh (<i>Andrographis paniculata</i>)	35	F	All India
23	Tamarind (De-seeded) (<i>Tamarindus indica</i>)	63	F	All India
24	Guggul (exudates)	812	F	All India
25	Mahua Flowers (dried) (<i>Madhuca longifolia</i>)	30	F	All India
26	Tejpatta (dried) (<i>Cinnamomum tamala</i> and <i>Cinnamomum sp.</i>)	40	F	All India
27	Jamun dried seeds (<i>Syzygium cumini</i>)	42	F	All India
28	Dried Amla pulp (deseeded) (<i>Phyllanthus emblica</i>)	52	F	All India
29	Marking Nut (<i>Semecarpus anacardium</i>)	9	F	All India
30	Soap Nut (dried) (<i>Sapindus emarginatus</i>)	14	F	All India
31	Bhava seed/ (Amaltas) (<i>Cassia fistula</i>)	13	F	All India
32	Arjuna Bark (<i>Terminalia arjuna</i>)	21	F	All India
33	Kokum (Dry) (<i>Garcinia indica</i>)	29	F	All India
34	Giloe (<i>Tinospora cordifolia</i>)	40	F	All India
35	Kaunch seed (<i>Mucuna pruriens</i>)	21	F	All India
36	Chirata (<i>Swertia chirayita</i>)	34	F	All India
37	Vaybidding / Vavding (<i>Embelia ribes</i>)	94	F	All India
38	Dhavaï phool dried flowers (<i>Woodfordia flobunda</i>)	37	F	All India
39	Nux Vomica (<i>Strychnos nux vomica</i>)	42	F	All India
40	Ban Tulsi Leaves (dried) (<i>Ocimum tenuiflorum</i>)	22	F	All India
41	Kshirni (<i>Hemidesmus indicus</i>)	35	F	All India
42	Bakul (dried bark) (<i>Mimusops elengii</i>)	46	F	All India
43	Kutaj (dried bark) (<i>Holarrhena pubescens</i> / <i>H.aniidysenterical</i>)	31	F	All India
44	Noni/Aal (dried fruits) (<i>Morinda citrifolia</i>)	17	F	All India
45	Sonapatha/ Syonak pods (<i>Oroxylum indicum</i>)	21	F	All India
46	Chanothi seeds (<i>Abrus precatorius</i>)	45	F	All India
47	Kalihari (dried tubers) (<i>Gloriosa superba</i>)	31	F	All India
48	Makoi (dried fruits) (<i>Solanum nigrum</i>)	34	F	All India
49	Apang plant (<i>Achyranthes aspera</i>)	28	F	All India
50	Sugandhmantri roots/ tubers (<i>Homalomena aromatica</i>)	38	F	All India

51	Van Tulsi seeds	16	F	All India
52	Van Jeera	70	F	All India
53	Tamarind Seed	11	F	All India
54	Bamboo Brooms	60	F	All India
55	Dry Anola	60	F	All India
56	Kachri Baheda	20	P	All India
57	Kachri Harra	23	P	All India
58	Seed lac	677	FP	All India
59	Beetal nut raw	30	AP	N.E.States
60	Beetal nut Dry	200	A P	N.E.States
61	Mushroom (Dry)	300	A P	N.E.States
62	Black Rice	100	A	N.E.States
63	Johar Rice	50	A	N.E.States
64	King Chilli	300	A	N.E.States
65	Mustard	40	A	N.E.States
66	Raw Cashew	450	A	N.E.States
67	Cashew Nut	800	A P	N.E.States
68	Ginger dry	50	A P	N.E.States
69	Perilla	140	A	N.E.States
70	Rosella	200	A	N.E.States
71	Nutgall	150	A	N.E.States
72	Zanthoxylum Dried	200	A	N.E.States
73	Jack Fruit Seed	45	A	N.E.States
74	Tasar Cocoon (Chrysalis)		F/H	Jharkhand State
	Reeling Class Grade– I (Specification - When Avg. Shell Weight 1.55 gram and above)	Rs.3200/thousand number		
	Un-Reeling Grade -I (Specification- When Avg. Shell Weight 1.40 gram and above)	Rs.1500/thousand number		
75	Cashew Kernel (Anacardium occidentale)	90	F/P	All India
76	Elephant Apple dry (Dillenia indica)	120	F/H	North Eastern States
77	Bamboo shoot (Phyllostachys edulis)	70	F	North Eastern States
78	Malkangni Seed (Celastrus paniculatus wild)	100	F	All India
79	Mahul Leaves (Bauhinia vahlii)	15	F	Odisha, Chhattisgarh Madhya Pradesh West Bengal
80	Nagod (Vitex negundo)	20	F	All India

81	Gokhru (Tribulus terrestris)	60	F	All India
82	Pipla/ Uchithi (dried berry) (Piper pedicellatum)	120	F	All India
83	Gamhar/ Gamari , (dry bark) (Gmelina arborea)	20	F	North Eastern States
84	Oroxylum indicum , (dry bark) (Oroxylum indicum)	40	F	North Eastern States
85	Wild Mushroom dry (Agaricus sp)	400	F	North Eastern States
86	Shringraj (Eclipta Alba)	18	F /M	All India
87	Tree Moss (Bryophytes)	350	F/P	Karnataka State

STATEMENT-II

State-wise details of MFPs procurement since 2019-20

Sl. No.	State	F/Y 2019-20		F/Y 2020-21		F/Y 2021-22		F/Y 2022-23		F/Y 2023-24		F/Y 2024-25		Grand Total (In Rs. Lakhs)	
		Procurement		Procurement		Procurement		Procurement		Procurement		Procurement		Procurement	
		Qty. in MTs	Value in lakhs (Rs.)	Qty. in MTs	Value in lakhs (Rs.)	Qty. in MTs	Value in lakhs (Rs.)	Qty. in MTs	Value in lakhs (Rs.)	Qty. in MTs	Value in lakhs (Rs.)	Qty. in MTs	Value in lakhs (Rs.)	Qty. in MTs	Value in lakhs (Rs.)
1	Odisha	115	35.67	366	3031.58	2578	769.75	5969	2163.11	273	7571.79	0	0.00	501	13571.90
2	Chhattisgarh	7595	1632.24	418	15374.10	644	10191.84	424	4938.40	1445	4159.96	0	0.00	3326	36296.54
3	Andhra Pradesh	642	227.94	642	227.94	283	101.41	9863	46.37	345	119.68	2055	6.59	2030	729.93
4	Gujarat	3851	168.32	546	364.09	1067	90.99	2493	102.04	3863	180.72	1458	5.30	1605	911.46
5	Rajasthan	8780	15.12	701	5.92	283	2.65	035	0.79	000	0.00	000	0.00	9799	24.48
6	Maharashtra			237	64.92	427	119.01							70851	206.59
7	Jharkhand			8816	410.22	4171	263.05	5059	183.98	00	0.00	00	0.00	63581	857.25
8	Nagaland	7500	37.50	101	50.15	7635	38.73	1371	7.12	00	0.00	00	0.00	26877	133.50

9													12	
	Tripura	87.00	55.68	38.00	19.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00	74.68
10	West Bengal	109.16	30.34					62.88	18.93	0.00	0.00	0.00	17.20	49.27
11	Assam			58.56	34.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	58.56	34.79
12	Manipur			20.80	12.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.80	12.70
13	Karnataka			48.56	109.26	19.00	36.58	14.54	38.41	0.00	0.00	0.00	82.10	184.25
14	Madhya Pradesh	41.79	9.26	59.12	217.14	3.70	5.55	32.72	1191.37	0.00	0.00	0.00	39.08	1423.32
15	Kerala					33.19	79.27	18.93	81.36	0.00	0.00	0.00	52.12	160.63
16	Uttar Pradesh					5.83	1.67	0.00	0.00	0.00	0.00	0.00	5.83	1.67
	Total	9105.89	2212.07	79165.60	19921.80	39149.30	11700.50	22679.17	8794.55	249549.00	12032.15	35.13	399684.08	54672.96

STATEMENT III

MFP Procurement Details

State	Name of MFPs	F/Y 2019-20		F/Y 2020-21		F/Y 2021-22		F/Y 2022-23		F/Y 2023-24		F/Y 2024-25		Total	
		Procurement		Procurement		Procurement		Procurement		Procurement		Procurement		Procurement	
		Qtn	Value (Rs. in lakhs)	Qtn	Value (Rs. in lakhs)	Qtn	Value (Rs. in lakhs)	Qtn	Value (Rs. in lakhs)	Qtn	Value (Rs. in lakhs)	Qtn	Value (Rs. in lakhs)	Qtn	Value (Rs. in lakhs)
Andhra Pradesh	Gum Karanja	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Karanja seed	6.71	1.27	3.20	0.67	3.41	0.83	5.61	1.23	1.25	0.27	0.67	0.15	20.85	4.42
	Seed Tamara	51.00	158.10	19.48	693.71	27.28	98.16	60.79	198.53	31.83	103.37	19.88	6.44	36.76	1258.31

De-seed eed ed T ama rind	79.68	55.44	84.48	53.95	3.84	2.42	65.54	41.47	27.82	17.52	0.00	0.00	26.136	170.80
Mah uwa Seed	52.53	13.13	0.00	0.00	0.00	0.00	4.13	1.20	0.00	0.00	0.00	0.00	56.66	14.33
Sub -Tot al(3)	64.892	227.94	20.3568	748.33	28.003	101.41	68.237	242.43	34.750	121.16	20.55	6.59	40.1505	1447.86

MFP Sale Details:

S · N o ·	Na me of C om mo di ty	F/Y 201 9-20		F/Y 202 0-21		F/Y 202 1-22		F/Y 202 2-23		F/Y 202 3-24		F/Y 202 4-25		Grand Total	
		Sale of MFPs		Sale of MFPs		Sale of MFPs		Sale of MFPs		Sale of MFPs		Sale of MFPs			
		Q ty · i n M T s	Val ue (Rs. In l akh s)	Q t y. i n M T s	Val ue (Rs. In l akh s)	Q ty · i n M T s	Val ue (Rs. In l akh s)	Q ty · i n M T s	Val ue (Rs. In l akh s)	Q t y. i n M T s	Val u e (Rs. In l akh s)	Q t y. i n M T s	Val u e (Rs. In l akh s)	Q t y. i n M T s	Val ue (Rs. In l akh s)
1	Gum Karaya	0	0	0	0	0	0	0	0	0	0	0	0	0.11	0.12
2	Karanj seed	6.71	1.68	2.29	0.68	3.41	1.02	5.40	1.63	0.97	0.29	0	0	54.20	14.16

3	Seed ed Tamarind	440.64	214.79	365.51	139.22	0	0	31.676	10.31	116.42	112.61	0	0	1533.00	639.29
4	De-seeded Tamarind	79.68	62.95	73.17	54.88	3.84	2.69	0	0	0	0	0	0	278.90	192.05
5	Mahuwa Seed	52.53	13.13	0	0	0	0	0	0	0	0	0	0	93.66	22.76
#	Total	579.56	292.55	440.97	194.78	7.25	3.71	37.079	11.94	117.387	112.9	0	0	1959.87	868.38

EMPOWERING MARGINALIZED TRIBAL COMMUNITIES

2391. SHRIMATI SMITA UDAY WAGH:

SHRI GAJENDRA SINGH PATEL:

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

(a) the specific measures being taken to ensure that the benefits of partnerships with entities/entrepreneurs reach the most marginalized tribal communities, particularly in Maharashtra and Madhya Pradesh;

(b) whether any financial or logistical support would be provided to tribal artisans to help them expand their businesses on e-commerce platforms and if so, the details thereof; and

(c) whether the Government is considering expanding such collaborations with other rural development institutions to further promote self-reliance among tribal communities in the country including Maharashtra and Madhya Pradesh and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (c) TRIFED is the implementing “Pradhan Mantri Janjatiya Vikas Mission” (PMJVM) scheme of Ministry of Tribal Affairs for socio-economic development of tribal communities across the country including Maharashtra and Madhya Pradesh. Under the scheme of Institutional Support for Development and Marketing of Tribal Products/Produce empanelment of tribal artisan and procurement of various tribal products from them is the core initiatives for generating livelihood opportunities for tribal communities. As part of achieving the above core initiative, TRIFED undertakes retail marketing of tribal products through TRIBES India Outlets, E-Commerce and Exhibitions. Partnerships with various organisations may expand the reach of tribal products by prioritizing their inclusion in production clusters, providing direct market access and implementing fair pricing mechanisms.

Besides, under the scheme of Pradhan Mantri Janjatiya Adivasi Nyay Maha Abhiyan (PM JANMAN), TRIFED has sanctioned 506 Particularly Vulnerable Tribal Groups (PVTG) Van Dhan Vikas Kendras (VDVKs) in various states including

Maharashtra and Madhya Pradesh across the country to promote socio-economic upliftment of marginalized PVTGs.

TRIFED has facilitated onboarding of more than 13,000 products made by tribal artisans/ producers on ecommerce platforms.

PIPED DRINKING WATER UNDER JJM

2392. DR. KIRSAN NAMDEO:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) the impact of implementation of Jal Jeevan Mission (JJM) to provide piped drinking water to the rural households in the country;
- (b) the progress made towards achieving the target of providing piped water to all till 2024;
- (c) the measures taken for operation and maintenance of infrastructure, community participation and financial feasibility to ensure stability and consistency of the water supply schemes implemented under JJM;
- (d) the initiatives taken to improve the quality of potable water and the provision for treating effluent water sources and water testing facilities in rural areas; and
- (e) whether the steps have been taken by the Government to address the challenges faced under JJM, like delay in project implementation, insufficient funding and capacity building at the ground level and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) and (b) Government of India in partnership with State/UTs is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal to make provision of potable water to every rural household of the country, through functional tap water connection i.e. at a service level of 55 litre per capita per day (lpcd), of prescribed quality (BIS:10500), on regular and long-term basis.

At the start of Jal Jeevan Mission in August 2019, only 3.23 Crore (16.8%) rural households were reported to have tap water connections. So far, as reported by States/ UTs as on 09.03.2025, around 12.28 Crore additional rural households have been provided with tap water connections under JJM. Thus, as on 09.03.2025, out of 19.42 Crore rural households in the country, more than 15.51 Crore (79.91%) households are reported to have tap water supply in their homes. Under Jal Jeevan Mission, positive impacts are being assessed by reputed national and international institutions/ individuals. A few of these are listed as under:

- i. The World Health Organization (WHO) estimated that achieving saturation under JJM will result in savings of more than 5.5 Crore hours of time every day, which is otherwise spent in collection of water for household needs, primarily for women.
- ii. The World Health Organization (WHO) has also estimated that ensuring safely managed drinking water for all households in the country could prevent nearly 400,000 deaths caused by diarrheal diseases leading to savings of approximately 14 million Disability Adjusted Life Years (DALYs) on account of the lives so saved.
- iii. Nobel laureate Prof. Michael Kremer has published a research paper and

has concluded that the coverage of all households with safe water, is likely to lead to almost 30% reduction in mortality among children below the age of five years, amounting to 1,36,000 lives saved annually.

iv. The report released by the Indian Institute of Management Bangalore, in partnership with International Labour Organisation (ILO) estimates that implementation of the Jal Jeevan Mission shall result in 59.9 lakh person-years of direct and 2.2 Crore person-years of indirect employment during the capex phase of JJM. Furthermore, the operation and maintenance of the Mission is likely to generate 13.3 lakh person-years of direct employment.

(c) To ensure long term sustainability of infrastructure created, quality material and quality construction is being ensured through third party inspection before making payment. Moreover, to instil the sense of ownership among the rural communities and Panchayats, the aspects of village level planning and community participation in all decisions pertaining to water supply systems have been included in the design of JJM. Some of the major initiatives taken up under the mission for participation of rural community are listed as under:

- Around 5.30 lakh sub-committee/ user group of the Gram Panchayats i.e. Village Water and Sanitation Committee (VWSC) or Pani Samiti with at least 50% women members and suitable representation to marginalized sections of society, have been constituted to plan, implement, manage, operate, and maintain in-village water supply system.
- Five women are identified and trained from every village for testing the water samples through Field Test Kits (FTKs) and so far, 24.81 lakh women have been

trained and so far, more than 89.55 lakh samples have been tested through FTKs in 2024-25.

- More than 14,000 NGOs/ VOs/ Women SHGs/ CBOs/ Trusts/ Foundations referred as ISAs are engaged across the country to facilitate community participation at all levels of planning, implementation, management, operation and maintenance of in-village water supply systems and contribution.

Provisions for taking up augmentation and strengthening of local drinking water sources in convergence with other schemes viz. MGNREGS, 15th Finance Commission grants to Rural Local Bodies (RLBs)/ Panchayati Raj Institutions (PRIs), Integrated Watershed Management Programme (IWMP), State schemes, MP/ MLA-LAD funds, District Mineral Development Fund, CSR funds, community contribution, etc. have also been envisaged under the JJM.

In addition, to address the issue of operation and maintenance of water supply schemes, provision has also been made under JJM to reward/ incentivize the community in a phased-manner after the commissioning of the scheme to the tune of 10% of the capital expenditure on their respective in- village water supply scheme along with collection of user charges.

(d) Water being a State subject, States/ UTs have been advised to undertake testing of water quality on a periodic basis and take remedial action wherever necessary, to ensure that the water supplied to households is of prescribed quality to meet health and safety standards. Moreover, to enable States/ UTs to test water samples for water quality, and for sample collection, reporting, monitoring and surveillance of drinking water sources, an online JJM – Water Quality Management

Information System (WQMIS) portal has been developed.

To treat greywater/ wastewater coming out of the households, the State/ UTs are encouraged to build soak pits in rural areas using JJM funds under convergence with other schemes.

(e) States have informed that lack of dependable drinking water sources in water-stressed, drought prone and desert areas, presence of geo-genic contaminants in ground water, uneven geographical terrain, scattered rural habitations, delay in release of the matching State share in some States, lack of technical capacity with implementing agencies, Gram Panchayats and local communities to plan, manage, operate and maintain the water supply schemes, rising price of raw materials, delay in obtaining statutory/ other clearances, etc. are few of problems being faced in the implementation of the Mission.

To address the challenges holistically and overcome these, Government of India has taken a number of steps, *inter alia* including implementation of Special Assistance to States for Capital Expenditure through M/o Finance for financial assistance as 50-year interest free loan for capital investment projects; nomination of a nodal officer in the Department for coordinating with Central nodal Ministries/ Departments/ agencies to facilitate the States in obtaining Statutory/ other clearances; setting up of State Programme Management Units (SPMUs) and District Programme Management Units (DPMUs) and implementation of “*Nal Jal Mitra Programme*” for ensuring availability of skilled local persons at village level to bridge the gap in availability of technical skill sets and of HR for programme management.

Further, recognizing the importance of sustainable water management especially for drinking water availability, Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) was implemented with the theme “*Source Sustainability for Drinking Water*” in 2023. Similarly, in 2024, JSA has been implemented with the theme “*Nari Shakti se Jal Shakti*”.

नागर विमानन सम्मेलन के उद्देश्य एवं लक्ष्य

2393. श्री नारायण तातू राणे:

क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने विगत पांच वर्षों के दौरान घरेलू और अंतरराष्ट्रीय स्तर पर कोई सम्मेलन आयोजित किया है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा ऐसे प्रत्येक सम्मेलन के उद्देश्य और लक्ष्य क्या हैं;

(ग) क्या सरकार ने उक्त लक्ष्य और उद्देश्य प्राप्त कर लिए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) उक्त सम्मेलनों के परिणामों से देश की अर्थव्यवस्था को किस प्रकार लाभ मिलने की संभावना है;

(ङ) देश एशिया-प्रशांत क्षेत्र में अग्रणी एयरोस्पेस केंद्र के रूप में किस प्रकार स्थापित होगा;

(च) क्या सम्मेलन के परिणाम से एशिया-प्रशांत क्षेत्र में हवाई संपर्क और व्यापार साझेदारी पर प्रभाव पड़ने की संभावना है; और

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

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोल):

(क) से (छ) सरकार ने 11;12 सितम्बर 2024 को भारत मंडपम, नई दिल्ली में नागर विमानन पर दूसरे एशिया प्रशांत मंत्रिस्तरीय सम्मेलन (एपीएसीएमसी) का आयोजन किया था। दिल्ली घोषणा के माध्यम से आयोजित इस सम्मेलन से भारत की अर्थव्यवस्था और विमानन क्षेत्र को कई प्रकार से महत्वपूर्ण लाभ मिलने की संभावना है:

- (i) इस घोषणा में क्षेत्रीय समन्वय पर बल दिया गया है, जो और अधिक कुशलता के साथ विमानन अवसंरचना को विकसित करने के लिए एशिया प्रशांत देशों के बीच बेहतर समन्वय सुनिश्चित करेगा।
- (ii) यह सुरक्षा, हवाई दिक्कालन और विमानन संरक्षा के लिए आईसीएओ की वैश्विक योजना के क्रियान्वयन को सहायता प्रदान करता है, जो भारत को अपने विमानन सुरक्षा मानकों और संरक्षा उपायों को बेहतर बनाने में मदद करेगा।
- (iii) क्षेत्रीय विमानन समन्वय में भारत को मुख्य पक्ष के रूप में स्थापित करने के माध्यम से, इस सम्मेलन के निष्कर्ष से बेहतर क्षेत्रीय संपर्क प्राप्त करने और भारतीय विमानन उद्योग में निवेश को प्रोत्साहित करने में मदद मिलने की संभावना है, जिससे इस क्षेत्र में अग्रणी विमानन केंद्र के रूप में भारत की स्थिति सुदृढ़ होगी।

इसके अतिरिक्त, इस सम्मेलन से एशिया-प्रशांत क्षेत्र के भीतर क्षेत्रीय हवाई संपर्क और व्यापार भागीदारियों पर महत्वपूर्ण प्रभाव पड़ने की संभावना है। जैसा कि दिल्ली घोषणा में उल्लिखित है, इन विशिष्ट निष्कर्षों में शामिल हैं:

- (i) नागर विमानन पर एशिया प्रशांत मंत्रिस्तरीय घोषणा (बीजिंग घोषणा) की पुनःपुष्टि।
- (ii) वैश्विक विमानन सुरक्षा योजना (जीएसपी), वैश्विक विमानन संरक्षा योजना (जीएसईपी), और वैश्विक वायु दिक्कालन योजना (जीएनपी) सहित आईसीएओ वैश्विक योजनाओं को क्रियान्वयित करने हेतु एपीएसी क्षेत्र सदस्यों से प्रतिबद्धता।

(iii) विमान यातायात मांग को पुनः बहाल करने और भावी मांग को पूरा करने में सहयोग हेतु आधुनिकीकरण में संसाधनों के निवेश हेतु समझौता।

(iv) राष्ट्र सुरक्षा निगरानी प्रणाली के महत्वपूर्ण तत्वों के कुशल क्रियान्वयन को बेहतर बनाने के लिए आईसीएओ और क्षेत्रीय प्लेटफ़ार्मों के माध्यम से सहयोगात्मक कार्य।

(v) प्रभावी सुरक्षा और संरक्षा निगरानी हेतु संधारणीय वित्तपोषण के प्रति प्रतिबद्धता।

(vi) विमानन सुरक्षा, हवाई दिक्कालन सेवाएं, विमानन संरक्षा, फेसिलिटेशन, विमानन क्षेत्र में लैंगिक समानता, विमानन पर्यावरण संरक्षण और अंतर्राष्ट्रीय वायु कानून संधियों के अनुसमर्थन सहित धायनार्थ क्षेत्र।

URANIUM AND ARSENIC CONTAMINATION IN GROUNDWATER

2394. SHRI NAVEEN JINDAL:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the uranium and arsenic contamination of groundwater is on rise in certain parts of the country and if so, the details thereof, State/UT-wise;

(b) the details of drinking water standards for uranium and arsenic contamination in groundwater; and

(c) the steps taken/being taken by the Government to deal with the uranium and arsenic contamination in the groundwater and drinking water and the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) Central Ground Water Board (CGWB) conducts ground water quality monitoring for several contaminants including Uranium and Arsenic on a regular basis throughout the country and also generates ground water quality data on a regional scale during various scientific studies. These studies indicate the occurrence of Uranium and Arsenic in ground water beyond permissible limits (as per BIS) for human consumption in isolated pockets of some States / UTs. Details of such reported contamination for the year 2023 are provided in **Statement**. Further, it is to state that though relatively higher number of cases of Uranium and Arsenic contamination are reported in some isolated parts of the country, the same may be due to increased testing frequency taken up by CGWB in areas which are vulnerable to contamination.

(b) As per Bureau of Indian Standards (BIS), the safe limits of Uranium and Arsenic in water used for drinking purposes are 30 micrograms/Liter and 10 micrograms/Liter respectively.

(c) Water is a state subject and the responsibility of ground water management, including taking initiatives for improving ground water quality and mitigate the contamination issue, lies primarily with the state governments. In addition to this, several steps have been taken by the Central Government in this direction. Some of the important ones are mentioned below:-

- i. The ground water quality data generated by CGWB including that for Uranium and Arsenic contamination, is regularly disseminated through Annual Reports, Half-yearly Bulletins and Fortnightly Alerts for quick action by the stakeholders.

- ii. CGWB has successfully constructed Arsenic free wells in arsenic affected areas using the cement sealing technology for tapping contamination free aquifers and also providing technical assistance to state departments for replicating such construction.
- iii. Under the National Aquifer Mapping Programme (NAQUIM) of CGWB, while taking up aquifer studies, special attention is being given to the aspect of ground water quality including contamination by toxic substances such as Uranium and Arsenic in ground water.
- iv. Central Pollution Control Board (CPCB) in association with State Pollution Control Boards/Pollution Control Committees (SPCBs/PCCs) is implementing the provisions of the Water (Prevention and Control) Act, 1974 and the Environment (Protection) Act, 1986 to prevent and control pollution in water. CPCB has made a comprehensive programme on water pollution for controlling point sources by developing industry specific standards and general standards for discharge of effluents notified under the Environment (Protection) Act, 1986 for enforcement by SPCBs/PCCs.
- v. Government of India in partnership with States, is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal, since August 2019, to make provision of potable tap water supply in adequate quantity, of prescribed quality and on regular and long-term basis to every rural household in the country. Under the JJM, Bureau of Indian Standards' BIS:10500 standards have been adopted as prescribed norms for quality of tap water service delivery. Water safety has been one of the key priorities

under the JJM since its inception. Further, under JJM, while allocating the funds to States/ UTs, 10% weightage is given to the population residing in habitations affected by chemical contaminants.

vi.States/ UTs have been advised to plan and implement piped water supply schemes of bulk water transfer based on safe water sources such as surface water sources or alternative safe ground water sources for the villages with water quality issues.

vii.Further, the quality of groundwater can be improved to some extent if concerted efforts are made to improve the groundwater resources through appropriate groundwater recharge/rainwater harvesting. Government of India in this regard has taken up a number of initiatives/schemes like Jal Shakti Abhiyan, PMKSY-Watershed development, MGNREGA, Atal Bhujal Yojana etc.

STATEMENT

State-wise details of Arsenic and Uranium Contamination in Ground Water for Year 2023

S.No	State	Arsenic			Uranium		
		No. of samples analysed	% of samples with As> 10 ug/L	No of districts having Arsenic > 10 ug/L in isolated pockets	No. of samples U analysed	% of samples U> 30 ug/L	No of districts having U > 30 ug/L in isolated pockets
1	Andaman and Nicobar Islands	0	0	0	0	0	0

2	Andhra Pradesh	0	0	0	0	0	0
3	Arunachal Pradesh	12	0.0	0	12	0.0	0
4	Assam	155	0.65	1	155	0.0	0
5	Bihar	0	0.0	0	752	0.1	1
6	Chandigarh UT	8	0.0	0	8	0.0	0
7	Chhattisgarh	0	0	0	783	0.6	3
8	Dadra and Nagar Haveli And Daman and Diu	0	0	0	0	0	0
9	Delhi	103	2.91	2	103	10.7	6
10	Goa	6	0.0	0	6	0.0	0
11	Gujarat	0	0.0	0	0	0	0
12	Haryana	857	0.70	5	857	18.7	16
13	Himachal Pradesh	0	0.0	0	0	0	0
14	Jammu and Kashmir	250	0.8	2	250	0.0	0
15	Jharkhand	0	0.0	0	342	0.0	0
16	Karnataka	125	3.20	2	125	4.8	3
17	Kerala	0	0.00	0	342	0.0	0
18	Madhya Pradesh	1064	0.0	0	1064	0.5	3
19	Maharashtra	0	0.00	0	1567	0.2	3
20	Meghalaya	39	0.0	0	39	0.0	0
21	Mizoram	3	0.0	0	3	0.0	0
22	Nagaland	6	0.0	0	6	0.0	0
23	Odisha	904	0.66	3	904	0.3	3
24	Pondicherry	0	0	0	4	0.0	0
25	Punjab	908	4.85	12	908	32.6	20
26	Rajasthan	0	0.0	0	627	21.2	21

27	Tamil Nadu	0	0.0	0	915	2.3	9
28	Telangana	0	0.0	0	0	0	0
29	Tripura	81	0.0	0	81	0.0	0
30	Uttar Pradesh	1386	6.70	29	1386	8.3	43
31	Uttarakhand	207	3.86	3	206	0.5	1
32	West Bengal	959	8.76	6	0	0	0
	Grand Total	7074	3.55	65	11445	6.6	132
		Parts of 65 districts in 10 States/UTs			Parts of 132 districts in 13 States/UTs		

**Data from the States/UTs of Manipur, Lakshadweep, Ladakh and Sikkim is not available*

राजमार्गों पर ब्लैक स्पॉट्स

2395. श्री चिन्तामणि महाराज:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) छत्तीसगढ़ में राष्ट्रीय राजमार्गों (एनएच) पर दूधटनाप्रवण स्थलों (ब्लैक स्पॉट्स) की संख्या कितनी है;

(ख) उक्त ब्लैक स्पॉट्स को स्थायी रूप से ठीक करने के लिए क्या समय-सीमा निर्धारित की गई है; और

(ग) क्या सरकार का ब्लैक स्पॉट्स की पहचान करने और वास्तविक समय सड़क सुरक्षा के लिए एआई आधारित निगरानी प्रौद्योगिकी का उपयोग करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) छत्तीसगढ़ राज्य में राष्ट्रीय राजमार्गों (एनएच) पर 257 दूधटनाप्रवण स्थलों (ब्लैक स्पॉट्स) हैं।

(ख) राष्ट्रीय राजमार्गों (एनएच) पर कुछ स्थानों को दुर्घटनाओं की कुछ संख्या के आधार पर दूधटनाप्रवण स्थलों के रूप में पहचाना जाता है, जिसमें मृत्यु और गंभीर चोटें शामिल हैं। सरकार ने ऐसे ब्लैक स्पॉट पर तत्काल अल्पकालिक उपाय जैसे कि सड़क चिह्नांकन, साइनेज, क्रैश बैरियर, रोड

स्टड, डिलिनेटर, अनाधिकृत मध्य मार्ग को बंद करना, यातायात को नियंत्रित करने के उपाय आदि करने के लिए कदम उठाए हैं। स्थायी सुधार उपायों के रूप में ऐसे ब्लैक स्पॉट पर सड़क ज्यामितीय सुधार, जंक्शन सुधार, कैरिजवे का चौड़ीकरण, अंडरपास/ओवरपास का निर्माण आदि जैसे दीर्घकालिक उपाय भी किए जाते हैं।

ब्लैक स्पॉट्स का सुधार एक सतत प्रक्रिया है और तत्काल आधार पर अस्थायी उपाय किए जाते हैं। छत्तीसगढ़ राज्य में राष्ट्रीय राजमार्गों पर पहचाने गए कुल 257 ब्लैक स्पॉट्स में से 200 ब्लैक स्पॉट्स पर दीर्घकालिक सुधार कार्य पूरा हो चुका है।

(ग) इलेक्ट्रॉनिक विस्तृत दुर्घटना रिपोर्ट (ई-डीएआर) परियोजना की स्थापना सड़क दुर्घटनाओं के आंकड़ों की रिपोर्टिंग, प्रबंधन और विश्लेषण के लिए एक केंद्रीय संग्रह के रूप में की गई है। सरकार ने फरवरी, 2024 में ई-डीएआर प्लेटफॉर्म पर रिपोर्ट किए गए राष्ट्रीय राजमार्गों पर दुर्घटना वाले स्थलों को समाप्त करने के लिए अग्रिम कार्रवाई करने के लिए दिशानिर्देश भी जारी किए हैं, जिससे वास्तविक समय में सड़क सुरक्षा संबंधी उपायों को बढ़ाया जा सके।

CATCH THE RAIN-2024 CAMPAIGN IN JALPAIGURI DISTRICT

2396. DR. JAYANTA KUMAR ROY:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the 'Catch the Rain-2024' campaign has been launched in Jalpaiguri district;

(b) if so, the details thereof indicating the specific initiatives taken under this campaign in the said district; and

(c) the measures implemented/being implemented by the Government to promote sustainable water management practices among the local communities?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) The Jal Shakti Abhiyan (JSA) was launched in the year 2019 in 1,592 blocks out of 2,836 blocks in 256 water stressed districts of the country. JSA could not be taken up in 2020 due to Covid pandemic. In 2021, “Jal Shakti Abhiyan: Catch the Rain” (JSA: CTR) with the theme “Catch the Rain – Where it Falls When it Falls” was launched by Hon'ble Prime Minister to cover all the blocks of all districts (rural as well as urban areas) across the country. JSA: CTR has become an annual feature since 2021. Ministry of Jal Shakti launched Jal Shakti Abhiyan: Catch the Rain (JSA: CTR) 2024 campaign in all rural and urban areas of all districts (all blocks and municipalities) of the country including Jalpaiguri district of West Bengal. The nationwide campaign, JSA: CTR 2024, with the theme “Nari Shakti se Jal Shakti,” focused on saving and conserving rainwater across both urban and rural areas in every district including Jalpaiguri district of West Bengal. The campaign aimed at constructing Rain Water Harvesting Structures (RWHS) tailored to local climatic conditions and sub-soil strata, bolstered by the active involvement of citizens. Notably, under the Abhiyan, since 2019, over 1.70 crore water conservation works have been undertaken across the country, including more than 56 lakh water conservation and rainwater harvesting works, about 12 lakh renovations of traditional water bodies, more than 30 lakh reuse and recharge structures and about 72 lakh watershed development works. Under this campaign, 15,976 water conservation works (Water Conservation, Rain Water Harvesting, Renovation of Traditional Water Bodies, Reuse and Recharge Structures and

Watershed Development) have been undertaken in the Jalpaiguri district of West Bengal during 22.03.2021 to 11.03.2025.

(c) Water is a State subject and the Central Government supplements the efforts of the States through technical and financial support. The Government has implemented extensive measures to promote sustainable water management practices among the local communities in partnership with State Governments and local authorities to engage local communities/stakeholders in the implementation of the JSA: CTR initiative. To expand the vision of JSA: CTR campaign, the Jal Sanchay Jan Bhagidari (JSJB) initiative has been launched under the JSA: CTR campaign to promote community-driven water conservation and groundwater recharge across the country. The initiative focuses on constructing one million artificial recharge structures through a convergent and participatory approach by leveraging multiple funding sources such as Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), Atal Mission for Rejuvenation and Urban Transformation (AMRUT), Per Drop More Crop, Pradhan Mantri Krishi Sinchayi Yojana (PMKSY), Compensatory Afforestation Fund (CAMPA), Finance Commission grants, Corporate Social Responsibility (CSR), Individual and Philanthropic contributions etc. It is expected to build 1 million artificial recharge structures through Jal Sanchay – Jan Bhagidari harnessing both government and private initiative by 31st May, 2025. As on 12.03.2025, about 7.63 lakh recharge structures have already been onboarded under the Jal Sanchay Jan Bhagidari initiative.

Rooted in the spirit of Jan Bhagidari (people's participation), Jal Jeevan Mission(JJM) launched in 2019 aims to provide 55 litres per capita per day (LPCD) of clean drinking water that meets Bureau of Indian Standards (BIS) IS 10500 norms, ensuring a regular and long-term supply to every rural household. With a community-led approach, technology-driven governance and a strong focus on skilling, the Jal Jeevan Mission (JJM) has become a revolution in rural water supply. At its core is the Village Water and Sanitation Committee (VWSC), empowering villagers to take charge of their water supply from planning to maintenance. At the district level, District Water and Sanitation Missions (DWSMs) provide support, resources and coordination. Rooted in Jan Bhagidari (people's participation), this bottom-up approach ensures that JJM is sustainable, inclusive and truly driven by the people it serves. At the time of launch, only 3.23 crore (16%) rural households had access to household tap connections. Today, more than 15.50 crore (80%) rural households across the country have access to safe drinking water at their doorstep, transforming millions of lives.

Atal Bhujal Yojana demonstrates community-driven groundwater management aiming to enhance the sustainability of this vital resource in select water- stressed areas in identified states such as Gujarat, Haryana, Karnataka, Madhya Pradesh, Maharashtra, Rajasthan, and Uttar Pradesh. It is the first scheme of its kind aiming to bring behavioural change in the community by focusing on demand-side management of groundwater. An area of around 6.7 lakh Hectares has been brought under efficient water use practices including Drip, Sprinkler, Mulching, Crop Diversification etc. More than 70,000 wells are being monitored for water level

at Gram Panchayat (GP) level and shared with community. More than 93,000 existing Water Conservation and Artificial Recharge structures have been mapped. 1333 GPs in 61 Blocks have shown improvement in ground water level.

The Namami Gange Mission stands as flagship initiative of the Government, ensuring the abatement of pollution and the rejuvenation of the river Ganga through a river basin approach. Recognized globally as one of the Top 10 World Restoration Flagships by the UN Decade on Ecosystem Restoration led by United Nations Environment Programme (UNEP) and Food and Agriculture Organization (FAO), the mission exemplifies holistic river revival, focusing on pollution control, ensuring uninterrupted river flow, fostering a people-river connection, conserving the river ecosystem and promoting sustainable livelihoods.

The Swachh Bharat Mission Grameen (SBM-G) launched in 2014 aimed to make India Open Defecation Free (ODF). It led to constructing over 100 million toilets, raising sanitation coverage from 39% in 2014 to 100% in 2019. Over 6 lakh villages declared themselves ODF, making it world's largest behavioural change program. SBM-G 2.0 launched to focus on sustaining ODF and scaling waste management, transforming villages into ODF Plus Model. SBM is committed to fostering an ecosystem where local communities lead and sustain Water, Sanitation, and Hygiene (WASH) systems, driving long-term, systemic change. Through active Jan Bhagidari and the strengthened roles of Village Water and Sanitation Committees (VWSCs) and District Water and Sanitation Missions (DWSMs), the Mission empowers communities to take ownership of sanitation efforts. This grassroots-led

approach will ensure that India not only sustains its ODF status but also advances towards universal access to safe water, sanitation, and hygiene.

Moreover, other ministries/departments are also implementing their schemes to promote sustainable water management practices among the local communities. Ministry of Housing and Urban Affairs has taken several steps towards sustainable management of water in urban areas through issuance of various guidelines and implementation of National Missions i.e., Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and AMRUT 2.0 Under AMRUT Mission, in Water Supply sector, Urban Local Bodies (ULBs)/States also take up projects related to new/augmentation/rehabilitation of water supply system; rejuvenation of water bodies for water supply and recharge of ground water etc. Under AMRUT 2.0, States/UTs also involve citizens in water quality monitoring. AMRUT Mitra initiative has also been launched to actively involve Women Self Help Groups (SHGs) in the water sector.

SUPPORT TO MSME's

2397. SHRI SURESH KUMAR SHETKAR:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether the Government proposes to enhance the investment and turnover limit for classification of all MSMEs to 2.5 and 2 times respectively to help them achieve higher efficiencies of scale, technological upgradation and better access to capital; and

(b) if so, the details thereof along with the progress made and funds sanctioned/spent, States and district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) and (b) The revision in the definition of MSMEs has been announced in the Budget announcement 2025. The investment and turnover limits have been revised to 2.5 and 2 times respectively for classification of Micro, Small and Medium Enterprises (MSMEs). The details are as given below:

Classification	Current Investment in Plant and Machinery (In Rs. Cr.)	Investment in Plant and Machinery (In Rs. Cr.)	Current Turnover (In Rs. Cr.)	Turnover (In Rs. Cr.)
Micro	1	2.5	5	10
Small	10	25	50	100
Medium	50	125	250	500

By increasing the investment and turnover limits for classification, MSMEs may achieve greater efficiencies of scale, technological upgradation and better access to capital, while retaining the status and benefits of existing MSME schemes.

The Central Government supplements the efforts of the State/UT Government in supporting MSMEs through its various schemes, programmes and policy initiatives, which inter alia include Prime Minister's Employment Generation Programme, Special Credit Linked Capital Subsidy Scheme, Credit Guarantee Scheme for

Micro and Small Enterprises (MSEs), PM Vishwakarma Yojana, Pradhan Mantri Mudra Yojana etc.

FINANCIAL ASSISTANCE TO TAMIL NADU FOR PMAY-U

2398. THIRU D M KATHIR ANAND:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) whether the Union Government has received any request from the State Government of Tamil Nadu to increase the Central Share of financial assistance per unit under the Pradhan Mantri Awas Yojana - Urban (PMAY-U) and if so, the details thereof along with the Government's stand in this regard;
- (b) whether the Union Government has sanctioned any funds for the construction of Houses under PMAY-U and any other Affordable Housing Schemes during the last six years in Tamil Nadu;
- (c) if so, the details thereof, year-wise; and
- (d) whether the Government has allocated funds under any other urban development schemes regarding Housing and Urban Affairs for Tamil Nadu and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (c) 'Land' and 'Colonization' are State subjects. Therefore, schemes related to housing for their citizens are implemented by States/Union Territories (UTs). However, the Ministry of Housing and Urban Affairs, under the vision of 'Housing

for All', supplements the efforts of States/Union Territories (UTs), by providing Central Assistance under Pradhan Mantri Awas Yojana- Urban (PMAY-U) since 25.06.2015 to provide pucca houses with basic civic amenities to eligible urban beneficiaries across the country.

Government of India provides its fixed share as Central Assistance of ₹1.0 lakh under In-Situ Slum Redevelopment (ISSR), ₹1.5 lakh for Affordable Housing in Partnership (AHP) and Beneficiary Led Individual Construction or Enhancement (BLC) verticals of PMAY-U. The remaining cost of the house as per DPR is shared by States/UTs/Urban Local Bodies (ULBs)/Beneficiaries. Under CLSS vertical of PMAY-U, an upfront subsidy upto Rs.2.67 lakh per house as interest subsidy was provided. The Scheme has been extended till 31.12.2025, except for CLSS vertical of the scheme, to complete the sanctioned houses without changing the funding pattern and implementation methodology.

Based on project proposals submitted by State of Tamil Nadu, more than 6.80 lakh houses have been sanctioned as on 03.03.2025 with committed Central Assistance of Rs.11,185.30 crore. Of the sanctioned houses, 6.61 lakh have been grounded for construction; of which 5.98 lakh are completed/ delivered to beneficiaries, and remaining are at various stages of constructions. The year-wise details of Central Assistance sanctioned and released for the State of Tamil Nadu under PMAY-U during the last six years are at **Statement**.

Based on 9 years of experience and learning from implementing PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 to assist 1 crore additional eligible urban beneficiaries

through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). BLC, AHP and ARH verticals are implemented as Centrally Sponsored Scheme by State/UT Governments, and ISS vertical is implemented as Central Sector Scheme through the identified Central Nodal Agencies such as National Housing Bank (NHB), State Bank of India (SBI) and Housing and Urban Development Corporation (HUDCO) by Housing Finance Companies and Primary Lending Institutions. As per the scheme guidelines of PMAY-U 2.0, the fund required for purchase/construction of houses under the scheme is shared between the Central Government, State/UT Government/ULBs/ Implementing agencies and the beneficiaries. As on date, 30 States/UTs including Tamil Nadu have signed Memorandum of Agreement (MoA) to implement PMAY-U 2.0 as per scheme guidelines. 'In-principle' approval for allocation of more than 6.75 lakh houses, including 65,000 for the State of Tamil Nadu, has been given under PMAY-U 2.0. A fixed amount of Central Assistance is provided by Government of India under different verticals and mandatory State share has been provisioned under the scheme, however, States/Uts are free to increase State share to increase the affordability of houses. The details of fixed share is as under:

S. No.	States/UTs	PMAY-U 2.0 Verticals		
		BLC and AHP	ARH	ISS
1.	North-Eastern States, Himalayan States and UTs with legislature (Assam, Arunachal Pradesh,	Central Govt. - ₹2.25 lakh per unit	Technology Innovation Grant	Home Loan Subsidy – up to ₹1.80 lakh (Actual Release) per

	Meghalaya, Manipur, Mizoram, Nagaland, Tripura, Sikkim, Himachal Pradesh, Uttarakhand, UTs of Jammu and Kashmir, Puducherry and Delhi)	State Govt. - Min. ₹0.25 lakh per unit	Gol: ₹3,000/Sqm. per unit State Share: ₹2,000/Sqm. per unit	unit by Government of India as Central Sector Scheme
2.	All UTs without legislature	Central Govt. - ₹2.50 lakh per unit		
3.	All other States	Central Govt. - ₹1.50 lakh per unit State Govt. - Min. ₹1.00 lakh per unit		

(d) MoHUA has been implementing various schemes for urban development across all States/UTS. Under Swachh Bharat Mission – Urban (SBM-U), a total of ₹1,144.68 crore of Central Assistance has been released to State of Tamil Nadu. Under Atal Mission for Rejuvenation and Urban Transformation (AMRUT) Scheme, State Annual Action Plans (SAAPs) amounting to ₹77,640 crore including Central Assistance of ₹35,990 crore have been approved for projects in all States/UTs including State of Tamil Nadu. So far, Central Assistance amounting to ₹4,626.24 crore has been released to State of Tamil Nadu for AMRUT projects of water

supply, sewerage and septage management, storm water drainage, green spaces and parks and non-motorized urban transport.

Further, AMRUT 2.0 and SBM 2.0 have been launched to make cities garbage free and water secure during the mission period. Under AMRUT 2.0, so far, State Water Action Plans (SWAP) have been approved by MoHUA for 1,270 projects worth ₹14,687.83 crore (including OandM) for State of Tamil Nadu. Under SBM 2.0, Mission allocation to State of Tamil Nadu is ₹3,296.70 crore against which ₹829.65 crore have been released.

STATEMENT

Details of Central Assistance sanctioned and released during each of the last six years along with details up to 2017-18 and current year under PMAY-U in the State of Tamil Nadu

FY	Central Assistance Sanctioned (₹ in Cr.)	Central Assistance Released (₹ in Cr.) *
Up to 2017-18	3,694.92	1,961.11
2018-19	2,079.11	1,408.78
2019-20	1,799.96	1,992.30
2020-21	1,470.50	1,575.24
2021-22	1,324.93	1,578.91
2022-23	636.91	722.15
2023-24	178.97	877.57

Current Year	Nil	222.05
Total	11,185.30	10,338.11

* Includes Central Assistance Released in the year against sanctions pertaining to the preceding years.

IMPLEMENTATION OF PROJECT ISHAN

2399. SHRI ANTO ANTONY:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) the current implementation status of Project ISHAN along with the key milestones achieved so far in this regard;
- (b) the percentage of Indian airspace that has already been integrated under the said project;
- (c) the expected timeline for full implementation of the said project;
- (d) the details of the funds allocated for the said project; and
- (e) the percentage of the said funds utilized so far?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

- (a) to (e) Project ISHAN (Indian Single Sky Harmonised Air Traffic Management tentatively at Nagpur) is an initiative of Airports Authority of India (AAI) aimed at streamlining air traffic management (ATM) by unifying the four Flight Information

Regions (FIRs) in India into one continuous airspace. The project is currently at the conceptualisation stage, and its implementation is contingent upon the feasibility and viability assessment.

भदोही में सीवेज ट्रीटमेंट योजना के रखरखाव में डीबीओटी मॉडल की भूमिका

2400. श्री विद्युत बरन महतो:

श्री जुगल किशोर:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

- (क) भदोही में सीवेज ट्रीटमेंट प्लांट के रखरखाव में डिजाइन-बिल्ड-ऑपरेट-ट्रांसफर (डीबीओटी) मॉडल की क्या भूमिका है और पिछले अपशिष्ट जल प्रबंधन मॉडल की तुलना में इसका क्या महत्व है;
- (ख) किस तरह से 'गंगा थ्रू द एजेस-ए लिटरेरी बायोस्कोप' पहल नदी संरक्षण में सार्वजनिक भागीदारी को बढ़ावा देने के लिए साहित्य और शिक्षा को एकीकृत करेगी; और
- (ग) पश्चिम बंगाल में ड्रोन आधारित निगरानी परियोजना नमामि गंगे मिशन-II के अंतर्गत वनीकरण प्रयासों की प्रभावशीलता को किस प्रकार से बढ़ाएगी?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) पूर्व में, इन परियोजनाओं को ईपीसी (इंजीनियरिंग, खरीद और निर्माण) विवरण के आधार पर क्रियान्वित किया जाता था, जिसमें चयनित बोलीदाता का कार्यक्षेत्र एसटीपी (सीवेज ट्रीटमेंट प्लांट) को डिजाइन करना, उपकरण खरीदना और एसटीपी का विनिर्माण करना था। एसटीपी का संचालन और रखरखाव (ओ एंड एम) निष्पादन एजेंसी की ही एकमात्र जिम्मेदारी होती थी।

अब, इन परियोजनाओं को डीबीओटी मॉडल (डिजाइन-बिल्ड-ऑपरेट-ट्रांसफर) के आधार पर क्रियान्वित किया जा रहा है, जिसमें चयनित बोलीदाता, एसटीपी घटकों के डिजाइन, एसटीपी के विनिर्माण और 15 वर्षों की अवधि के लिए एसटीपी के संचालन के लिए उत्तरदायी होता है। डीबीओटी

मॉडल यह सुनिश्चित करता है कि एसटीपी विवरण के दायरे के अनुसार प्रमुख कार्य-निष्पादकता संकेतकों (केपीआई) को पूरा करे, जिससे प्रदूषण निवारण के उद्देश्य को मजबूती मिले।

इसके अलावा, भदोही शहर में इस समय कोई एसटीपी नहीं है, हालांकि, एनएमसीजी ने नमामि गंगे मिशन-II के तहत 127.26 करोड़ रुपये की अनुमानित लागत से “ भदोही शहर, उत्तर प्रदेश में नालों/नालों और एसटीपी के इंटरसेप्शन और डायवर्जन” के लिए एक परियोजना को मंजूरी दी है।

(ख) *गंगा थ्रू द एजेस - ए लिटरेरी बायोस्कोप* एक कार्याकल्प करने वाला अभियान है, जो स्कूल कार्यक्रमों और सामुदायिक सहभागिताओं जैसी जमीनी पहलों तथा डिजिटल और साहित्यिक अभियानों जैसे ऑफ-ग्राउंड प्रयासों के मिश्रण से प्रेरित है। इसका उद्देश्य गंगा के इर्द-गिर्द पर्यावरण संरक्षण, सांस्कृतिक पुनरुत्थान और साहित्यिक जुड़ाव की एक स्थायी विरासत विकसीत करना है, जिससे समुदायों के साथ निरंतर संपर्क और गहरे संबंध सुनिश्चित होता है।

(ग) एनएमसीजी द्वारा उत्तर पूर्वी अंतरिक्ष उपयोग केंद्र (एनईएसएसी) [अंतरिक्ष विभाग (डीओएस) और उत्तर पूर्वी परिषद (एनईसी) की एक संयुक्त पहल] को "पश्चिम बंगाल में नमामि गंगे के अंतर्गत लगाए गए वृक्षारोपण की ड्रोन आधारित निगरानी" परियोजना को मंजूरी दी गई है।

इस परियोजना का उद्देश्य वनीकरण परियोजनाओं की निगरानी प्रणाली को मजबूत करना है। ड्रोन सर्वेक्षण पौधों की कनोपी को कैप्चर करेगा जो पौधों की मजबूती को इंगित करेगा और वनीकरण क्षेत्रों की उच्च-रिज़ॉल्यूशन इमेजरी प्रदान करेगा। इस परियोजना के तहत, एक ड्रोन-आधारित डिजिटल डेटाबेस विकसित किया जाएगा।

NATIONAL FRAMEWORK FOR INDIAN CARBON MARKET

2401. SUSHRI IQRA CHOUDHARY:

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

- (a) the specific timeline set to introduce the 'National Framework for Indian Carbon Market' (ICM) and the steps taken by the Government to ensure that there are no delays in its rollout;
- (b) the details of the sectors to be considered under the scheme and the number of sectors be covered in different phases of the scheme;
- (c) the number of entities being covered under the scheme, State-wise; and
- (d) the manner in which the framework incentivize participation from high-emission sectors and the mechanism being developed to ensure compliance without disproportionately burdening on small and medium enterprises?

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) Carbon Credit Trading Scheme (CCTS), which provides framework for Indian Carbon Market, has already been notified in June, 2023 and amended in December, 2023 under the Energy Conservation Act, 2001(as amended). CCTS provides two mechanisms namely, compliance mechanism and offset mechanism. The accreditation procedure and eligibility criteria for Accredited Carbon Verification Agencies have already been published. Detailed procedure for compliance mechanism has also been published. Detailed procedures and methodologies under the Offset Mechanism are currently being developed. The trading of carbon credits under compliance mechanism is expected to begin in 2026-27.

(b) The compliance mechanism presently covers Aluminium, Cement, Chlor – Alkali, Fertilizer, Iron and Steel, Petrochemical, Petroleum Refinery, Pulp and Paper and Textile sector. Approved sectors under offset mechanism are Energy, Industries, Agriculture, Waste handling and disposal, Forestry, Transport, Fugitive Emissions, Construction, Solvent use, Carbon capture, utilization and storage of CO₂ and other removals.

(c) Approximately 795 obligated entities have been estimated to be covered under the compliance mechanism of CCTS. State wise details are as follows:

State	Obligated Entities
Andhra Pradesh	41
Assam	8
Bihar	5
Chhattisgarh	76
Goa	5
Gujarat	101
Haryana	12
Himachal Pradesh	14
Jammu Kashmir	1
Jharkhand	25
Karnataka	55
Kerala	4
Madhya Pradesh	33
Maharashtra	48
Meghalaya	10
Odisha	83
Punjab	28
Rajasthan	70
Tamil Nadu	49

Telangana	26	(d) Under the compliance mechanism,
Union territory of Puducherry	2	
Uttar Pradesh	45	
Uttarakhand	7	
West Bengal	47	
Grand Total	795	

the greenhouse gas emission intensity (GEI) targets are given to only those obligated entities whose annual energy consumption are above certain thresholds.

The present energy consumption thresholds for different sectors under compliance mechanism are as below:

Sl. No.	Sector	Threshold Limit (tonnes of oil equivalent)
1	Aluminium	7500
2.1	Cement (Integrated)	30000
2.2	Cement (Grinding)	10000
3	Chlor - Alkali	7500
4	Fertilizer	30000
5	Iron and Steel	20000
6	Petrochemical	100000
7	Petroleum Refinery	90000
8	Pulp and Paper	7500
9	Textile	3000

Further, while finalizing the GEI targets for different obligated entities, the marginal abatement cost of possible technological measures in the facility of obligated entities are taken into consideration to ensure that such entities are given achievable targets.

ST STATUS TO COMMUNITIES

2402 DR. ANGOMCHA BIMOL AKOIJAM:

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

- (a) the total number of communities that have been granted Scheduled Tribe (ST) status in the country till date along with the year in which each community was conferred ST status, State/UT-wise;
- (b) the details of the proposals submitted for the inclusion of communities in the ST list, State/UT-wise;
- (c) whether any such communities are currently under consideration to be conferred the ST status by the Government; and
- (d) if so, the details thereof along with the names of such communities, the status of these proposals and the timeline for their final decision?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

- (a) The list of communities granted Scheduled Tribe status State/UT wise is attached as per **Statement**. Year-wise Notifications issued regarding inclusion of communities in the list of Scheduled Tribes are available on the Ministry of Tribal Affairs website at the link <https://tribal.nic.in/CIm.aspx>.
- (b) to (d) The Government of India on 15.6.1999 (further amended on 25.6.2002 and 14.9.2022) has laid down the modalities for deciding the claims for inclusion in, exclusion from and other modifications in Orders specifying Scheduled Castes

and Scheduled Tribes lists. As per the modalities, only those proposals which have been recommended and justified by the concerned State Government / UT Administration and concurred with by Registrar General of India (RGI) and National Commission for Scheduled Tribes (NCST) are to be considered and legislation amended. All action on the proposals is taken as per these approved modalities.

The proposals for inclusion in the list of Scheduled Tribes of a State or Union Territory follow certain processes as per the modalities. This is a continuous process. Proposals received from the State Government should be accompanied by an ethnographic report. The proposals are examined by the Office of the RGI and then by the NCST. In case the proposal is not recommended by the RGI, the State Governments are communicated the points raised by the RGI, so that additional information, if any, maybe furnished by the State Government. Many such proposals may therefore remain under examination at different levels.

STATEMENT

The list of communities granted Scheduled Tribe status State/UT wise

The Constitution (Scheduled Tribes) Order, 1950

संविधान (अनुसूचित जनजातियां) आदेश, 1950

The SCHEDULE

अनुसूची

Andhra Pradesh

आंध्रप्रदेश

1. Andh, Sadhu Andh

1. अन्ध, साधू आन्ध्र

2. Bagata

2. बगटा

3. Bhil
4. Chenchu,
5. Gadabas, Bodo Gadaba, Gutob Gadaba, Kallayi Gadaba, Parangi Gadaba, Kathera Gadaba, Kapu Gadaba
6. Gond, Naikpod, Rajgond, Koitur
7. Goudu (in the Agency tracts)
8. Hill Reddis
9. Jatapus
10. Kammara
11. Kattunayakan
12. Kolam, Kolawar
13. Konda Dhoras, Kubi
14. Konda Kapus
15. Kondareddis
16. Kondhs, Kodi, Kodhu, Desaya Kondhs, Dongria Kondhs, Kuttiya Kondhs, Tikiria Kondhs, Yenity Kondhs, Kuvinga
17. Kotia, Benthoriya, Bartika, Dulia, Holva, Sanrona, Sidhopaiko
18. Koya, Doli Koya, Gutta Koya, Kammara Koya, Musara Koya, Oddi Koya, Pattidi Koya, Rajah, Rasha Koya, Lingadhari Koya (ordinary), Kottu Koya, Bhine Koya, Rajkoya
19. Kulia
20. Malis
21. Manna Dhora
22. Mukha Dhora, NookaDhora
23. Nayaks (in the Agency tracts)
24. Pardhan

3. भील
4. चेंचु
5. गडबा, बोडो गडावा, गुतोब गडावा, कलायी गडावा, पारांगी गडावा, कथेरा गडावा, कापू गडावा
6. गोंड, नायकपोड, राजगोंड, कोइतूर
7. गौडू (अभिकरण भूखण्डों में)
8. हिल रेड्डी
9. जातपू
10. कम्भर
11. कटुनायकन
12. कोलम, कोलावार
13. कोंडा दोरा, कुबी
14. कोंड कापु
15. कोंडारेड्डी
16. कोंध, कोडि, कोदू, देसेय कोंध, डोंगरिया कोंध, कट्टिया कोंध, टिकरिया कोंध, येनिटी कोंध, कुविंगा
17. कोटिया, वेंथो ओरिया, बारत्तिका, डुलिया, होल्वा, सन्नोण, सिधापैको
18. कोया, डोली कोया, गुट्टा कोया, कमारा कोया, मुसारा कोया, ओड्डी कोया, पटिदी कोया, राजा, राश कोया, लिंगधारी कोया (साधारण), कोट्टू कोया, भिणे कोया, राजकोया
19. कुलिया
20. मालि
21. मन्ना दोरा
22. मुखा दोरा, नूका दोरा
23. नायक (अभिकरण भूखण्डों में)
24. परधान

25. Porja, Bondo Porja, Khond Porja, Parangiperja	25. पुर्जा, बोंडो पुर्जा, खोंड पुर्जा, पेरंगीपेर्जा
26. Reddi Dhoras	26. रेड्डी दोरा
27. Rona, Rena	27. रोणा, रेणा
28. Savaras, Kapu Savaras, Maliya Savaras, Konda Savaras, Khutto Savaras	28. सवार, कापू सवार, मालिया सवार, कोंडा सवार, खुट्टा सवार
29. Sugalis, Lambadis, Banjara	29. सुगाली, लम्बाडी, बंजारा
30. Valmiki (Scheduled Areas of Vishakhapatnam, Srikakulam, Vijayanagram, East Godavari and West Godavari districts)	30. बाल्मीकि (विशाखापट्टनम, श्रीकाकुलम, विजयनगरम, पूर्व गोदावरी और पश्चिम गोदावरी जिलों के अनुसूचित क्षेत्रों में)
31. Yenadis, Chella Yenadi, KappalaYenadi, Manchi Yenadi, Reddi Yenadi	31. येनादी, चेला येनादी, कपाला येनादी, मंची येनादी, रेड्डी येनादी
32. Yerukulas, Koracha, Dabba Yerukula, Kunchapuri Yerukula, Uppu Yerukula	32. येरुकुला, कोरचा, डब्बा येरुकुला, कांचीपुरी येरुकुला, उप्पु येरुकुला
33. Nakkala, Kurvikaran	33. नकाला कुरविकरन
34. Dhulia, Paiko, Putiya (in the districts of Vishakhapatnam and Vijayanagram)	34. धुलिया, पैको, पुटिया (विशाखापट्टनम तथा विजयनगरम के जिलों में)

Arunachal Pradesh

All tribes in the State including:

1. *Omitted*
2. Aka
3. Apatani
4. Nyishi
5. Galo

अरुणाचलप्रदेश

निम्नलिखित सहित राज्य में सभी जनजातियां:

1. हटा दिया गया
2. आका
3. आपनी
4. निशी
5. गालो

6. Tai Khamti
7. Khowa
8. Mishmi-Kaman (Miju Mishmi), Idu (Mishmi), Taraon (Digaru Mishmi)
9. Monpa, Memba, Sartang, Sajolang (Miji)
10. Nocte, Tangsa, Tutsa, Wancho
11. Sherdukpen
12. Singpho
13. Hrusso
14. Tagin
15. Khamba
16. Adi

6. ताई खाम्ती
7. खोवा
8. मिश्मी – कामन (मिजु मिश्मी), इदु (मिश्मी), तारोन (दिगारु मिश्मी)
9. मोन्पा, मेम्बा, सरताङ्, सजोलाङ् (मिजी)
10. नोक्ते , ताडसा, तुत्सा, वान्चो
11. शेर्दुक्पेन
12. सिंग्फो
13. हुरुसो
14. टेगिन
15. खाम्बा
16. आदि

Assam

असम

I. In the autonomous Districts of Karbi Anglong and North Cachar Hills.

I. कार्बी आंगलांग और उत्तरी कछार पहाड़ी के स्वाशासी जिलों में:

1. Chakma
2. Dimasa, Kachari
3. Garo
4. Hajong
5. Hmar
6. Khasi, Jaintia, Synteng, Pnar, War, Bhoi, Lyngngam
7. Any Kuki tribes, including: -
 - (i) Biate, Biete
 - (ii) Changsan
 - (iii) Chongloi
 - (iv) Doungei

1. चाक्मा
2. डिमासा, कछारी
3. गारो
4. हाजंग
5. ह्यार
6. खासी, जयन्तिया, सिन्तेंग, प्नार, वार, भोई, लिंगनागम
7. निम्नलिखितके सहित कोई भी कूकी जनजातियां: -
 - (i) बियाते, बियेते
 - (ii) चांगसान
 - (iii) चंगलोई
 - (iv) दौंगेल

(v) Gamalhou	(v) गमल्हो
(vi) Gangte	(vi) गांगटे
(vii) Guite	(vii) गुहते
(viii) Hanneng	(viii) हान्नेंग
(ix) Haokip, Haupt	(ix) हौकिप, हौपित
(x) Haolai	(x) हौलाई
(xi) Hengna	(xi) हेंगना
(xii) Hongsungh	(xii) हंसुंध
(xiii) Hrangkhwal, Rangkhoh	(xiii) हांग्खवाल, रंग्खल
(xiv) Jongbe	(xiv) जंग्बे
(xv) Khawchung	(xv) ख्वौचूंग
(xvi) Khawathlang, Khothalong	(xvi) ख्वौरंग, खोतालंग
(xvii) Khelma	(xvii) खेल्मा
(xviii) Kholhou	(xviii) खोल्ह
(xix) Kipgen	(xix) किप्गेन
(xx) Kuki	(xx) कुकी
(xxi) Lengthang	(xxi) लेथांग
(xxii) Lhangum	(xxii) ल्हाघुम
(xxiii) Lhoujem	(xxiii) ल्हाजेम
(xxiv) Lhouvun	(xxiv) ल्हौबुन
(xxv) Lumpheng	(xxv) लुफेंग
(xxvi) Mangjel	(xxvi) मांजेल
(xxvii) Misao	(xxvii) मिसाउ
(xxviii) Riang	(xxviii) रिआंग
(xxix) Sairhem	(xxix) सैहैम
(xxx) Selnam	(xxx) सेल्मान
(xxxi) Singson	(xxxi) सिंग्सन
(xxxii) Sitlhou	(xxxii) सितल्हो
(xxxiii) Sukte	(xxxiii) सुक्ते
(xxxiv) Thado	(xxxiv) थाडो
(xxxv) Thangngeu	(xxxv) थांग्यू

(xxxvi) Uibuh

(xxxvii) Vaiphei

8. Lakher

9. Man (Tai- speaking)

10. Any Mizo (Lushai) tribes

11. Karbi

12. Any Naga tribes

13. Pawi

14. Syntheng

15. Lalung

II. In the State of Assam including the Bodoland Territorial Areas District and excluding the autonomous districts of Karbi Anglong and North Cachar Hills:

1. Barmans in Cachar

2. Boro, Borokachari

3. Deori

4. Hojai

5. Kachari, Sonwal

6. Lalung

7. Mech

8. Miri

9. Rabha

10. Dimasa

11. Hajong

12. Singhpho

13. Khampti

14. Garo

(xxxvi) उइद

(xxxvii) व्हाइफे

8. लाखेर

9. मान (ताई बोलने वाली)

10. कोई मिजो (लुशाई) जनजातियां

11. करबी

12. कोई नागा जनजातियां

13 पावी

14. सिंतेंग

15. लालुंग

II. बोडोलैंड प्रादेशिक क्षेत्रजिला सहित और कार्बी आंगलांग और उत्तरी कछार पहाड़ी स्वशासी जिलों को छोड़कर, असम राज्य में :-

1. कछार में वर्मन

2. बड़ो, बड़ो कछारी

3. ड्योरी

4. होजाई

5. कछारी, सोन्वाल

6. लालुंग

7. मेच

8. मिरी

9. राभा

10. डीमासा

11. हाजोंग

12. सिंघफों

13. खाम्पति

14. गारो

Bihar

1. Asur, Agaria
2. Baiga
3. Banjara
4. Bathudi
5. Bedia
6. *Omitted*
7. Binjhia
8. Birhor
9. Birjia
10. Chero
11. Chik Baraik
12. Gond
13. Gorait
14. Ho
15. Karmali
16. Kharia, Dhelki Kharia, Dudh Kharia,
Hill Kharia
17. Kharwar
18. Khond
19. Kisan, Nagesia

बिहार

1. असुर, अगरिया
2. बेगा
3. बनजारा
4. बठुडी
5. बेदिया
6. हटा दिया है
7. बिंझिया
8. बिरहोर
9. विरजिया
10. चरो
11. चिक बराइक
12. गोंड
13. गोराइत
14. हो
15. करमाली
16. खरिया, ढेलकी खड़िया, दुध खड़िया, हिल
खड़िया
17. खरवार
18. खोंड
19. किसान, नागेसिया

20. Kora, Mudi-Kora	20. कोरा, मुडी-कोरा
21. Korwa	21. कोरवा
22. Lohara, Lohra	22. लोहारा, लोहरा
23. Mahli	23. माहली
24. Mal Paharia, Kumarbhag Paharia	24. माल पहरिया, कुमारभाग पहरिया
25. Munda, Patar	25. मुन्डा, पातार
26. Oraon, Dhangar (Oraon)	26. उरांव, धांगड़ (उरांव)
27. Parhaiya	27. परहया
28. Santal	28. संथाल
29. Sauria Paharia	29. सोरिया पहाडिया
30. Savar	30. सावर
31. Kavar	31. कवार
32. Kol	32. कोल
33. Tharu	33. थारू

Chhattisgarh

छत्तीसगढ़

1. Agariya	1. अगरिया
2. Andh	2. आंध
3. Baiga	3. बैगा
4. Bhaina	4. भैना
5. Bharia Bhumia, Bhuinhar Bhumia, Bhumia, Bharia, Bhuinya, Bhuiyan, Bhuyan, Paliha, Pando	5. भारिया भूमिया, भुईंहार भूमिया, भूमिया, भरिया, भूईया, भूईयाँ, भूयां, पालिहा, पांडो, पंडो, पण्डो, पन्डो

6. Bhattra	6. भत्तरा
7. Bhil, Bhilala, Barela, Patelia	7. भील, भिलाला, बरेला, पटेलिया
8. Bhil Mina	8. भील मीना
9. Bhunjia	9. भुंजिया
10. Biar, Biyar	10. बियार, बीआर
11. Binjhwar	11. बिंझवार
12. Birhul, Birhor	12. बिरहुल, बिरहोर
13. Damor, Damarla	13. डामोर, डामरिया
14. Dhanwar, Dhanuhar, Dhanuwar	14. धनवार, धनुहार, धनुवार
15. Gadaba, Gadba	15. गडाबा, गडबा, गदबा
16. Gond, Arakh, Arrakh, Agaria, Asur, Abhuj Maria, Badi Maria, Bada Maria, Bhatola, Bhimma, Bhuta, Koilabhuta, Koliabhuti, Bhar, Bisonhorn Maria, Chota Maria, Dandami Maria, Dhuru, Dhurwa, Dhoba, Dhulia, Dorla, Gaiki, Gatta, Gatti, Gaita, Gond Gowari, Hill Maria, Kandra, Kalanga, Khatola, Koitar, Koya, Khirwar, Khirwara, Kucha Maria, Kuchaki Maria, Madia, Maria, Mana, Mannewar, Moghya, Mogia, Monghya, Mudia, Muria, Nagarchi, Nagwanshi, Ojha, Raj, SonjhariJhareka, Thatia, Thotya, Wade Maria, Vade Maria, Daroi	16. गोंड, गोंड, अरख, आरख, अगरिया, असुर, अबूझ मारिया, बड़ी मारिया, बडा मारिया, भटोला, भीम्मा, भूता, कोइलाभुता, कोलियाभुती, भार, बायसनहार्न मारिया, छोटा मारिया, दंडामी मारिया, धुरु, धुरवा, धोबा, धुलिया, डोरला, गायकी, गट्टा, गट्टी, गेटा, गोंड गोवारी, हिल मारिया, कंडरा, कलंगा, खटोला, कोईतर, कोया, खिरवार, खिरवारा, कुच मारिया, कुचाकी मारिया, माडिया, मारिया, माना, मन्नेवार, मोघ्या, मोगिया, मोंघ्या, मुडिया, मुरिया, नगारची, नागवंशी, ओझा, राज, सोन्झारी, झरेका, थाटिया, थोट्या, वाडेमारिया, वडेमारिया, दरोई
17. Halba, Halbi	17. हलबा, हलबी
18. Kamar	18. कमार
19. Karku	19. कारकू
20. Kavar, Kanwar, Kaur, Cherwa, Rathia, Tanwar, Chattri	20. कवर, कंवर, कौर, चेरवा, राठिया, तनवर, छत्री
21. Khairwar, Kondar	21. खैरवार, कोंदर
22. Kharia	22. खरिया
23. Kond, Kondh, Khond, Kandh	23. कोंद, कोंध, खोंड, कांध
24. Kol	24. कोल
25. Kolam	25. कोलम

26. Korku, Bopchi, Mouasi, Nihal, Nahul, Bondhi, Bondeya	26. कोरकू, बोपची, मोवसी, निहाल, नाहुल बौंधी, बोडिया
27. Korwa, Hill Korwa, Kodaku	27. कोरवा, पहाड़ी कोरवा, कोडाकू, कोड़ाकू
28. Majhi	28. मांझी
29. Majhwar	29. मझवार
30. Mawasi	30. मवासी
31. Munda	31. मुंडा
32. Nagesia, Nagasia, Kisan	32. नगेसिया, नागासिया, किसान
33. Oraon, Dhanka, Dhangad	33. उरांव, धानका, धांगड़
34. Pao	34. पाव
35. Pardhan, Pathari, Saroti	35. परधान, पथारी, सरोती
36 Pardhi, Bahelia, Bahellia, Chita Pardhi, LangoliPardhi, Phans Pardhi, Shikari, Takankar, Takia [In (i) Bastar, Dantewara, Kanker, Raigarh, Jashpurnagar, Surguja and Korba district, (ii) Katghora, Pali, Kartala and Korba tahsils of Korba district, (iii) Bilaspur, Pendra, Kota and Takhatpur tahsils of Bilaspur district, (iv) Durg, Patan Gunderdehi, Dhamdha, Balod, Gurur and Dondilohara tahsils of Durg district, (v) Chowki, Manpur and Mohala Revenue Inspector Circles of Rajnandgon district, (vi) Mahasamund Saraipali and Basna tahsils of Mahasamund district, (vii) Bindra-NavagarhRajim and Deobhog tahsils of Raipur district, and (viii) Dhamtari, Kurud and Sihava tahsils of Dhamtari district]	36 पारधी, बहेलिया, बहेल्लिया, चिता पारधी, लंगोली परधी, फांस पारधी, शिकारी, टाकनकार, टाकिया [(i) बस्तर, दंतेवाड़ा, कांकेर, रायगढ़, जशपुरनगर, सरगुजा और कोरिया जिले में (ii) कोरबा जिले की कटघोरा, पाली, करतला और कोरबा तहसीलों में (iii) बिलासपुर जिले की बिलासपुर, पेंडरा, कोटा, और तखतपुर तहसीलों में (iv) दुर्ग जिले की दुर्ग, पाटन, गुंडेरदही, धमधा, बालौद, गुरुर और डोंडीलोहारा तहसीलों में (V) राजनांदगांव गांव जिले के चौकी, मानपुर और मोहला राजस्व निरीक्षक सर्किलों में (vi) महासमुंद जिले की महासमुंद, सराईपाली और बसना तहसीलों में (Vii) रायपुर जिले की बिंद्रा-नवागढ़ राजिम और देवभोग तहसीलों में और (viii) धमतरी जिले की धमतरी, कुरुद और सिहावा तहसीलों में:
37. Parja	37. परजा
38. Sahariya, Saharia, Seharla, Sehria, Sosia, Sor	38. सहारिया, सहरिया, सेहरिया, सहेरिया, सोसिया, सोर
39. Saonta, Saunta	39. साओंता, सौंता

40. Saur
41. Sawar, Sawara, Saunra, Saonra
42. Sonr
43. Binjhia

40. सौर
41. सवर, सवरा, सौरा, संवरा
42. सौर
43. बिंझिया

Goa

1. Dhodia
2. Dubla (Halpati)
3. Naikda (Talavia)
4. Siddi (Nayaka)
5. Varli
6. Kunbi
7. Gawda
8. Velip

गोवा

1. धोडिया
2. दुबला (हलपति)
3. नायकड़ा (तलाविया)
4. सिद्धी (नायका)
5. वारली
6. कुन्बी
7. गावड़ा
8. वेलिप

Gujarat

1. Barda
2. Bavacha, Bamcha
3. Bharwad (in the Nesses of the forests of Alech, Barada and Gir)
4. Bhil, Bhil Garasia, Dholi Bhil, Dungri Bhil, Dungri Garasia, Mewasi Bhil, Rawal Bhil, Tadvī Bhil, Bhagalia, Bhilala, Pawra, Vasava, Vasave.

गुजरात

1. बर्डा
2. बावचा, बामचा
3. भरवाढ़ (अलेच्छ, गीर, बराढ़ाकेजंगलोंकेनेसोंमें)
4. भील, भीलगरासिया, धोलीभील, डुंगरीभील, डुंगरी, गरासिया, मेवासीभील, रावलभील, तडवीभील, भगालिया, भिलाला, पावड़ा, बसावा, बसावे

5. Charan (in the Nesses of the forests of Alech, Barada and Gir)	5. चारण (अलेच्छ, बरादा और गीर के जंगलों के नेसों में)
6. Chaudhri (in Surat and Valsad districts)	6. चौधरी (सूरत और बलसाद जिलों में)
7. Chodhara	7. चौधरा
8. Dhanka, Tadvi, Tetaria, Valvi	8. धनक, तडवी, तेतारिया, वलवी
9. Dhodia, Dhodi	9. धोडिया, ढोडी
10. Dubla, Talavia, Halpati	10. दुबला, तलाविया, हलपति
11. Gamit, Gamta, Gavit, Mavchi, Padvi	11. गमित, गम्टा, गवित, मची, पदवी
12. Gond, Rajgond	12. गोंड, राजगोंड
13. Kathodi, Katkari, Dhor Kathodi, Dhor Katkari, Son Kathodi, Son Katkari	13. कथोडी, कटकारी, ढोरकथोडी, ढोरकटकारी, सोनकथोडी, सोनकटकारी
14. Kokna, Kokni, Kukna	14. कोकणा, कोकणी, कुक्णा
15. Omitted	15. हटा दिया गया
16. Koli Dhor, Tokre Koli, Kolcha, Kolgha	16. कोलीढोर, टोकरेकोली, कोल्चा, कोल्घा
17. Kunbi (in the Dangs district)	17. कुन्बी (डांग्स जिले में)
18. Naikda, Nayaka, Cholivala Nayaka, Kapadia Nayaka, Mota Nayaka, Nana Nayaka	18. नायकाडा, नायेक, चोलीवालानायक, कपाड़ियानायक, मोटानायक, नानानायक
19. Padhar	19. पाधर
20. Omitted	20. हटा दिया गया

21. Pardhi, Advichincher, Phanse Pardhi (excluding Amreli, Bhavnagar, Jamnagar, Junagadh, Kutch, Rajkot and Surendranagar districts) 22. Patelia 23. Pomla 24. Rabari (in the Nesses of the forests of Alech, Barada and Gir) 25. Rathawa 26. Siddi, Siddi-Badshan (in Amreli, Bhavnagar, Jamnagar, Junagadh, Rajkot and Surendranagar districts) 27. <i>Omitted</i> 28. Varli 29. Vitola, Kotwalia, Barodia 30. Bhil, Bhilala, Barela, Patelia 31. Tadvī Bhil, Bawra, Vasave, 32. Padvi.	21. पध्धी,अदविचिन्चेर,फांनसेपध्धी (अमरेली, भावनगर, जामनगर, जूनागढ़, कच्छ, राजकोटऔरसुरेन्द्रनगरजिलोंकोछोड़कर) 22. पटेलिया 23. पोमला 24. रबरी (अलेच्छ, बराड़ाऔरगीरकेजंगलोंकेनेसोंमें) 25. राथवा 26. सिद्धी, सिद्धी-बादशान (अमरेली, भावनगर, जामनगर, जूनागढ़, राजकोटऔरसुरेन्द्रनगरजिलोंमें) 27. हटादियागया 28. वारली 29. विटोलिया, कोटवालिया, बरोडिया, 30. भील, भिलाला, बरेला, पटेलिया 31. तदवीभील, बावरा, वसावे, 32. पडवि

Himachal Pradesh

1. Bhot, Bodh
2. Gaddi

हिमाचलप्रदेश

1. भोट ,बोढ़
2. गद्दी

3. Gujjar	3. गुज्जर
4. Jad, Lamba, Khampa	4. जाद ,लाम्बा ,खम्पा
5. Kanaura, Kinnara	5. कनौरा ,किन्नारा ,
6. Lahaula	6. लाहौला
7. Pangwala	7. पंगवाला
8. Swangla	8. स्वांगला
9. Beta, Beda	9. बेटा ,बेडा
10. Domba, Gara, Zoba	10. डोम्बा ,गारा ,जोबा
11. Hattee of Trans Gira area of Sirmour district	11. सिरमौर जिले के ट्रांसगिरि क्षेत्र का हाटी

Jammu and Kashmir

जम्मू और कश्मीर

1. Bakarwal	1. बकरवाल
2. Balti	2. बाल्टी
3. Beda	3. बेडा
4. Bot, Boto	4. बोट, बोटो
5. Brokpa, Drokpa, Dard, Shin	5. ब्रोकपा, ड्रोकपा, दर्द, शिन
6. Changpa	6. चंगपा
7. Gadda Brahmin	7. गद्दा ब्राह्मण
8. Gaddi	8. गद्दी
9. Garra	9. गर्ग
10. Gujjar	10. गूजर

11. Koli `	11. कोली
12. Mon	12. मोन
13. Paddari Tribe	13. पाडरी जनजाति
14. Pahari Ethnic Group	14. पहाड़ी जातीय समूह
15. Purigpa	15. पुरिगपा
16. Sippi	16. सिप्पी

Jharkhand

झारखण्ड

1. Asur, Agaria	1. असुर ,अगरिया
2. Baiga	2. बेगा
3. Banjara	3. बनजारा
4. Bathudi	4. बठुडी
5. Bedia	5. बेदिया
6. Binjhia	6. बिंझिया
7. Birhor	7. बिरहोर
8. Birjia	8. बिरजिया
9. Chero	9. चैरो
10. Chik Baraik	10. चिकबराइक
11. Gond	11. गोंड
12. Gorait	12. गोराइत
13. Ho	13. हो
14. Karmali	14. करमाली

15. Kharia, Dhelki Kharia, Dudh Kharia, Hill Kharia	15. खारिया ,ढेलकीखड़िया ,दूधखड़िया , हिलखड़िया
16. Kharwar ,Bhogta, Deshwari, Ganjhu, Dautalbandi (Dwalbandi), Patbandi, Raut, Maajhia, Khairi (Kheri)	16. खरवार ,भोगता ,देशवारी ,गंझू , दौतलबन्दी) द्वालबंदी ,(पटबन्दी ,राउत ,माझिया ,खैरी) खेरी(
17. Khond	17. खोंड
18. Kisan, Nagesia	18. किसान ,नागेसिया
19. Kora, Mudi-Kora	19. कोरा ,मुडी-कोरा
20. Korwa	20. कोरवा
21. Lohra	21. लोहरा
22. Mahli	22. माहली
23. Mal Paharia, Kumarbhag Paharia	23. मालपहारिया ,कुमारभागपहारिया
24. Munda, Patar, Tamararia (Tamadia)	24. मुण्डा ,पतार ,तमरिया) तमड़िया(
25. Oraon, Dhangar (Oraon)	25. उरांव ,ढांगर) उरांव(
26. Parhaiya	26. परहैया
27. Santal	27. संताल
28. Sauria Paharia	28. सौरियापहाड़िया
29. Savar	29. सावर
30. Bhumij	30. भूमिज
31. Kavar	31. कवार
32. Kol	32. कोल
33. Puran	33. पुरान

Karnataka**कर्नाटक**

1. Adiyana	1. अदियन
2. Barda	2. बर्डा
3. Bavacha, Bamcha	3. बवचा, बम्चा
4. Bhil, Bhil Garasia Dholi Bhil, Dungri Bhil, Dungri Garasia, Mewasi Bhil, Rawal Bhil, Tadvil Bhil, Bhagalia, Bhilala, Pawra, Vasava, Vasave	4. भील, भीलगरासिया, धोलीभील, डुंगरीभील, डुंगरीगरासिया, मेवासीभील, रावलभील, तड़वीभील, भगालियाभिलाला, पवरा, वासव, वासवे
5. Chenchu, Chenchwar	5. चेचू, चेंचवार
6. Chodhara	6. चोधारा
7. Dubla, Talavia, Halpati	7. दुबला, तालाविया, हलपति
8. Gamit, Gamta, Gavit, Mavchi, Padvi, Valvi	8. गामिट, गमटा, गावित, मावचि, पदवी, वाल्वी
9. Gond, Naikpod, Rajgond	9. गोंड, नायकपोड, राजगोंड
10. Gowdalu	10. गोव्डालू
11. Hakkipikki	11. हक्कीपिक्की
12. Hasalaru	12. हासालारू
13. Irular	13. इरूलर
14. Iruliga	14. इरुलिगा

15. Jenu Kuruba	15. जेनुकुरुबा
16. Kadu Kuruba, Betta-Kuruba	16. काडूकुरुबा, बेट्टा-कुरुबा
17. Kammara (in South Kanara district and Kollegal taluk of Mysore district)	17. कम्मार (दक्षिणी कनारा जिला और मैसूर जिले के कोल्लेगाल तालुक में)
18. Kaniyan, Kanyan (in Kollegal taluk of Mysore district)	18. कनियान, कन्यान (मैसूर जिले के कोल्लेगाल तालुक में)
19. Kathodi, Katkari, Dhor Kathodi, Dhor Katkari, Son Kathodi, Son Katkari	19. काथोडी, काटकारी, ढोर कथोडी, ढोर काटकारी, सोन कथोडी, सोन काटकारी
20. Kattunayakan	20. काट्टुनायकन्
21. Kokna, Kokni, Kukna	21. कोंकण, कोंकणी, कुक्णा
22. Koli Dhor, Tokre Koli, Kolcha, Kolgha	22. कोलीधोर, टोकरे कोली, कोल्चा, कोल्घा
23. Konda Kapus	23. कोंडा कापूस
24. Koraga	24. कोरग
25. Kota	25. कोटा
26. Koya, Bhine Koya, Rajkoya	26. कोया, भिने कोया, राजकोया
27. Kudiya, Melakudi	27. कुडिया, मेलकुडी
28. Kuruba (in Coorg district)	28. कुरुब (कुर्ग जिले में)
29. Kurumans	29. कुरुमान
30. Maha Malasar	30. महा मालासार
31. Malaikudi	31. मलाईकुडी
32. Malasar	32. मालासार

33. Malayekandi	33. मालायेकान्डी
34. Maleru	34. मालेरू
35. Maratha (in Coorg district)	35. मराठा (कुर्ग जिले में)
36. Marati (in south Kanara district)	36. मराटी (दक्षिणी कनारा जिले में)
37. Meda, Medara, Medari, Gauriga, Burud	37. मेडा, मेदार, मेडारी, गौरिगा, बुरुद
38. Naikda, Nayaka (including Parivara and Talawara), Cholivala Nayaka, Kapadia Nayaka, Mota Nayaka, Nana Nayaka, Naik, Nayak, Beda, Bedar, and Valmiki.	38. नायकडा, नायक (जिसके अंतर्गत परिवारा और तलवारा भी हैं), चौलीवाला नायका, कपाडिया नायक, मोटा नायक, नाना नायक, नाईक, नायक, बेडा, बेडर और बाल्मीकि
39. Palliyan	39. पल्लियान
40. Paniyan	40. पानियान
41. Pardhi, Advichincher, Phanse Pardhi, Haranshikari	41. पार्धी, अडविचिन्चेर, पनसे पार्धी, हरनशिकारी
42. Patelia	42. पटेलिया
43. Rathawa	43. राथावा
44. Sholaga	44. शोलगा
45. Soligaru	45. सोलीगारू
46. Toda	46. तोडा
47. Varli	47. वरली
48. Vitolia, Kotwalia, Barodia	48. विटोलिया, कोतवालिया बारोडिया

49. Yerava

49. येरावा

50. Siddi (in Belagavi, Dharwad and
Uttar Kannada districts)50. सिद्धी (बेलागवी, धारवाड़ और उत्तर
कन्नड़ जिले में)**Keral****केरल**

1. Adiyam

1. आडियन्

2. Arandan, Aranadan

2. अरांडन्, अरांडन्

3. Eravallan

3. अरावालन्

4. Hill Pulaya, Mala Pulayan, Kurumba
Pulayan, Karavazhi Pulayan, Pamba
Pulayan4. हिल पुलया, माला पुलयान, कुरुम्बा
पुलयान, कारावाजी पुलयान, पम्बा पुलयान

5. Irular, Irulan

5. इरुलर्, इरुलन्

6. Kadar, Wayanad Kadar

6. कादर, वयनादकादर

7. *Omitted*

7. हटा दिया गया

8. Kanikaran, Kanikkar

8. कणिकारन्, काणिककर्

9. Kattunayakan

9. काट्टुनायकन्

10. Kochuvelan

10. कोचुवेलान

11. *Omitted*

11. हटा दिया गया

12. *Omitted*

12. हटा दिया गया

13. Koraga

13. कोरग

14. *Omitted*

14. हटा दिया गया

15. Kudiya, Melakudi

15. कुडीया, मेलाकुडी

16. Kurichchan, Kurichiyan	16. करचिचान्, कुरिचियान
17. Kurumans, Mullu Kuruman, Mulla Kuruman, Mala Kuruman	17. कुरुमन्, मुल्लु कुरुमन, मुल्लाकुरुमन, माला कुरुमन
18. Kurumbas, Kurumbar, Kurumban	18. कुरुम्बा, कुरुम्बर, कुरुम्बन
19. Maha Malasar	19. महा मालासार
20. Malai Arayan, Mala Arayan	20. मलय अर्षन, माला अरयन
21. Malai Pandaram	21. मलय पंडारम्
22. Malai Vedan, Malavedan	22. मलवेडन, मालावेडन
23. Malakkuravan	23. मलकुर्वन
24. Malasar	24. मालासार
25. Malayan, Nattu Malayan, Konga Malayan (excluding the areas comprising the Kasargode, Connanore, Wayanad and Kozhikode districts)	25. मलयन, नट्टू मलयन, कोंगा मलयन, (कासरगौडे, कन्नोर, वयानाद और कोजीकोडे जिलों में समाविष्ट क्षेत्रों को छोड़कर)
26. Malayarayar	26. मलयरयर
27. Mannan (to be spelt in Malayalam script in parenthesis)	27. मनान् (कोष्ठक में मलायम लिपि में लिखा जाए)
28. Marati (of the Hosdurg and Kasargod Taluks of Kasargod District)	28. माराटि (कासरगोड जिले के होसदुर्ग और कासरगोड तालुक)
29. Muthuvan, Mudugar, Muduvan	29. मुतुवान, मुदुगर, मुदुवन
30. Palleyan, Palliyan, Palliyar, Paliyan	30. पल्लेयान, पल्लियान, पल्लियार, पालियान
31. Omitted	31. हटा दिया गया

32. <i>Omitted</i>	32. हटा दिया गया
33. Paniyan	33. पाणियन्
34. Ulladan, Ullatan	34. उल्लाडन, उल्लातान
35. Uraly	35. उरालि
36. Mala Vettuvan (in Kasargode and Kannur districts)	36. मालावेटुवन (कासरगोडै और कन्नूर जिलों में)
37. Ten Kurumban, Jenu Kurumban	37. तेनकुरुम्बन, जेनुकुरुम्बन
38. Thachanadan, Thachanadan Moopan	38. थाचानाडन, थाचानाडन, मूपन
39. Cholanaickan	39. चोलानाइकन
40. Mavilan	40. माविलन
41. Karimpalan	41. करीमपालन
42. Vetta Kuruman	42. वेट्टा कुरुमन
43. Mala Panickar	43. माला पनिकर

Ladakh

1. Bakarwal
2. Balti
3. Beda
4. Bot, Boto
5. Brokpa, Drokpa, Dard, Shin
6. Changpa

लद्दाख

1. बकरवाल
2. बाल्टी
3. बेडा
4. बोट, बोटो
5. ब्रोकपा, ड्रोकपा, दर्द, शिन
6. चंगपा

7. Gaddi `	7. गद्धी
8. Garra	8. गर्ग
9. Gujjar	9. गूजर
10. Mon	10. मोन
11. Purigpa	11. पुरिगपा
12. Sippi	12. सिप्पी

Madhya Pradesh

मध्य प्रदेश

1. Agariya	1. अगरिया
2. Andh	2. आंध
3. Baiga	3. बैगा
4. Bhaina	4. भैना
5. Bharia Bhumia, Bhuinhar Bhumia, Bhumia, Bharia, Paliha, Pando	5. भारिया, भूमिया, भुईहार, भुमिया, भूमिया, भारिया, पालिहा, पांडो
6. Bhattra	6. भत्तरा
7. Bhil, Bhilala, Barela, Patelia	7. भील, भिलाला, बरेला, पटेलिया
8. Bhil Mina	8. भीलमीना
9. Bhunjia	9. भुंजिया
10. Biar, Biyar	10. बियार, बीआर
11. Binjhwar	11. बिझवार
12. Birhul, Birhor	12. बिरहुल, बिरहोर
13. Damor, Damaria	13. डामोर, डामरिया

14. Dhanwar	14. धनवार
15. Gadaba, Gadba	15. गडाबा, गडबा
16. Gond, Arakh, Arrakh, Agaria, Asur, Badi Maria, Bada María, Bhatola, Bhimma, Bhuta, Koilabhuta, Koliabhuti, Bhar, Bisonhorn Maria, Chota Maria, Dandami Maria, Dhuru, Dhurwa, Dhoba, Dhulia, Dorla, Gaiki, Gatta, Gatti, Gaita, Gond Gowari, Hill Maria, Kandra, Kalanga, Khatola, Koitar, Koya, Khirwar, Khirwara, Kucha Maria, Kuchaki Maria, Madia, Maria, Mana, Mannewar, Moghya, Mogia, Monghya, Mudia, Muria, Nagarchi, Nagwanshi, Ojha, Raj, SonjhariJhareka, Thatia, Thotya, Wade Maria, Vade Maria, Daroi	16. गोंड, अरख, आरख, अगरिया, असुर, बड़ी मारिया, बड़ामारिया, भटोला, भीम्मा, भूता, कोइलाभुता, कोलियाभुती, भार, बायसनहार्न मारिया, छोटामारिया, दंडामी मारिया, धुरू, धुरवा, धोबा, धुलिया, डोरला, गायकी, गट्टा, गट्टी, गैटा, गोंड गोवारी, हिल मारिया, कंडरा, कलंगा, खटोला, कोइतर, कोया, खिरवार, खिरवारा, कुच मारिया, कुचाकी मारिया, माडिया, मारिया, माना, मन्नेवार, माघया, मोगिया, मोंघ्या, मुडिया, मुरिया, नगारची, नागवंशी, ओझा, राज, सोन्झारी, झरेका, थाटिया, थोट्या, वाडेमारिया, वडेमारिया, दरोई
17. Halba, Halbi	17. हलबा, हलबी
18. Kamar	18. कमार
19. Karku	19. कारकू
20. Kavar, Kanwar, Kaur, Cherwa, Rathia, Tanwar, Chattri	20. कवर, कंवर, कौर, चेरवा, राठिया, तनवर, छत्री
21. Omitted	21. विलोपित कर दिया गया
22. Khairwar, Kondar	22. खैरवार, कोंदर

23. Kharia	23. खरिया
24. Kondh, Khond, Kandh	24. कोंध, खोंड, कांध
25. Kol	25. कोल
26. Kolam	26. कोलम
27. Korku, Bopchi, Mouasi, Nihal, Nahul, Bondhi, Bondeya	27. कोरकू, बोपची, मोवसी, निहाल, नाहुल, बौंधी, बोडियां
28. Korwa, Kodaku	28. कोरवा, कोडाकू
29. Majhi	29. मांझी
30. Majhwar	30. मझवार
31. Mawasi	31. मवासी
32. <i>Omitted</i>	32. विलोपित कर दिया गया
33. Munda	33. मुंडा
34. Nagesia, Nagasia	34. नगेसिया, नागासिया
35. Oraon, Dhanka, Dhangad	35. उरांव, धानका, धनगढ़
36. Panika [in (i) Chhatarpur, Panna, Rewa, Satna, Shahdol, Umaria, Sidhi and Tikamgarh districts, and (ii) Sevda and Datia Tehsils of Datia district]	36. पनिका [(i) छतरपुर, पन्ना, रीवां, सतना, शहडोल, उमरिया, सीधी और टीकमगढ़ जिलों में और (ii) दतिया जिले की सेवड़ा और दतिया तहसीलों में]
37. Pao	37. पाव
38. Pardhan, Pathari, Saroti	38. परधान, पथारी, सरौती
39. <i>Omitted</i>	39. विलोपित कर दिया गया
40. Pardhi, Bahelia, Bahellia, Chita Pardhi, Langoli Pardhi, Phans Pardhi, Shikari,	40. पारधी, बहेलिया, बहेल्लिया, चितापारधी, लंगोलीपारधी, फांसपारधी, शिकारी,

Takankar, Takia [In (i) Chhindwara, टाकनकार, टाकिया [(i) छिंदवाड़ा, मंडला, Mandla, Dindori and Seoni districts, (ii) डिंडोरी और सिओनी जिलों में, (ii) बालाघाट Baihar tehsil of Balaghat district, (iii) Betul, जिले की बैहर तहसील में (iii) बैतूल जिले की Bhainsdehi and Shahpur tahsils of Betul बैतूल, भैंसदेही और शाहपुर तहसीलों में, (iv) district, (iv) Patan tahsil and Sihora and जबलपुर जिले की पाटन तहसील और सिहोरा Majholi blocks of Jabalpur district, (v) Katni तथा मझोली खंडों में, (v) कटनी जिले की (Murwara) and Vijaya Raghogarh tahsils कटनी (मुंडरवारा) और विजयाराघौगढ़ and Bahoriband and Dhemerkheda blocks तहसीलों और बहोरीबंद तथा ढीमर खेड़ा खंडों of Katni district, (vi) Hoshangabad, Babai, में, (vi) होशंगाबाद जिले की होशंगाबाद, बाबई, Sohagpur, Pipariya and Bankhedi tahsils सोहागपुर, पिपरिया और बनखेड़ी तहसीलों and Kesla block of Hoshangabad district, तथा केसला खंड में, (vii) नरसिंहपुर जिले में (vii) Narsinghpur district, and (viii) Harsud और (viii) खंडवा जिले की हरसुद तहसील में] tahsil of Khandwa district]

41. Parja

41. परजा

42. Sahariya, Saharia, Seharla, Sehria,
Sosia, Sor

42. सहारिया, सहरिया, सेहरिया, सहरिया,
सोसिया, सोर

43. Saonta, Saunta

43. साओंता, सोंता

44. Saur

44. सौर

45. Sawar, Sawara

45. सवर, सवरा

46. Sonr

46. सोंर

Maharashtra	महाराष्ट्र
1. Andh	1. आंध
2. Baiga	2. बैगा
3. Barda	3. बर्डा
4. Bavacha, Bamcha	4. बावचा, बामचा
5. Bhaina	5. भैना
6. Bharia Bhumia, Bhuinhar Bhumia, Pando	6. भारिआ, भूमिया, भुईंहार- भूमिया, पान्डों
7. Bhattra	7. भतरा
8. Bhil, Bhil Garasia, Dholi Bhil, Dungri Bhil, Dungri Garasia, Mewasi Bhil, Rawal Bhil, Tadvī Bhil, Bhagalia, Bhilala, Pawra, Vasava, Vasave	8. भील, भील गरसिया, धोली भील, डुंगरी भील, डुंगली गरसिया, मेवासी भील, रावल भील, तडवी भील, भगालिया, भिलाला, पावरा, वसावा, वसावे
9. Bhunjia	9. भूंजिया
10. Binjhar	10. बिंझवार
11. Birhul, Birhor	11. बिरहूल, बिरहोर
12. Omitted	12. हटा दिया गया
13. Dhanka, Tadvī, Tetaria, Valvi	13. धाणका, तडवी, तेतारिया, वलवी
14. Dhanwar	14. धनवार
15. Dhodia	15. धोडिया
16. Dubla, Talavia, Halpati	16. दुबला, तालविवा, हलपति
17. Gamit, Gamta, Gavit, Mavchi, Padvi	17. गामित, गामता, गावीत, मावचि, पडवि

18. Gond, Rajgond, Arakh, Arrakh, Agaria, Asur, Badi Maria, Bada Maria, Bhatola, Bhimma, Bhuta, Koilabhuta, Koilabhuti, Bhar, Bisonhorn Maria, Chota Maria, Dandami Maria, Dhuru, Dhurwa, Dhoba, Dhulia, Dorla, Gaiki, Gatta, Gatti, Gaita, Gond Gowari, Hill Maria, Kandra, Kalanga, Khatola, Koitar, Koya, Khirwar, Khirwara, Kucha Maria, Kuchaki Maria, Madia, Maria, Mana, Mannewar, Moghya, Mogia, Monghya, Mudia, Muria, Nagarchi, Naikpod, Nagwanshi, Ojha, Raj, Sonjhari Jhareka, Thatia, Thotya, Wade Maria, Vade Maria 19. Halba, Halbi 20. Kamar 21. Kathodi, Katkari, Dhor Kathodi, Dhor Kathkari, Son Kathodi, Son Katkari 22. Kavar, Kanwar, Kaur, Cherwa, Rathia, Tanwar, Chattri 23. Khairwar 24. Kharia 25. Kokna, Kokni, Kukna	18. गोंड, राजगोड, अरख, आरखा, अगारिया, असुर, बड़ी मारिया, बड़ा मारिया, भटोला, भीमा, भुता, कोईलाभुता, कोईलाभुती, भार, बिसीनहान मारिया, छोटा मारिया, दडांमी मारिया, धुरू, धरवा, धोबा, धुलिया, डोरला, कैकी, गट्टा, गट्टी, गैटा, गोंडगोवारी, हिल मारिया, कंडरा, कलगा, खटोला, कोइतर, कोया, खिरवार, खिरवारा, कुचा मारिया, कुचाकी मारिया, मढ़िया, मारिया, माना, मन्नेवार, मोघया, मोगिया, मौंघया, मुदिया, मुरिया, नगारची, नायकपाड, नागवंशी, ओझा, राज, सोन्धारी, झरेकाथाटिया, थोट्या, वाडेमारिया, वाडेमारिया 19. हलवा, हलवी 20. कमार 21. काथोडि, कातकारी, ढोरकाथोडी, ढोरकातकारी, सोनकाथोडी, सोनकातकारी 22. कवर, कंवर, कौर, चेरवा, राठिया, तनवर, छत्री 23. खैरवार 24. खड़िया 25. कोकणा, कोकणी, कुकणा

26. Kol	26. कोल
27. Kolam, Mannervarlu	27. कोलाम, मन्नेरवरलू
28. Koli Dhor, Tokre Koli, Kolcha, Kolgha	28. कोली ढोर , टोकरे कोली, कोलचा, कोलघा
29. Koli Mahadev, Dongar Koli	29. कोली महादेव, डोंगर कोली
30. Koli Malhar	30. कोली मल्हार
31. Kondh, Khond, Kandh	31. कौंध, खौंड, कांध
32. Korku, Bopchi, Mouasi, Nihal, Nahul, Bondhi, Bondeya	32. कौरकू, बोंपची, मौवासी, निहाल, नाहुल, बोधी, बौधया
33. Koya, Bhine Koya, Rajkoya	33. कोया, भिन्नेकोया, राजकोया
34. Nagesia, Nagasia	34. नगेसिया, नगासिया
35. Naikda, Nayaka, Cholivala Nayaka, Kapadia Nayaka, Mota Nayaka, Nana Nayaka	35. नायकडा, नायक, नायका, चोलीवाला, नायक, कपाड़िया नायक, मोटा नायक, नाना नायक
36. Oraon, Dhangad	36. औरांव, धनगड
37. Pardhan, Pathari, Saroti	37. परधान, पथारी, सरौती
38. Pardhi, Advichincher, Phans Pardhi, Phanse Pardhi, Langoli Pardhi, Bahelia, Bahellia, Chita Pardhi, Shikari, Takankar, Takia	38. पारधी, अडविचिंचेर, फंसपारधी, लंगोली पारधी, बहेलिया, बहेल्लिया, चित्ता पारधी, शिकारी, टाकनकार, टाकिया
39. Parja	39. परजा
40. Patelia	40. पटेलिया
41. Pomla	41. पीमला

42. Rathawa	42. राथवा
43. Sawar, Sawara	43. सावर, सावरा
44. Thakur, Thakar, Ka Thakur, Ka Thakar, Ma Thakur, Ma Thakar	44. ठाकुर, ठाकर, का-ठाकुर, का-ठाकर, मा-ठाकुर, मा-ठाकार
45. <i>Omitted</i>	45. हटा दिया गया
46. Varli	46. वारली
47. Vitolia, Kotwalia, Barodia	47. विटोलिया, कोतवालिया, बरोडिया

Manipur

1. Aimol
2. Anal
3. Angami
4. Chiru
5. Chothe
6. Gangte
7. Hmar
8. Kabui, Inpui, Rongmei
9. Kacha Naga, Liangmai, Zeme
10. Koirao, Thangal
11. Koirang
12. Kom

मणिपुर

1. आयमोल
2. एनाल
3. अंगामी
4. चिरु
5. चौथे
6. गंगते
7. हमार
8. काबुई, इनपुई, रोंगमेई
9. कच्चा नागा, लियांगमई, जेमे
10. कोईराओ, थंगल
11. कोयंग
12. कोम

13. Lamgang	13. लैमगैंग
14. Mao	14. माओ
15. Maram	15. मराम्
16. Maring	16. मैरिंग
17. Any Mizo (Lushai) Tribes	17. कोईमीजो (लुसाई) जनजातियां
18. Monsang	18. मोन्सैंग
19. Moyon	19. मायोन
20. Paite	20. पाइटे
21. Purum	21. पुरुम
22. Ralte	22. राल्टे
23. Sema	23. सेमा
24. Simte	24. सिम्टे
25. Suhte	25. सुहटे
26. Tangkhul	26. तेंगखुल
27. Thadou	27. थाडो
28. Vaiphei	28. व्हाइफै
29. Zou	29. जाओ
30. Poumai Naga	30. पउमेइनागा
31. Tarao	31. तराओ
32. Kharam	32. खरम
33. Any Kuki tribes.	33. कोई कुकी जनजाति
34. Mate	34. मेट

Meghalaya**मेघालय**

1. Chakma	1. चाक्कमा
2. Dimasa, Kachari	2. डिमासा ,कछारी
3. Garo	3. गारो
4. Hajong	4. हाजंग
5. Hmar	5. हमार
6. Khasi, Jaintia, Synteng, Pnar, War, Bhoi, Lyngngam	6. खासी ,जैन्तिया ,सिन्तेंग ,प्नार ,वार , भोई ,लिंगाम
7. Any Kuki tribes, including:-	7. कोई कुकी जनजातियां जिनके अंतर्गत निम्नलिखित भी हैं:-
i. Biate, Biete	i. बियाते, बियेते
i. Changsan	i. चंगसान
i. Chongloi	i. चंगलोई
r. Dounghel	r. दौंगेल
r. Gamalhou	r. गमल्हौ
i. Gangte	i. गंगते
i. Guite	i. गुइते
i. Hanneng	i. हैन्नंग
c. Haokip, Haupit	c. हौकिप , हैपित
c. Haolai	c. हौलाई
i. Hengna	i. हेंगना
i. Hongsungh	i. हौनसुध
i. Hrangkhwal, Rangkhoh	i. ह्राख्रोवाल, रंगखोल

ʀ.Jongbe	ʀ.जंग्बे
ʀ.Khawchung	ʀ.ख्वौचंग
i.Khawathlang, Khothalong	i.ख्वोत्लंग ,खोतालंग
i.Khelma	i.खेल्मा
i.Kholhou	i.खाल्हु
ʀ.Kipgen	ʀ.किपगेन
ʀ.Kuki	ʀ.कूकी
i.Lengthang	i.लेंथांग
i.Lhangum	i.ल्हांगम
i.Lhoujem	i.ल्हाजम
ʀ.Lhouvun	ʀ.ल्होबुन
ʀ.Lupheng	ʀ.लुफेंग
i.Mangjel	i.मांजेल
i.Misao	i.मिसाऊ
i.Riang	i.रियांग
ʀ.Sairhem	ʀ.सैरहैम
ʀ.Selnam	ʀ.सेल्नाम
i.Singson	i.सिंग्सन
i.Sitlhou	i.सितल्हौ
i.Sukte	i.सुक्ते
ʀ.Thado	ʀ.थादो
ʀ.Thangngeu	ʀ.थांग्न्यू
i.Uibuh	i.उइबू

i.Vaiphei

8. Lakher
9. Man (Tai Speaking)
10. Any Mizo (Lushai) tribes
11. Mikir
12. Any Naga tribes
13. Pawi
14. Synteng
15. Boro Kacharis
16. Koch
17. Raba, Rava

i.व्हाइफै

8. लाखेर
9. मान (ताई बोलने वाली)
10. कोईमिजो (लुसाई) जनजातियां
11. मिकिर
12. कोई नागा जनजातियां
13. पावी
14. सिंतेंग
15. बोरो कचरिस
16. कोच
17. राबा, रावा

Mizoram

1. Chakma
2. Dimasa (Kachari)
3. Garo
4. Hajong
5. Hmar
6. Khasi and Jaintia (including Khasi, Synteng or Pnar, War, Bhoi or Lyngngam)
7. Any Kuki tribes, including: -

मिजोरम

1. चाकमा
2. डिमासा (कछारी)
3. गारो
4. हाजंगू
5. हमार
6. खासी और जैन्तिया (खासी, सिन्तेंग या प्नार, वार, भोइ या लिंगाम सहित)
7. कोई कुकी जनजातियां जिनके अंतर्गत निम्नलिखित भी हैं :-

i.Biate or Biete	i.बियाते या बियेते
i.Changsang	i.चांगसान
i.Chongloi	i.चंगलोई
r.Doungel	r.दौंगेल
r.Gamalhau	r.गमाल्हौ
i.Gangte	i.गंगतै
i.Guite	i.गुइते
i.Hanneng	i.हैन्नेंग
c.Haokip or Haupt	c.हौकिप या हौपित
c.Haolai	c.होलाई
i.Hengna	i.हेंगना
i.Hongsungh	i.होंगसुंध
i.Hrangkhwal or Rangkhoh	i.होंगखवाल या रेंगखोल
r.Jongbe	r.जंग्बे
r.Khawchung	r.खावचुंग
i.Khawathlang or Khothalong	i.खावथालंग या खोथालंग
i.Khelma	i.खेल्मा
i.Kholhou	i.खोल्हु
c.Kipgen	c.किप्गेन
c.Kuki	c.कुकी
i.Lengthang	i.लेंगथांग
i.Lhangum	i.ल्हांगम
i.Lhoujem	i.ल्होजम

r.Lhouvun	r.ल्होबुन
r.Lupheng	r.लुफेंग
i.Mangjel	i.मांजेल
i.Missao	i.मिसाऊ
i.Riang	i.रियांग
c.Sirphem	c.सैरहेम
c.Selnam	c.सेल्नाम
i.Singson	i.सिंग्सन
i.Sitlhou	i.सितल्हौ
i.Sukte	i.सुक्ते
r.Thado	r.थादो
r.Thangngeu	r.थांग्न्यू
i.Uibuh	i.उइबु
i.Vaiphei	i.वाइफै
8. Lakher	8. लाखेर
9. Man (Tai-Speaking)	9. मान (ताई बोलने वाले)
10. Any Mizo (Lushai) tribes	10 कोई मिजो (लुशाई) जनजातियां
11. Mikir	11. मिकिर
12. Any Naga tribes.	12. कोई नागा जनजातियां
13. Pawi	13. पावी
14. Synteng.	14. सिंतेंग.
15. Paite	15. पाइते

Nagaland

1. Naga
2. Kuki
3. Kachari
4. Mikir
5. Garo

नागालैंड

1. नागा
2. कुकी
3. कछारी
4. मिकिर
5. गारो

Odisha

1. Bagata, Bhakta
2. Baiga
3. Banjara, Banjari
4. Bathudi, Bathuri
5. Bhottada, Dhotada, Bhotra, Bhatra, Bhattara, Bhotora, Bhatara
6. Bhuiya, Bhuyan, Pauri Bhuyan, Paudi Bhuyan
7. Bhumia
8. Bhumij, Teli Bhumij, Haladipokhria Bhumij, Haladi Pokharia Bhumija, Desi Bhumij, Desia Bhumij, Tamararia Bhumij, Tamodia Bhumij, Tamudia Bhumij, Tamundia Bhumij, Tamulia Bhumij,

ओडिशा

1. बागडा, भक्त
2. बैगा
3. बणजारा, वणजारी
4. वाथुडी, बथूरी
5. भौत्तडा, धोत्तडा, भोतरा, भातरा, भट्टारा, भोटोरा, भतरा
6. भुइया, भूयां, पाउडि भूयां, पाउडि भूयां
7. भूमिआ
8. भूमिज, तेली भूमिज, हलादीपोखड़िया भूमिज, हलादी पोखड़िया भूमिजा, देसी भूमिज ,देसिया भूमिज, तमारिया भूमिज, तामडिया भूमिज, तामुडिया भूमिज, तामुंडिया भूमिज, तामुलीया भूमिज, तामाडिया भूमिज, तामाडिया, तामारिआ, तामुडिया

Tamadia Bhumij, Tamadia, Tamararia,
Tamudia

9. Bhunjia, Chuktia Bhunjia	9. भुन्जिया, चुकटिआ भुन्जिया
10. Binjhal, Binjhar	10. बिंजाल, बिंझवार
11. Binjhia, Binjhoa	11. बिंझिआ, बिंझोआ
12. Birhor	12. बीरहोर
13. Bondo Poraja, Bonda Paroja, Banda Paroja, Banda Paraja, Bonda Paraja, Bondo, Bonda, Banda	13. वोंडो पोरजा, बोंड परजा, बांडा परजा, बंडा परजा, बंडा परजा, बंडा, बंडा, बंडा
14. Chenchu	14. चेंचू
15. Dal	15. दाल
16. Desua Bhumij	16. देसुआ भूमिज
17. Dharua, Dhuruba, Dhurva, Durua, Dhurua, Dhurava	17. धारुआ, धुरुबा, धुर्वा, दुरुआ, धुरुआ, धुरवा
18. Didayi, Didai Paroja, Didai	18. दिदयी, दीदाई परजा, दीदाई
19. Gadaba, Bodo Gadaba, GutobGadaba, Kapu Gadaba, Ollara Gadaba, Parenga Gadaba, Sano Gadaba	19. गादबा, बोदो गादबा, गुतोब गादबा, कापु गादबा, ओलारा गादबा, पेरेंगा गादबा, सेनो गादबा
20. Gandia	20. गांडिया
21. Ghara	21. धारा
22. Gond, Gondo, Rajgond, Maria Gond, Dhur Gond	22. गोंड, गोंडो, राजगोंड, मारिया गोंड, धुर गोंड
23. Ho	23. हो

24. Holva	24. होलवा
25. Jatapu	25. जातपु
26. Juang	26. जुआंग
27. Kandha Gauda	27. कंध गोड
28. Kavar, Kanwar, Kaur, Kunwar, Kaonr, Kuanr, Konwar, Kuanar, Kaanr, Koanr, Kuanwar	28. कावार, कनवार, कउर, कुँवर, कुँवर, कुँवर, कंवर, कुँवर, कअंर, कअंर, कुँवर
29. Kharia, Kharian, Berga Kharia, Dhelki Kharia, Dudh Kharia, Erenga Kharia, Munda Kharia, Oraon Kharia, Khadia, Pahari Kharia	29. खडीआ, खडीयां , बेरगा खड़िया, ढेलकी खड़िया, दुध खड़िया, एरेंगा खड़िया, मुंडा खड़िया, उरांव खड़िया, खडिया, पहाड़ी खड़िया
30. Kharwar	30. खरवार
31. Khond, Kond, Kandha, Kandha Kumbhar, NanguliKandha, Sitha Kandha, Kondh, Kui, Kui (Kandha), Buda Kondh, Bura Kandha, Desia Kandha, Dungaria Kondh, Kutia Kandha, Kandha Gauda, Muli Kondh, Malua Kondh, PengoKandha, Raja Kondh, Raj Khond	31. खोंड, कोंड, कन्ध, कन्ध कुम्भार, नांगुली कन्धा, शीथा कन्धा, कोंध, कुई, कुई (कंध), बूढा कोंध, बूरा कंधा, देसिया कंधा, डुंगरिया कोंध, कुटिया कंधा, कंधा गोडा, मुली कोंध, मलुआ कोंध, पेंगो कंधा, राजा कोंध, राज खोंड
32. Kisan, Nagesar, Nagesia	32. किसान, नागेसर, नागेसिया
33. Kol	33. कोल
34. Kolah Loharas, Kol Loharas	34. कोल्हा लोहार, कोल लोहार
35. Kolha	35. कोल्हा

36. Koli, Malhar	36. कोली, मल्हार
37. Kondadora	37. कोन्डादोरा
38. Kora, Khaira, Khayara	38. कोरा, खेरा, खयारा
39. Korua	39. कोरूआ
40. Kotia	40. कुटीआ
41. Koya, Gumba Koya, Koitur Koya, Kamar Koya, Musara Koya	41. कोया, गुंभा कोया, कोयटुर कोया, कमर कोया, मुसारा कोया
42. Kulis	42. कुली
43. Lodha, Nodh, Nodha, Lodh	43. लोधा, नोध, नोधा, लोध
44. Madia	44. मादिआ
45. Mahali	45. माहालि
46. Mankidi	46. मांकिडी
47. Mankirdia, Mankria, Mankidi, Mankidia	47. मांकिरडिआ, मांकरिया, मानकिडी, मांकिडिया
48. Matya, Matia	48. माटिआ, मटिया
49. Mirdhas, Kuda, Koda	49. मिर्धा, कुडा, कोडा
50. Munda, Munda Lohara, Munda Mahalis, Nagabanshi Munda, Oriya Munda	50. मुंडा, मुंडालोहरा, मुंडा-महाली, नागबंशीमुंडा, उड़ियामुंडा
51. Mundari	51. मुंडारी
52. Omanatya, Omanatyo, Amanatya	52. औमनात्या, ओमानात्यो, अमानात्या
53. Oraon, Dhangar, Uran, Uram, Oram, Uraon, Dhangara, Oraon Mudi	53. ओरांव, धांगर, उरांव, उराम, ओराम, उराओं, धांगर, ओरान मुदी

54. Parenga	54. पेरेंगा
55. Paroja, Parja, Bodo Paroja, Barong Jhodia Paroja, Chhelia Paroja, Jhodia Paroja, Konda Paroja, Paraja, Ponga Paroja, SodiaParoja, Sano Paroja, Solia Paroja, Bareng Jhodia Paroja, Penga Paroja, Pengu Paroja, Porja, Selia Paroja	55. परोजा, परजा, बोडो परोजा, बरोंग झोडिया परोजा, छेलिया परोजा, झोडिया परोजा, कोंडा परोजा, पराजा, पोंगा परोजा, सोडिया परोजा, सेनो परोजा, सोलिया परोजा, बारेंग झोडिया परजा, पेंग परजा, पेंगु परजा, परजा, सेलिआ परजा
56. Pentia	56. पेंटिया
57. Rajuar, Rajual, Rajuad	57. राजुआर, राजुआल, राजुआड
58. Santal	58. सांताल
59. Saora, Savar, Saura, Sahara, Arsi Saora, Based Saora, Bhima Saora, Bhimma Saora, Chumura Saora, Jara Savar, Jadu Saora, Jati Saora, JuaraSaora, Kampu Saora, Kampa Soura, Kapo Saora, Kindal Saora, Kumbi Kancher Saora, Kalapithia Saora, Kirat Saora, Lanjia Saora, Lamba Lanjia Saora, Luara Saora, Luar Saora, Laria Savar, Malia Saora, Malla Saora, Uriya Saora, Raika Saora, Sudda Saora, Sarda Saora, Tankala Saora, Patro Saora, Vesu Saora, Saara	59. सवोरा, सवर, सौरा, सहरा, आरसी साओरा, बसेड साओरा, भीमा साओरा, भीम्मा साओरा, चुमुरा साओरा, जारा सावर, जादू साओरा, जती साओरा, जुआरी साओरा, कम्पू साओरा, कम्पा सौरा, कापो साओरा, किंदल साओरा, कुंबी कंचेर साओरा, कालापिठिआ साओरा, किराट साओरा, लंजिया साओरा, लाम्बा लंजिया साओरा, लुआरा साओरा, लुआर साओरा, लरिया सावर, मालिया साओरा, मल्ला साओरा, उड़िया साओरा, राइका साओरा, सुद्धा साओरा, सारदा साओरा, तंकला साओरा, पात्रो साओरा, बेसु साओरा, सअर
60. Shabar, Lodha	60. शबर, लोधा

61. Sounti	61. साउन्ती
62. Tharua, Tharua Bindhani	62. थारूआ, थारूआ बिंधानी
63. Muka Dora, Mooka Dora, Nuka Dora, Nooka Dora (in undivided Koraput district which includes Koraput, Nowrangapur, Rayagada and Malkangiri districts)	63. मुका दोरा, मुका दोरा, नुका दोरा, नुका दोरा (अविभाजित कोरापुट जिले में, जिसके अंतर्गत कोरापुट, नवरंगपुर, रायगढ़ और मल्कानगिरी जिलों हैं)
64. Konda Reddy, Konda Reddi	64. कोंडा रेड्डी, कोंडा रेड्डी

Rajasthan

राजस्थान

1. Bhil, Bhil Garasia, Dholi Bhil, Dungri Bhil, Dungri Garasia, Mewasi Bhil, Rawal Bhil, Tadvil Bhil, Bhagalia, Bhilala, Pawra, Vasava, Vasave	1. भील, भील गरासिया, धोली भील, डुंगरी भील, डुंगरी गरासिया, मेवासी भील, रावल भील, तडवी भील, भगालिया, भलाला, पावरा, वसवा, वसावे
2. Bhil Mina	2. भील मीना
3. Damor, Damaria	3. डामोर, डामरिया
4. Dhanka, Tadvil, Tetaria, Valvi	4. धाणका, तडवी, तेतारिया, वलवी
5. Garasia (excluding Rajput Garasia)	5. गरासिया (राजपूत गरासिया से भिन्न)
6. Kathodi, Katkari, Dhor Kathodi, Dhor Katkari, Son Kathodi, Son Katkari	6. काथोडी, कातकरी, धोर काथोडी, धोर कातकरी, सोन काथोडी, सोन कातकरी
7. Kokna, Kokni, Kukna	7. कोकना, कोकनी, कुकणा

8. Koli Dhor, Tokre Koli, Kolcha, Kolgha	8. कोलीढोर, टोकरेकोली, कोलचा, कोलधा
9. Mina	9. मीना
10. Naikda, Nayaka, Cholivala Nayaka, Kapadia Nayaka, Mota Nayaka, Nana Nayaka	10. नायकडा, नायक, चोलिवाला नायक, कपाडिया नायक, मोटा नायक, नाना नायक
11. Patelia	11. पटेलिया
12. Seharla, Sehria, Sahariya.	12. सेहारिया, सेहरिया, सहारिया

SIKKIM**सिक्किम**

1. Bhutia (including Chumbipa, Dophapa, Dukpa, Kagatey, Sherpa, Tibetan, Tromopa, Yolmo)	1. भूटिया (चुम्बिपा, दोपथापा, डुकपा, कगाटे, शेर्पा, तिबेटन, ट्रुमोपा, योल्मोसहित)
2. Lepcha	2. लेपचा
3. Limboo	3. लिम्बू
4. Tamang	4. तमंग

Tamil Nadu**तमिल नाडु**

1. Adiyam	1. अडियन
2. Aranadan	2. अरनाडन
3. Eravallan	3. एरवल्लन
4. Irular	4. इरुलर

5. Kadar	5. काडर
6. Kammara (excluding Kanyakumari district and Shenkottah taluk of Tirunelveli district)	6. कम्मारा(कन्याकुमारी जिला और तिरुनेलवेलि जिले के शेन्कोट्टा तालुक को छोड़कर)
7. Kanikaran, Kanikkar (in Kanyakumari district and Shenkottah and Ambasamudram taluks of Tirunelveli district)	7. कनिकरण,कनिकर (कन्याकुमारी जिले में और तिरुनेलवेलि जिले के शेन्कोट्टा और अम्बासमुद्रम तालुक में)
8. Kaniyan, Kanyan	8. कनियन, कन्यन
9. Kattunayakan	9. काट्टुनायक्कन
10. Kochu Velan	10. कोचुवेलन
11. Konda Kapus	11. कोन्डा कपूस
12. Kondareddis	12. कोन्डारेड्डि
13. Koraga	13. कोरागा
14. Kota (excluding Kanyakumari district and Shenkottah taluk of Tirunelveli district)	14. कोटा(कन्याकुमारी जिले में और तिरुनेलवेलि जिले के शेन्कोट्टा तालुक को छोड़कर)
15. Kudiya, Melakudi	15. कुडिया, मेला कुडी
16. Kurichchan	16. कुरिच्छन
17. Kurumbas (in the Nilgiris district)	17. कुरुमान्स(नीलगिरि जिले में)
18. Kurumans	18. कुरुमान्स
19. Maha Malasar	19. महा मल्लेसर
20. Malai Arayan	20. मलै अरैयन
21. Malai Pandaram	21. मलै पंडाराम

22. Malai Vedan	22. मलै बैडन
23. Malakkuravan	23. मलक्कुरवन
24. Malasar	24. मल्लेसर
25. Malayali (in Dharmapuri, North Arcot, Pudukottai, Salem, South Arcot and Tiruchirapalli districts)	25. मल्याली (धर्मपुरी, उत्तरी अर्काट, पुडुकोट्टाई, सलेम, दक्षिणी अर्काट और तिरुचिरापल्ली जिलों में)
26. Malayekandi	26. मलयेकंडी
27. Mannan	27. मान्नन
28. Mudugar, Muduvan	28. मुडुगर, मुडूवन
29. Muthuvan	29. मदुवन
30. Palleyan	30. पाल्लयन
31. Palliyan	31. पलियन
32. Palliyar	32. पल्लयर
33. Paniyan	33. पनियन
34. Sholaga	34. शोलागा
35. Toda (excluding Kanyakumari district and Shenkottah Taluk of Tirunelveli district)	35. टोडा(कन्याकुमारी जिले में और तिरुनेलवेलि जिले के शेन्कोट्टा तालुक को छोड़कर)
36. Uraly	36. उरली
37. Narikoravan, Kurivikkaran	37. नरिकुरवन, कुरुविककारन

Telangana**तेलंगना**

1. Andh, Sadhu Andh	1. आंध्र , साधू आंध्र
2. Bagata	2. बगटा
3. Bhil	3. भील
4. Chenchu	4. चेंचु
5. Gadabas, Bodo Gadaba, Gutob Gadaba, Kallayi Gadaba, Parangi Gadaba, Kathera Gadaba, Kapu Gadaba	5. गडवा, बोडो गडावा, गुतोब गडावा, कलायी गडावा, पारांगी गडावा, कथेरा गडावा, कापू गडावा
6. Gond, Naikpod, Rajgond, Koitur	6. गोंड, नायकपोड, राजगोंड, कोइतूर
7. Goudu (in the Agency tracts)	7. गोडू (अभिकरण भूखंडो में)
8. Hill Reddis	8. हिल रेड्डि
9. Jatapus	9. जातपू
10. Kammara	10. कम्मरा
11. Kattunayakan	11. कडुनायकन
12. Kolam, Kolawar	12. कोलम, कोलावार
13. Konda Dhoras, Kubi	13. कोंडधोरा, कुबी
14. Konda Kapus	14. कोडकापु
15. Kondareddis	15. कोडारेड्डि
16. Kondhs, Kodi, Kodhu, Desaya Kondhs, Dongria Kondhs, Kuttiya Kondhs, Tikiria Kondhs, Yenity Kondhs, Kuvinga	16. कोंध कोडि, कोध, देसेय कोंध, डोंगरिया कोंध, कट्टिया कोंध, टिकरिया कोंध, येनिटी कोंध, कुविंगा
17. Kotia, Benthoriya, Bartika, Dulia, Holya, Sanrona, Sidhopaiko	17. कोटिया, वेंथो ओरिया, वारत्तिका, डुलिया, होल्वा, सनरोण , सिधोपैको

18. Koya, Doli Koya, Gutta Koya, Kammara Koya, Musara Koya, Oddi Koya, PattidiKoya, Rajah, Rasha Koya, Lingadhari Koya (ordinary), Kottu Koya, Bhine Koya, Rajkoya

19. Kulia	19. कुलिया
20. Manna Dhora	20. मन्ना दोरा
21. Mukha Dhora, NookaDhora	21. मुख्खा दोरा, नूका दोरा
22. Nayaks (in the Agency tracts)	22. नायक (अभिकरण भूखंडों में)
23. Pardhan	23. परधाण
24. Porja, Parangiperja	24. पुर्जा, परांगीपेरजी
25. Reddi Dhoras	25. रेड्डी दोरा
26. Rona, Rena	26. रोणा, रेणा
27. Savaras, Kapu Savaras, Maliya Savaras, KhuttoSavaras	27. सवार, कापूसवार, मालिया सवार, खुट्टा सवार
28. Sugalis, Lambadis, Banjara	28. सुगाली, लम्बाडी, बंजारा
29. Thoti (in Adilabad, Hyderabad, Karimnagar, Khammam, Mahbubnagar, Medak, Nalgonda, Nizamabad and Warangal districts)	29. तोटी (आदिलाबाद, हैदराबाद, करीमनगर, खम्माम, महबूबनगर, मेदक, नलगोंडा, निजामाबाद, वारंगल जिलों में)

30. Yenadis, Chella Yenadi, 30. येनादी, चेला येनादी, कपाला येनादी, मांची
KappalaYenadi, ManchiYenadi, Reddi येनादी, रेड्डी येनादी
Yenadi
31. Yerukulas, Koracha, Dabba 31. येरुकुल्लास, कोरचा, डब्बा, येरुकुल्ला,
Yerukula, Kunchapuri Yerukula, Uppu कुंचापुरी, येरुकुल्ला, उप्पु येरुकुल्ला
Yerukula
32. Nakkala, Kurvikaran 32. नक्काला, कुरविकरन

Tripura**त्रिपुरा**

1. Bhil	1. भील
2. Bhutia	2. भुटिया
3. Chaimal	3. चैमल
4. Chakma	4. चकमा
5. Garoo	5. गारो
6. Halam, Bengshel, Dub, Kaipeng, Kalai, Karbong,	6. हलाम, बेंगशेल, डुब, केइपेंग, कलाई, कारबोंग,
Lengui, Mussum, Rupini, Sukuchep,	लेंगुई, मुस्सुम, रुपिनी, सुकुचेप, थांगचेप
Thangchep	
7. Jamatia	7. जमातिया
8. Khasia	8. खसिया
9. Kuki, including the following sub-tribes:-	9. कुकी जिनके अंतर्गत निम्नलिखित उपजनजातियां भी हैं-

(i) Balte	(i) बाल्टे
(ii) Belalhut	(ii) बेललहुत
(iii) Chhalya	(iii) छाल्य
(iiia) Darlong	(iiik) डालोंग
(iv) Fun	(iv) फुन
(v) Hajango	(v) हजांगो
(vi) Jangtei	(vi) जंगते
(vii) Khareng	(vii) खरेंग
(viii) Khephong	(viii) केफंग
(ix) Kuntei	(ix) कुन्तेई
(x) Laifang	(x) लाइफंग
(xi) Lentei	(xi) लेनतेई
(xii) Mizel	(xii) मिजेल
(xiii) Namte	(xiii) नमते
(xiv) Paitu, Paite	(xiv) पाइतु, पाइते
(xv) Rangchan	(xv) रंगचान
(xvi) Rangkhole	(xvi) रंखल
(xvii) Thangluya	(xvii) थन्लुया
10. Lepcha	10. लेपचा
11. Lushai	11. लुसाई
12. Mag	12. मग
13. Munda, Kaur	13. मुन्डा, कौर
14. Noatia, Murashing	14. नोआतिया, मुरासिंग

15. Orang

15. ओरांग

16. Riang

16. रियांग

17. Santal

17. सन्थाल

18. Tripura, Tripuri, Tippera

18. त्रिपुरा, त्रिपुरी, टीपरा

19. Uchai

19. उचई

Uttrakhand**उत्तराखण्ड**

1. Bhotia

1. भोटिया

2. Buksa

2. बुक्सा

3. Jannasari

3. जन्नासरी

4. Raji

4. राजी

5. Tharu

5. थारू

Uttar Pradesh**उत्तर प्रदेश**

1. Bhotia

1. भोटिया

2. Buksa

2. बुक्सा

3. Jaunsari

3. जौनसारी

4. Raji

4. राजी

5. Tharu

5. थारू

6. Gond, Dhuria, Nayak, Ojha, Pathari, Raj Gond (in the districts of) गोंड ,धुरिया ,नायक ,ओझा ,पठारी ,राजगोंड ,महाराजगंज ,सिद्धार्थनगर ,बस्ती ,गोरखपुर ,देवरिया ,

Mehrajganj, Sidharth Nagar, Basti, मऊ,आजमगढ़ ,जौनपुर ,बलिया ,गाजीपुर ,वाराणसी ,
Gorakhpur, Deoria, Mau, Azamgarh, मिर्जापुर,सोनभद्र, संतकबीरनगर, कुशीनगर,चंदौली
Jonpur, Balia, Gazipur, Varanasi, और भदोही जिलों में)

Mirzapur, Sonbhadra, Sant Kabir Nagar,

Kushinagar, Chandauli and Bhadohi)

7. Kharwar, Khairwar (in the districts of Deoria, Balia, Ghazipur, Varanasi and Sonbhadra) 7. खरवार, खैरवार (देवरिया, बलिया, गाजीपुर, वाराणसी और सोनभद्र जिलों में)

8. Saharya (in the district of Lalitpur) 8. सहरया) ललितपुर जिले में(

9. Parahiya (in the district of Sonbhadra) 9. पराहिया) सोनभद्र जिले में(

10. Baiga (in the district of Sonbhadra) 10. बैगा) सोनभद्र जिले में(

11. Pankha, Panika (in the districts of Sonbhadra and Mirzapur) 11. पंखा ,पनिका) सोनभद्र और मिर्जापुर जिलों में(

12. Agariya (in the district of Sonbhadra) 12. अगरिया) सोनभद्र जिले में(

13. Patari (in the district of Sonbhadra) 13. पटारी ,पथरिया) केवल सोनभद्र जिले में(

14. Chero (in the districts of Sonbhadra and Varanasi) 14. चैरो) सोनभद्र और वाराणसी जिलों में(

15. Bhuiya, Bhuinya (in the district of Sonbhadra) 15. भुइया ,भुनिया) केवल सोनभद्र जिले में(

West Bengal

1. Asur
2. Baiga
3. Bedia, Bediya
4. Bhumij
5. Bhutia, Sherpa, Toto, Dukpa, Kagatay, Tibetan, Yolmo
6. Birhor
7. Birjia
8. Chakma
9. Chero
10. Chik Baraik
11. Garo
12. Gond
13. Gorait
14. Hajang
15. Ho
16. Karmali
17. Kharwar
18. Khond
19. Kisan

पश्चिम बंगाल

1. असुर
2. बैगा
3. बेदिया ,बिदिया
4. भूमिज
5. भूटिया ,शेरपा ,टोटो ,दुकपा ,कगाते , तिब्बती,योलमो
6. बीरहड़
7. विर्जिया
8. चाकमा
9. चेरी
10. चिकबारैक
11. गारो
12. गोंड
13. गोड़त
14. हाजंग
15. हो
16. करमाली
17. खाड़वार
18. खोंड
19. किसान

20. Kora	20. कोड़ा
21. Korwa	21. कोरवा
22. Lepcha	22. लेप्चा
23. Lodha, Kheria, Kharia	23. लीधा,खेड़िया, खाड़िया
24. Lohara, Lohra	24. लौहारा, लौहरा
25. Magh	25. मध
26. Mahali	26. माहली
27. Mahli	27. महली
28. Mal Pahariya	28. माल पहाड़िया
29. Mech	29. मेच
30. Mru	30. म्रू
31. Munda	31. मुंडा
32. Nagesia	32. नागेसिया
33. Oraon	33. ओरांव
34. Parhaiya	34. पाढ़ैया
35. Rabha	35. राभा
36. Santal	36. सन्थाल
37. Sauria Paharia	37. सौरिया पहाड़िया
38. Savar	38. सावर
39. Limbu (Subba)	39. लिम्बु (सुब्बा)
40. Tamang	40. तमंग

Andaman and Nicobar Islands

1. Andamanese, Chariar, Chari, Kora, Tabo, Bo, Yere, Kede, Bea, Balawa, Bojigiyab, Juwai, Kol
2. Jarawas
3. Nicobarese
4. Onges
5. Sentinelese
6. Shom Pens.

अंडमान और निकोबर द्वीप

1. अंडमान निवासी, चारियर, चारी, कोरा, टाबो, बो, येरे, कोडे, बीय, बालाबा, बोजीगियाब, जवाई, कोल
2. जरावा
3. निकोबर निवासी
4. ओंगे
5. सेंटीनेली
6. शोम पेन ।

Dadra and Nagar Haveli and Daman and Diu

दादर और नगर हवेली और दमन व दीव

PART I – Dadra and Nagar Haveli

1. Dhodia
2. Dubla including Halpati
3. Kathodi
4. Kokna
5. Koli Dhor including Kolgha
6. Naikda or Nayaka
7. Varli

भाग 1 – दादर और नगर हवेल

1. धोडिया
2. दुबला हलपति सहित
3. कठोडी
4. कोकना
5. कोलघा सहित कोली धोर
6. नायकड़ा या नायक
7. वारली

PART II – Daman and Diu**भाग 2 – दमन व दीव**

1. Dhodia

1. धोडिया

2. Dubla (Halpati)

2. दुबला (हलपति)

3. Naikda (Talavia)

3. नायकड़ा (तलाविया)

4. Siddi (Nayaka)

4. सिद्दी(नायका)

5. Varli

5. वारली

Lakshadweep**लक्षद्वीप****Throughout the Union territory: -****सम्पूर्ण संघ राज्य क्षेत्र में:-**

Inhabitants of the Laccadive, Minicoy and Aminidivi Islands who, and both of whose parents, were born in those islands. Provided that the children who are born to inhabitants of Lakshadweep in any other place in the mainland of India shall be deemed to be inhabitants born in the islands if such children settle permanently in the islands.

लक्कादीव, मिनिकोय और अमिनिदिवी द्वीपों के निवासी जो स्वयं और जिनके माता-पिता दोनों इन द्वीपों में पैदा हुए थे। परन्तु ऐसे बालक जो लक्षद्वीप के निवासियों से भारत के मुख्य भू-भाग में किसी अन्य स्थान पर जन्म लेते हैं, द्वीपों में जन्में निवासी समझे जाएंगे यदि ऐसे बालक द्वीपों में स्थायी रूप से बस जाते हैं।

Explanation: The term “settle permanently” shall have the same meaning as defined under clause 3(1)(d) of the Lakshadweep Panchayats Regulation, 1994.

स्पष्टीकरण:- “स्थायी रूप से बस जाते हैं” पद का वही अर्थ होगा जो लक्षद्वीप पंचायत विनियम, 1994 के खण्ड 3 (1) (घ) में परिभाषित हैं।

Puducherry**पुडुचेरी**

Irular (including Villi and Vettaikaran)

इरूलर (विल्ली और वेट्टैकारन् सहित)

Note: In case of any discrepancies in the spelling of the community in above list, the concerned original Notification will be final and authenticated.

जल जीवन मिशन के अंतर्गत निधि**2403. श्री सनातन पांडेय :**

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) जल जीवन मिशन योजना के अंतर्गत कुल बजट आवंटन कितना है और अब तक कितनी राशि व्यय की गई/नहीं की गई तथा कितना कार्य पूरा हो गया/लंबित है; और

(ख) उन कंपनियों का ब्यौरा क्या है जिन्हें जल जीवन मिशन योजना के अंतर्गत विवरण दिए गए थे?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) देश भर में प्रत्येक ग्रामीण परिवार के लिए नल जल की आपूर्ति का प्रावधान करने हेतु, भारत सरकार राज्यों की भागीदारी में अगस्त 2019 से जल जीवन मिशन (जेजेएम)-हर घर जल लागू कर रही है।

मिशन की शुरुआत में, केवल 3.23 करोड़ (16.7%) ग्रामीण परिवारों के पास नल जल कनेक्शन होने की सूचना थी। अब तक, राज्यों/संघ राज्य क्षेत्रों द्वारा सूचित किए गए अनुसार, 06.03.2025 तक, जल जीवन मिशन (जेजेएम) – हर घर जल के तहत लगभग 12.28 करोड़ और ग्रामीण परिवारों को नल जल कनेक्शन प्रदान किए गए हैं। इस प्रकार, 06.03.2025 तक, देश के 19.36 करोड़ ग्रामीण परिवारों में से 15.51 करोड़ (80.07%) से अधिक परिवारों के पास उनके घरों में नल जल आपूर्ति होने की सूचना है और शेष 3.85 करोड़ परिवारों के लिए संबंधित राज्य/संघ राज्य क्षेत्र की कार्यपरिपूर्णता योजना के अनुसार निर्माण कार्य पूरा होने के विभिन्न चरणों में हैं।

मिशन का प्रारंभिक अनुमानित परिव्यय 3.60 लाख करोड़ रुपये था, जिसमें से केंद्र का हिस्सा 2.08 लाख करोड़ रुपये था। मंत्रिमंडल द्वारा अनुमोदित लगभग संपूर्ण केन्द्रीय हिस्से का उपयोग कर लिया गया है। विवरण निम्नानुसार हैं:

(राशि करोड़ रुपये में)

वर्ष	बजटीय आवंटन (केंद्रीय)	उपयोग की गई निधि (केंद्रीय)	पीएफएमएस के अनुसार व्यय (केंद्र + राज्य)
2019-20	10,000	10,000	10,074
2020-21	11,000	11,000	20,450
2021-22	45,011	40,126	43,552
2022-23	55,000	54,840	92,340
2023-24	70,000	69,992	155,979
2024-25#	22,694	21,980	72,892
कुल योग	2,13,705*	2,07,938	3,95,287

*2,08,652 करोड़ रुपये की राशि के उपयोग तक सीमित। स्रोत: आईएमआईएस/पीएफएमएस

#: दिनांक 10.03.2025 तक

इसके अलावा, माननीय वित्त मंत्री ने अपने बजट भाषण 2025-26 के दौरान वर्धित कुल परिव्यय के साथ जल जीवन मिशन को वर्ष 2028 तक बढ़ाने की भी घोषणा की है।

(ख) पेयजल राज्य का विषय होने के कारण राज्यों को पेयजल आपूर्ति स्कीमों की आयोजना, डिजाइन, अनुमोदन, कार्यान्वयन और संचालन एवं रखरखाव के अधिकार प्रदान किए गए हैं। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्यों के प्रयासों में सहायता करती है। इसलिए, अलग-अलग परियोजनाओं/स्कीमों के ब्यौरे जिनमें अन्य बातों के साथ-साथ ग्रामीण जल आपूर्ति परियोजनाओं के कार्यान्वयन में शामिल कंपनियों की संख्या और नाम शामिल हैं, भारत सरकार के स्तर पर नहीं रखे जाते हैं।

NAMAMI GANGE PROJECT**2404. SHRIMATI MALA ROY:****SHRIMATI LOVELY ANAND:****SHRIMATI GENIBEN NAGAJI THAKOR:**

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) the progress made so far under the Namami Gange Project;
- (b) whether the Ganga river has been completely cleaned under the said Project, if so, the details thereof;
- (c) the details of the funds allocated and utilised under the said Project during the last ten years, State and year-wise;
- (d) the steps taken/being taken by the Government to stop the inflow of industrial waste in the Ganga river; and
- (e) whether the similar projects are likely to be implemented for cleaning other rivers in the country and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) Central Pollution Control Board (CPCB) has carried out water quality monitoring of river Ganga. As per the report, the Polluted River Stretches (PRSs) on river Ganga based on the assessment carried out in 2022 (2019 and 2021 data), are as under:

- a. Uttarakhand does not fall under polluted stretch (BOD <3mg/l);
- b. In Uttar Pradesh, Farrukhabad to Allahabad and Mirzapur to Ghazipur in - Priority Class V (BOD 3-6 mg/l);

- c. In Bihar, along Buxar, Patna, Fatwah and Bhagalpur - Priority Class IV (BOD 6-10 mg/l);
- d. Jharkhand does not fall under polluted stretch (BOD <3mg/l);
- e. In West Bengal, Behrampur to Haldia - Priority Class IV (BOD 6-10 mg/l).

Further, the value of Dissolved Oxygen, which is an indicator of river health, has been found to be within acceptable limits of notified primary bathing water quality criteria and satisfactory to support the ecosystem of river for almost the entire stretch of the river Ganga.

Central Pollution Control Board (CPCB) has carried out water quality monitoring of river Ganga. As per the CPCB report, the polluted stretches restored in 2023 as compared to 2018, are (a) Haridwar to Sultanpur in Uttarakhand; (b) After confluence (A/c) river Pandu, Deomai, Fatehpur to Dalmau, Raebareilly in Uttar Pradesh (UP) (c) Kadaghat, Kaushambi to Dheemi, Pratapgarh in UP; (d) Prayagraj, Rasoolabad Up-stream (U/s) to Vindhyachal in UP (e) U/s Varanasi to Down-stream D/s Varanasi in UP (f) Buxar to Bhagalpur in Bihar and (g) Khagra Behrampur to Serampore in West Bengal.

(c) Under Namami Gange Programme, as of January 2025, a total of 492 projects have been sanctioned at an estimated cost of ₹ 40,121.48 Crore, out of which 307 projects have been completed and made operational. The sanctioning space includes current expenditure as well as future commitment (annuity payment/ Operation and Maintenance (OandM) expenses) for pollution abatement infra with life cycle of 17 years (2 years construction phase and 15 years OandM phase).

For current expenditure, Government of India has released ₹ 19,538.62 crore to the National Mission for Clean (NMCG) from 2014-15 to till 03 March 2025 in current financial year as budgetary support for various interventions and NMCG has disbursed ₹ 18,700.15 crore to various agencies for implementation of projects/ interventions to rejuvenate river Ganga and its tributaries. The year wise details for the projects is enclosed at **Statement**.

(d) NMCG till date has sanctioned 3 industrial projects of Common Effluent Treatment Plants (CETPs) i.e. Jajmau CETP (20 MLD), Banther CETP (4.5 MLD), and Mathura CETP (6.25 MLD). Out of these, Mathura CETP (6.5 MLD) and Jajmau CETP (20 MLD) projects has been completed.

Further, to monitor the industries' pollution, annual inspection of Grossly Polluting Industries) GPIs started in 2017. In the seventh round of inspection, 4246 Grossly Polluting Industries (GPIs) have been inventoried in the 7th round of inspection. All the GPIs have been inspected. So far, out of 4,000 GPIs on which action has been completed, 2682 GPIs are compliant, 517 are non-compliant, 523 GPIs are temporarily closed, and 278 GPIs are permanently closed. Among the non-compliant (517 GPIs), 26 GPIs have been issued notice for closure and 491 GPIs have been issued show cause notice.

These efforts have resulted in reduction in BOD load from 26 tons per day (TPD) in 2017 to 13.73 TPD in 2023, and about 28.6 % reduction in effluent discharge from 349 MLD in 2017 to 249.31 MLD in 2023.

(e) Cleaning/rejuvenation of rivers is an ongoing activity. It is the primary responsibility of States/Union Territories (UTs) and Urban Local Bodies to ensure the required treatment of sewage and industrial effluents to the prescribed norms before discharging into the rivers and other water bodies. The Government of India has been supplementing efforts of the States/UTs by providing financial and technical assistance for abatement of pollution in rivers/tributaries in Ganga basin through the Central Sector Scheme of Namami Gange Program, and the Centrally Sponsored Scheme of National River Conservation Plan for other rivers.

STATEMENT

Year-wise details of the amount released by the Government of India to NMCG and amount disbursed by NMCG to various implementing/ executing agencies under Namami Gange Programme (FY 2014-15 to till 03 March 2025)

Rs. in crore

Programe	F.Y.	Funds released by Government of India to NMCG	Disbursement/Release by NMCG
Namami Gange Phase-I	2014-15	326.00	170.99
	2015-16	1,632.00	602.30
	2016-17	1,675.00	1,062.81
	2017-18	1,423.12	1,625.01
	2018-19	2,307.50	2,626.54
	2019-20	1,553.40	2,673.09
	2020-21	1,300.00	1,339.97
	Sub-Total (A)	10,217.02	10,100.71
Namami Gange Phase-II	2021-22	1,900.00	1,892.70
	2022-23	2,220.00	2,258.98

	2023-24	2,400.00	2,396.10
	2024-25	2,801.60	2,051.66*
	Sub-Total (B)	9,321.60	8,599.44
	Total (A+B)	19,538.62	18,700.15

* up to 3rd March 2025

DEVELOPMENT OF GREEN-CERTIFIED BUILDINGS AND SOLAR POWERED INFRASTRUCTURE

2405. SHRIMATI SANGEETA KUMARI SINGH DEO:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Government has introduced incentives for developing the green-certified buildings and solar-powered infrastructure in urban Odisha and if so, the details thereof;

(b) the financial assistance provided/being provided by the Government for energy-efficient housing and public infrastructure projects in Odisha during the last three financial years, year-wise;

(c) whether the Government has any plans to extend solar rooftop schemes to the Government buildings in Balangir and Sonepur and if so, the details thereof; and

(d) the steps taken/being taken by the Government to promote energy conservation awareness among urban residents in Odisha?

**THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN
AFFAIRS (SHRI TOKHAN SAHU):**

(a) to (d) As per 12th Schedule of the Constitution of India, urban planning is the function of Urban Local Bodies (ULBs)/ Urban Development Authorities. Government of India supplements the efforts of the States through schematic interventions/ advisories. It provides financial and technical support to the States.

The Ministry of Housing and Urban Affairs (MoHUA), Government of India has issued Urban and Regional Development Plan Formulation and Implementation (URDPFI)Guidelines, 2014

([https://mohua.gov.in/upload/uploadfiles/files/URDPFI%20Guidelines%20Vol%20I\(2\).pdf](https://mohua.gov.in/upload/uploadfiles/files/URDPFI%20Guidelines%20Vol%20I(2).pdf)).

URDPFI Guidelines 2014, in Chapter 6 “Sustainable Guidelines” para 6.1.2 on Energy Efficiency narrates development of Energy efficient design of Buildings based on Energy Conservation Building Code (ECBC) which provides minimum energy performance standards for energy efficient buildings. It also recommends promotion of use of Non-Conventional Energy /Renewable energy and promotion of green Buildings, thereby reducing carbon emissions and Green House Gas emissions.

The Chapter 10 “Green Buildings and sustainability” para 10.2.5 Sustainable waste management and 10.2.6 Sustainability of Building Materials of Model Building Bye Laws (MBBL) 2016 published by MoHUA recommends use of sustainable environment friendly and local building materials based on geo-climatic conditions.

The Government launched PM Surya Ghar: Muft Bijli Yojana in February 2024. One of its components involves the saturation of Government buildings with rooftop

solar. Operational guidelines, issued on 03.07.2024, delineate the roles of various stakeholders in ensuring the saturation of Government buildings at both the Central and State levels under the Scheme. The main objective of this component is to saturate all the government buildings including those in Balangir and Sonepur of Odisha state, by installation of rooftop solar. No Central Financial Assistance is provided under the Scheme for buildings in the Government sector. The Ministry of New and Renewable Energy (MNRE) is coordinating with all Central Ministries/ State/ Union Territory Governments to undertake saturation of Government buildings with Rooftop Solar.

Ministry of Power has informed that the State Designated Agency (SDA) of Odisha is actively engaging with the Indian Institute of Technology (IIT) Bhubaneswar and the Odisha University of Technology and Research (OUTR), Bhubaneswar, to foster collaboration in the field of energy efficiency and conservation. SDA Odisha has organized 31 awareness training programs for pump technicians and farmers to promote the adoption of energy-efficient agricultural pump sets through 31 Krishi Vigyan Kendras (KVKs) across Odisha. Approximately 2.3 Lakhs Street lights have been replaced with LEDs covering 109 Urban Local Bodies (ULBs). Further, Investment Grade Energy Audit at 10 Sewerage Treatment Plants at Puri have been completed. Under Municipality Demand Side Management, SDA Odisha is promoting the use of Energy Efficiency and Conservation measures through conducting Capacity Building Programs for utility services like street lighting, water pumping, sewage treatment plants etc. Capacity Building programmes have been organized for the students.

RIVER-LINKING PROJECTS AND THEIR ENVIRONMENTAL IMPACT**2406. SHRI BALRAM NAIK PORIKA:**

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) the measures taken/being taken by the Government to address groundwater depletion and water conservation; and
- (b) the status of major river-linking projects and their environmental impact assessments?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) Water being a State subject, the planning, funding, and execution of water resources projects are primarily a responsibility of the State Governments, based on their resources and priorities. The role of the Government of India is largely catalytic, providing technical support and, in some cases, partial financial assistance under the existing schemes of the Government of India.

To address groundwater depletion and promote water conservation, the Government of India has launched initiatives such as the Jal Shakti Abhiyan (JSA) and Jal Sanchay Jan Bhagidari (JSJB). Bureau of Water Use Efficiency (BWUE) has also been established to promote efficient water use across various sectors. Apart from this, the Government of India has successfully completed the National Aquifer Mapping (NAQUIM) Project across the entire mappable area of about 25 lakh square kilometer in the country and aquifer maps and management plans, incorporating various water conservation measures through recharge

structures, have been accordingly developed and shared with the respective State agencies for implementation.

Furthermore, a Master Plan for Artificial Recharge to Groundwater-2020 has been prepared in consultation with the States and the Union Territories. This macro-level plan outlines suitable recharge structures based on different terrain conditions across the country and envisages construction of about 1.42 crore rainwater harvesting and artificial recharge structures to harness about 185 Billion Cubic Meters (BCM) of monsoon rainfall. Apart from this, under the Ground Water Management and Regulation (GWMandR) scheme, the Government of India has also implemented several successful demonstrative artificial recharge projects aimed at rejuvenating groundwater levels.

Additionally, the Pradhan Mantri Krishi Sinchayee Yojana (PMKSY), launched by the Government of India in 2015, *inter alia*, also focuses on promoting sustainable water conservation practices.

(b) Under the National Perspective Plan (NPP), formulated by the Government of India in 1980, for transfer of water from the water-surplus basins to the water-deficit basins/ regions across the country, 30 Inter-Linking of Rivers (ILR) projects have been identified - 16 projects under the Peninsular component and 14 projects under the Himalayan component. The latest Status of these ILR projects is given at **Statement**.

Further, for every ILR project, a detailed Environmental Impact Assessment (EIA) study is done during the preparation of Feasibility Reports (FRs) and Detailed Project Reports (DPRs). EIA study aims at identifying the positive and negative

impacts of the project on the physical, biological, and socio-economic environment. A detailed study is done on soil type, climate type, groundwater quality, biological environment, floral diversity, Forests and Wildlife, Groundwater Recharge, Change of hydrological regime of the river, Public health aspects, Employment Potential generated, Project Affected Families, Submergence area, etc. and other socio-economic characteristics at the stage of preparation of DPRs and the Environment Management Plan to mitigate the assessed impacts.

STATEMENT**Details and Current Status of ILR Projects under the NPP Peninsular Component**

Sl. No	Name	States benefited	Status
1	a. Mahanadi (Manibhadra) - Godavari (Dowlaiswaram) link	Andhra Pradesh (AP) and Odisha	FR completed
	b. Alternate Mahanadi (Barmul) – Rushikulya – Godavari (Dowlaiswaram) link	AP and Odisha	FR completed
2	Godavari (Polavaram) - Krishna (Vijayawada) link @	AP	FR completed
3	a. Godavari (Inchampalli) - Krishna (Nagarjunasagar) link	Telangana	FR completed
	b. Alternate Godavari (Inchampalli) - Krishna (Nagarjunasagar) link *	Telangana	DPR completed
4	Godavari (Inchampalli/ SSMPP) - Krishna (Pulichintala) link	Telangana and AP	DPR completed
5	a. Krishna (Nagarjunasagar) - Pennar (Somasila) link	AP	FR completed
	b. Alternate Krishna (Nagarjunasagar) - Pennar (Somasila) link *	AP	DPR completed
6	Krishna (Srisaillam) – Pennar link	AP	Draft DPR completed
7	Krishna (Almatti) – Pennar link	AP and Karnataka	Draft DPR completed

8	a. Pennar (Somasila) - Cauvery (Grand Anicut) link	AP, Tamil Nadu and Puducherry	FR completed
	b. Alternate Pennar (Somasila) - Cauvery (Grand Anicut) link *	AP, Tamil Nadu and Puducherry	DPR completed
9	Cauvery (Kattalai) - Vaigai -Gundar link	Tamil Nadu	DPR completed
10	a. Parbati –Kalisindh - Chambal link	Madhya Pradesh (MP) and Rajasthan	FR completed
	b. Modified Parbati – Kalisindh-Chambal link (duly integrated with ERCP)	MP and Rajasthan	Draft PFR completed
11	Damanganga - Pinjal link	Maharashtra	DPR completed
12	Par-Tapi-Narmada link	Gujarat and Maharashtra	DPR completed
13	Ken-Betwa link	Uttar Pradesh (UP) and MP	DPR completed and project is under implementation
14	Pamba - Achankovil - Vaippar link	Tamil Nadu and Kerala	FR completed
15	Bedti - Varda link @@	Karnataka	DPR completed
16	Netravati – Hemavati link**	Karnataka	PFR completed

* Due to pending consensus on Manibhadra and Inchampalli dams, an Alternate study to divert unutilized waters of the Godavari river was carried out and DPR of Godavari (Inchampalli/ Janampet) – Krishna (Nagarjunasagar) - Pennar (Somasila) – Cauvery (Grand Anicut) link projects was completed. Godavari- Cauvery (Grand Anicut) link project has been prepared comprising of Godavari (Inchampalli / Janampet) - Krishna (Nagarjunasagar), Krishna (Nagarjunasagar) - Pennar (Somasila) and Pennar(Somasila)-Cauvery(Grand Anicut) link projects.

** Further studies have not been taken up since after the implementation of the Yettinahole project by Govt. of Karnataka, no surplus water is available in the Netravati basin for diversion through this link.

@ Godavari (Polavaram) – Krishna (Vijayawada) link – The project has been taken up by the Government of Andhra Pradesh.

@@ Bedti – Varda link – DPR was prepared directly after the preparation of its PFR, no FR was prepared.

Himalayan Component

Sl. No	Name	States / Countries benefited	Status
1.	Kosi-Mechi link	Bihar and Nepal	PFR completed
2.	Kosi-Ghaghra link	Bihar, UP and Nepal	FR completed

3.	Gandak - Ganga link	UP and Nepal	FR completed
4.	Ghaghra - Yamuna link	UP and Nepal	Draft FR completed
5.	Sarda - Yamuna link	UP and Uttarakhand	FR completed
6.	Yamuna-Rajasthan link	Haryana and Rajasthan	FR completed
7.	Rajasthan-Sabarmati link	Rajasthan and Gujarat	FR completed
8.	Chunar-Sone Barrage link	Bihar and UP	Draft FR completed
9.	Sone Dam - Southern Tributaries of Ganga link	Bihar and Jharkhand	Draft FR completed
10.	Manas-Sankosh-Tista-Ganga (M-S-T-G) link	Assam, West Bengal (WB) and Bihar	FR completed
11.	Jogighopa-Tista-Farakka link (Alternative to M-S-T-G)	Assam, WB and Bihar	PFR completed (The proposal has been dropped)
12.	Farakka-Sundarbans link	WB	FR completed
13.	Ganga(Farakka) - Damodar-Subarnarekha link	WB, Odisha and Jharkhand	FR completed
14.	Subarnarekha-Mahanadi link	WB and Odisha	FR completed

SETTING UP OF FOOD PARK IN MAHARASHTRA

2407. SHRI BALYA MAMA SURESH GOPINATH MHATRE:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

- (a) whether the Government proposes to establish new food parks in each district of the country, if so, the details thereof, State-wise especially in Maharashtra
- (b) the details of the incentives provided to promoters of food parks in each district, especially in Maharashtra; and
- (c) Whether the Government proposes to extend the said programme to small and medium cities in Maharashtra, if so, the location-wise details thereof along with the steps taken and time line in this regard?

**THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI RAVNEET SINGH):**

(a) and (b) The Ministry of Food Processing Industries was implementing Mega Food Park scheme (MFPS), a component scheme of Pradhan Mantra Kisan Sampada Yojana (PMSKY) for creating modern infrastructure for the food-processing sector along the value chain from farm to market. As the Ministry does not set up such projects at its own, it had invited Proposals from interested entities/organizations through Expression of Interest (EoI) floated from time to time, in accordance with scheme guidelines. Since inception of the MFP Scheme, the Ministry has approved 41 MFP projects in the country. Out of this 3 projects have been sanctioned in the state of Maharashtra. The scheme has been discontinued by the Government w.e.f. 01.04.2021 with provision for committed liability during 15th Finance Commission cycle. The details of the Mega Food Parks approved under MFP scheme including Maharashtra State are at **Statement**.

(c) No such proposal. The scheme has been discontinued by the Government w.e.f.

01.04.2021

STATEMENT

Details of 41 Mega Food Park Projects (as on 28.02.2025)

S. No.	SPV/IA Name	State/ UT Name	District Name	Date of Final Approval	Total Project Cost (INR in Cr)	Grant Approved (INR in Cr)	Grant Released (INR in Cr)	Status
1	Srini Food Park Pvt Ltd	Andhra Pradesh	Chittoor	30-Mar-2009	121.1	49.92	49.92	Operational
2	Godavari Mega Aqua Food Park Pvt Ltd	Andhra Pradesh	West Godavari	16-Dec-2013	122.6	50	44.53	Operational
3	Andhra Pradesh Industrial Infrastructure Corporation Ltd (APIIC)	Andhra Pradesh	Krishna	31-Dec-2015	112.94	50	37.65	Under Implementation
4	Rongoge Mega Food Park Pvt Ltd	Arunachal Pradesh	Papum Pare	12-Sep-2019	73.02	43.25	12.02	Under Implementation
5	North East Mega Food Park Ltd	Assam	Nalbari	30-Mar-2009	84.96	48.84	48.84	Operational

6	Bihar Industrial Area Development Authority (BIADA)	Bihar	Muzaffarpur	7-Apr-2022	180.57	45.40	12.25	Under Implementation
7	Pristine Mega Food Park Pvt Ltd	Bihar	Khagaria	6-Aug-2014	120.13	41.9	34.80	Under Implementation
8	Indus Best Mega Food Park Pvt Ltd	Chhattisgarh	Raipur	4-Jun-2014	96.58	43.96	39.57	Operational
9	Gujarat Agro Infrastructure Mega Food Park Pvt Ltd	Gujarat	Surat	22-May-2014	121.86	50	45	Operational
10	Fanidhar Mega Food Park Pvt Ltd	Gujarat	Mehsana	16-Aug-2017	151.05	50	37.67	Under Implementation
11	Haryana State Cooperative Supply and Marketing Federation Ltd (HAFED)	Haryana	Rohtak	21-Feb-2018	179.75	50	28.70	Under Implementation
12	Haryana State Industrial and Infrastructure Development Corporation Ltd (HSIIDC)	Haryana	Sonapat	6-Nov-2015	155.58	44.94	33.85	Operational

13	Cremica Food Park Pvt Ltd	Himachal Pradesh	Una	6-Aug-2014	107.34	50	45	Operational
14	RFK Greens Food Park Pvt Ltd	Jammu and Kashmir	Pulwama	19-Feb-2014	79.43	50	29.03	Under Implementation
15	Integrated Food Park Ltd	Karnataka	Tumkur	29-Mar-2011	144.33	48.72	48.72	Operational
16	Favorich Infra Pvt Ltd	Karnataka	Mandya	19-Dec-2017	113.83	50	37.57	Under Implementation
17	Kerala Industrial Infrastructure Development Corporation (KINFRA)	Kerala	Palakkad	27-Nov-2015	105.39	50	50	Operational
18	Kerala State Industrial Development Corporation Ltd (KSIDC)	Kerala	Alappuzha	27-Nov-2015	129.15	50	37.80	Operational
19	Indus Mega Food Park Pvt Ltd	Madhya Pradesh	Khargone	27-Aug-2012	131.28	49.37	49.37	Operational
20	Avantee Mega Food Park Pvt Ltd	Madhya Pradesh	Dewas	31-Dec-2015	146.07	50	40	Operational
21	Satara Mega Food Park Pvt Ltd	Maharashtra	Satara	6-Aug-2014	139.33	50	45	Operational

22	Paithan Mega Food Park Pvt Ltd	Maharashtra	Aurangabad	8-Mar-2013	124.52	48.82	43.94	Operational
23	Wardha Mega Food Park Pvt Ltd	Maharashtra	Wardha	13-Jan-2016	92.36	50	15	Under Implementation
24	Manipur Food Industries Corporation Ltd	Manipur	Thoubail	29-Jan-2020	81.83	43.254	9.49	Under Implementation
25	Meghalaya Industrial Development Corporation Ltd. (MIDC)	Meghalaya	North Garo Hills	23-Nov-2021	65.86	48.30	5.385	Under Implementation
26	Zoram Mega Food Park Pvt Ltd	Mizoram	Kolasib	10-Jun-2015	75.2	50	44.62	Operational
27	DoysAgri Resources Pvt Ltd	Nagaland	Dimapur	16-Aug-2017	71.79	50	38.78	Under Implementation
28	MIT'S Mega Food Park Ltd	Odisha	Rayagada	16-Apr-2012	87.88	45.94	44.95	Operational
29	Odisha Industrial Infrastructure Development Corporation (IDCO)	Odisha	Khordha	6-Nov-2015	121.95	50	37.8	Under Implementation
30	International Mega Food Park Ltd	Punjab	Fazilka	25-May-2011	130.38	50.00	45.00	Operational

31	Sukhjit Mega Food Park and Infra Ltd	Punjab	Kapurthala	6-Nov-2015	107.83	48.7	38.76	Operational
32	Punjab Agro Industries Corporation Ltd (PAIC)	Punjab	Ludhiana	27-Nov-2015	117.61	50	37.62	Under Implementation
33	Greentech Mega Food Park Pvt Ltd	Rajasthan	Ajmer	19-Feb-2014	110.35	49.88	44.9	Operational
34	Shree Ram Mega Food Park Private Limited	Rajasthan	Bikaner	7-Apr-2022	132.81	50	5.71	Under Implementation
35	Tamil Nadu State Agricultural Marketing Board (TNSAMB)	Tamil Nadu	Tirunelveli	23-Jun-2021	77.024	23.64	12.22	Under Implementation
36	Smart Agro Food Park Pvt Ltd	Telangana	Nizamabad	10-Jun-2015	108.95	50	44.99	Operational
37	Telangana State Industrial Infrastructure Corporation Ltd (TSIIC)	Telangana	Khammam	5-Feb-2016	109.59	49.79	28.49	Under implementation
38	Sikaria Mega Food Park (P) Ltd	Tripura	West Tripura	30-Nov-2011	77.79	48.39	45	Operational
39	Patanjali Food and	Uttarakhand	Haridwar	30-Mar-2009	95.08	50	50	Operational

	Herbal Park Pvt Ltd							
40	Himalayan Food Park Pvt Ltd	Uttarakhand	Udham Singh Nagar	23-Jan-2014	98.08	48.12	47.79	Operational
41	Jangipur Bengal Mega Food Park Ltd	West Bengal	Murshidabad	16-Mar-2010	132.7	50	45	Operational
	Total				4635.874	1971.134	1492.735	

ISSUE OF RECURRENT FLOODS AND SOIL EROSION IN EASTERN UTTAR PRADESH

2408. SHRI RAJEEV RAI:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Government has formulated any action plan to prevent recurrent floods and soil erosion caused by the Ganga and Ghaghra rivers in eastern Uttar Pradesh;
- (b) if so, the details thereof;
- (c) whether the Government proposes to construct embankments on Ganga and Ghaghra rivers to prevent the annual widespread loss of crops in the floodplains of these rivers, if so, the details thereof;
- (d) the reasons for not constructing embankments on the course of Ghaghra river in Mau district of Uttar Pradesh;
- (e) the details of the loss of life and property due to floods in the region covering Mau and Ballia districts in Uttar Pradesh during the last five years, year-wise; and

(f) the details of the funds released and utilized to overcome the problem of floods in the region covering Mau and Ballia during the last five years and the current year, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to d) Flood management and anti-erosion schemes are formulated and implemented by concerned State Governments as per their priority. The Union Government supplements the efforts of the States by providing technical guidance and also promotional financial assistance for management of floods in critical areas.

Government of Uttar Pradesh has informed that State has formulated action plan to prevent recurrent floods and soil erosion caused by Ganga and Ghaghra rivers in Eastern Uttar Pradesh.

Various flood embankments have been constructed along both the rivers i.e. Ganga and Ghaghra. Total length of embankments constructed in Eastern Uttar Pradesh along the river Ghaghra is approximately 689.00 km and along river Ganga is approximately 93.00 km.

During the flood period, a central flood control room in Lucknow remains operational 24x7. Through which, in view of the possibility of flood in the rivers, a warning is issued to the district administration of concerned district so that the general public can be protected from any emergency of flood.

In view of the threat of floods in the Eastern Uttar Pradesh every year, flood-affected sensitive/vulnerable places along the banks of rivers are identified.

Considering the valuable suggestions of the local public representatives and District Magistrates, technically feasible flood management projects are formed and executed after the approval of the Standing Steering Committee of Uttar Pradesh State Flood Control Board.

(e) The details of loss of life and property due to flood in the districts Ballia and Mau is enclosed at **Statement-I**.

(f) Details of funds release and utilized in districts Ballia and Mau is enclosed at **Statement-II**.

STATEMENT-I

Loss of life and property due to flood in Ballia and Mau

S. No.	District	Head	2020-21	2021-22	2022-23	2023-24	2024-25
1	Ballia	Human Loss	1	8	1	0	0
		House Damage	68	60	0	105	121
2	Mau	Human Loss	8	0	0	0	0
		House Damage	0	152	41	0	0

STATEMENT-II

Details of funds release and utilized in Districts Ballia and Mau

(In Crore Rs.)

Year	District	
	Ballia	Mau

2019-20	42.13	8.46
2020-21	99.91	36.40
2021-22	111.65	2.85
2022-23	65.71	24.95
2023-24	62.30	24.02

SEWAGE AND SEPTAGE MANAGEMENT IN KAVALI CITY

2409. SHRI PRABHAKAR REDDY VEMIREDDY:

Will the Minister of Housing and Urban Affairs be pleased to state:

- (a) whether the Government has proposed any project to provide Sewage and Septage management in Kavali city with an estimated cost of Rs. 13.5 crores in Nellore district of Andhra Pradesh, if so, the details and the date of commencement thereof;
- (b) whether it is true that the said project is still going-on and if so, the details thereof;
- (c) if not, the reasons for delay along with the time by which the said project is going to be completed; and
- (d) whether there is any cost and time overrun of the said project and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

- (a) to (d) As informed by the Government of Andhra Pradesh, under Atal Mission for Rejuvenation and Urban Transformation (AMRUT), two (02) Sewage

and Septage management projects worth ₹19.29 crore have been taken up in Kavali city. One project worth ₹13.49 crore is at implementation stage.

S.NO.	Title	Milestone	Project Cost (in ₹ crore)	Physical Progress (in ₹ crore)
1	Construction of STP - 2 no (4+3) MLD and septage management	Work Completed	5.48	5.48
2	Construction of STP - 2 no (4+3) MLD and septage management - Phase II	At Implementation Stage	13.49	13.35
Total			19.29	18.83

The State Government has informed that the progress of works has been delayed due to Covid-19 pandemic, non-availability of construction materials through Government portal on regular basis, etc. The State Government has further informed that there is no cost overrun and the tentative date of completion of project is July 2025.

DEATH OF COIR BOARD EMPLOYEE

2410 ADV DEAN KURIAKOSE:

SHRI HIBI EDEN:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) whether the Government is aware of the death of an employee of Coir Board in February 2025 due to the harassment and ill-treatment at work place, if so, the details thereof;

(b) whether any inquiry has been initiated and action taken by the Government against senior officials of the Board who had forced the deceased employee to inflate cost estimates for exhibitions, seminars and showroom relocations and change the Secretary-in-Charge's designation to Secretary and if so, the details thereof;

(c) the reasons for issuing the transfer order for the said employee from hometown Kochi to Rajahmundry, Andhra Pradesh;

(d) whether such transfer order was in violation of service rules, if so, the details thereof;

(e) the reasons for showing lack of sensitivity by the management while dealing with a cancer survivor employee; and

(f) whether the complaints filed by the said employee were looked into by the Ministry and if so, the details of the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (f) The Ministry received information about the death of Shrimati Jolly Madhu, an employee of Coir Board, while under medical treatment at a hospital in

Kochi on 10th February, 2025. Certain complaints about her alleged harassment by officials in Coir Board along with allegations regarding financial irregularities by officials in Coir Board were also received in the Ministry.

An independent Committee has been constituted in the Ministry under a Joint Secretary level officer, to inquire into the matter and submit a report. Additionally, a Committee constituted under a senior finance functionary, has been mandated to undertake thorough review of the financial management in Coir Board and submit its report. The inquiry by both the independent committees is in progress.

बाढ़ की रोकथाम

2411. श्री उत्कर्ष वर्मा मधुर:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या प्रति वर्ष आने वाली बाढ़ को रोकने के लिए कोई दीर्घकालिक योजना है या बाढ़ आने के बाद ही बचाव और राहत कार्य किए जाने की योजना होती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या सरकार नदियों से गाद निकालने के लिए कोई ठोस योजना बना रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) उत्तर प्रदेश के लखीमपुर खीरी क्षेत्र में प्रतिवर्ष आने वाली बाढ़, जिससे जान-माल की अपूरणीय क्षति होती है, के स्थायी समाधान का ब्यौरा क्या है; और
- (घ) क्या समस्त बचाव कार्य और राहत सामग्री इसके लिए पर्याप्त नहीं है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके क्या कारण हैं?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

- (क) से (घ) बाढ़ एक प्राकृतिक आपदा है देश को लगभग हर साल विभिन्न स्तर पर आने वाली बाढ़ का सामना करना पड़ता है। संबंधित राज्य सरकारों द्वारा उनकी प्राथमिकता के अनुसार, बाढ़ प्रबंधन और

भूमि कटाव – रोधी योजनाओं को तैयार और कार्यान्वित किया जाता है। केन्द्र सरकार संवेदनशील क्षेत्रों में बाढ़ के प्रबंधन हेतु तकनीकी मार्गदर्शन और संवर्धक वित्तीय सहायता प्रदान करके राज्यों के प्रयासों में अपना सहयोग प्रदान करती है।

बाढ़ सुरक्षा और बाढ़ प्रबंधन उपायों को व्यापक रूप से संरचनात्मक उपायों और गैर-संरचनात्मक उपायों के रूप में वर्गीकृत किया जाता है। एकीकृत बाढ़ प्रबंधन दृष्टिकोण का उद्देश्य संरचनात्मक और गैर-संरचनात्मक उपायों के विवेकपूर्ण मिश्रण को अपनाना है ताकि किफायती लागत पर बाढ़ से हुए नुकसान के कारण हुए क्षति के संबंध में समुचित सुरक्षा प्रदान की जा सके।

बाढ़ प्रबंधन के संरचनात्मक उपायों को सुदृढ़ करने हेतु, राज्यों को बाढ़ नियंत्रण, भूमि कटाव रोधी, जल निकासी विकास, समुद्री क्षरण रोधी आदि से संबंधित कार्यों में केंद्रीय सहायता प्रदान करने हेतु केंद्रीय सरकार द्वारा XI और XII योजनाओं के दौरान बाढ़ प्रबंधन कार्यक्रम (एफएमपी) को लागू किया गया था, जिसे बाद में 2017-18 से 2020-21 की अवधि के लिए "बाढ़ प्रबंधन और सीमा क्षेत्र कार्यक्रम (एफएमबीएपी)" के एक घटक के रूप में जारी रखा गया और इसे बाद में 2021-22 से 2025-26 तक और बढ़ा दिया गया है।

गैर-संरचनात्मक उपायों के संबंध में, देश में बाढ़ पूर्वानुमान और प्रारंभिक बाढ़ चेतावनियों के कार्य के लिए केंद्रीय जल आयोग (सीडब्ल्यूसी) एक नोडल संगठन है। इस समय सीडब्ल्यूसी 340 पूर्वानुमान स्टेशनों (200 नदी स्तर पूर्वानुमान स्टेशनों और 140 बांध/बैराज प्रवाह पूर्वानुमान स्टेशनों) के लिए बाढ़ पूर्वानुमान जारी करता है। ये स्टेशन 23 राज्यों और 2 संघ राज्य क्षेत्रों के 20 प्रमुख नदी बेसिनों को कवर करते हैं। स्थानीय अधिकारियों को लोगों की निकासी की योजना बनाने और अन्य सुधारात्मक उपाय करने हेतु अधिक समय प्रदान करने के लिए, केंद्रीय जल आयोग (सीडब्ल्यूसी) द्वारा पहचान किए गए बाढ़ पूर्वानुमान और प्रवाह पूर्वानुमान स्टेशनों पर 7-दिनों के अग्रिम बाढ़ पूर्वानुमान परामर्श हेतु वर्षा-बहाव गणितीय मॉडल के आधार पर बेसिन-वार बाढ़ पूर्वानुमान मॉडल विकसित किया गया है।

जल शक्ति मंत्रालय द्वारा अक्टूबर 2022 में देशभर में एक समग्र रीति में जलग्रहण और जलाशयों के अतिरिक्त, नदियों में तलछट प्रबंधन के लिए एक व्यापक ढांच के रूप में एक राष्ट्रीय तलछट प्रबंधन ढांचा (एनएफएसएम) प्रकाशित किया गया है। इसमें राज्य सरकारों, अन्य मंत्रालयों, विभागों आदि को पर्यावरण और पारिस्थितिकी तंत्र को ध्यान में रखते हुए कार्यनीतिक योजना बनाने और परियोजनाओं के कार्यान्वयन में सहायता मिलेगी।

एफएमबीएपी की शुरुआत से लेकर अब तक उत्तर प्रदेश राज्य सरकार को एफएमबीएपी के अंतर्गत बाढ़ प्रबंधन परियोजनाओं को शुरू करने हेतु 692.75 करोड़ रुपये की वित्तीय सहायता जारी की गई है। एफएमबीएपी के एफएमपी घटक के तहत घाघरा और शारदा नदी की तीन बाढ़ प्रबंधन परियोजनाओं को 44.16 करोड़ रुपये की केंद्रीय सहायता प्रदान की गई है जिससे उत्तर प्रदेश के लखीमपुर जिले को लाभ प्राप्त हुआ है। उत्तर प्रदेश में सभी प्रमुख नदियों को कवर करने वाले 44 बाढ़ पूर्वानुमान स्टेशनों (39 स्तर और 5 प्रवाह) का एक नेटवर्क मौजूद है।

आपदा प्रबंधन की प्राथमिक जिम्मेदारी संबंधित राज्य सरकार की होती है। केंद्र सरकार द्वारा राज्य सरकार के प्रयासों को सहयोग और आवश्यक लॉजिस्टिक्स और वित्तीय सहायता प्रदान की जाती है। राज्य सरकार वर्षा और बाढ़ सहित 12 अधिसूचित प्राकृतिक आपदाओं के कारण हुए नुकसान का आकलन करती है और भारत सरकार के अनुमोदित मानदंडों के अनुसार केन्द्र सरकार के पास पहले से उपलब्ध राज्य आपदा प्रतिक्रिया कोष (एसडीआरएफ) में से इसके लिए राहत सहायता प्रदान करती है। 'गंभीर प्रकृति' की आपदा के मामले में, अंतर-मंत्रालय केंद्रीय टीम (आईएमसीटी) के दौरे के आधार पर किए गए आंकलन के अनुसार, राष्ट्रीय आपदा प्रतिक्रिया कोष (एनडीआरएफ) के माध्यम से अतिरिक्त वित्तीय सहायता प्रदान की जाती है।

VENTURE CAPITAL FUND FOR SCHEDULED TRIBES

2412. SHRI LAVU SRI KRISHNA DEVARAYALU:

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

(a) the number of sector-wise applications received, especially from women for the Venture Capital Fund for Scheduled Tribes (VCF-ST), including from startups, State-wise, particularly Andhra Pradesh;

(b) the number of applications approved and loans sanctioned, especially for women, under the said scheme, sector-wise including of startups, State-wise, particularly Andhra Pradesh;

(c) the details of the funds sanctioned and utilized, State-wise, particularly Andhra Pradesh;

(d) whether the Government has undertaken any measures for information dissemination about the scheme, if so, the details thereof and if not, the reasons therefor; and

(e) whether there is any grievance redressal mechanism for disputes resulting from the fund disbursement process, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (c) The scheme of Venture Capital Fund for Scheduled Tribes (VCF-ST) was launched in February, 2024 and since then 17 applications under various sectors have been received under the scheme. No application was received from Andhra

Pradesh. The details of applications approved and loans sanctioned, especially for women, under the said scheme is given below:

S. No.	State	No. of Application	No. of Women Entrepreneur	Total No. of Entrepreneurs incl. ST	Sector	Sanctioned Amount (Rs. Crore)
1	Chhattisgarh	1	1	2	Food processing	3.41
2	Telangana	1	2	2	Food processing	5.00

(d) Being a new scheme, regular awareness efforts are being carried out amongst ST entrepreneurs about the fund by way of publicity in media through advertisements as well as by holding various conferences/meets, connecting entrepreneurs through social media and through webinars. Some of such efforts are cited as below:

Webinars

- i. Conducted with 22 TBIs across 11 states to disseminate the scheme information amongst the prospective Scheduled Tribes (STs) within their incubation centre / innovation park.
- ii. Conducted with 4 State Agencies to create awareness amongst the prospective Scheduled Tribes (STs) through their State Channelising Agencies.

iii. Conducted with 4 Industrial Bodies to disseminate the scheme guidelines and create awareness.

iv. Conducted with training centres at Northeastern State.

Physical Outreach

i. 6 physical meetings have been attended / conducted with Ministry of MSME and NSIC, NSSH and Industry bodies incl. CII and DICCI.

ii. 2 events have been conducted with Startup India Chapters incl. Start Up Tamil Nadu.

iii. Organizing various webinars to inform the entrepreneurs about the scheme, doubt clearing sessions and handholding for application filing.

iv. IFCI Venture is enabling programs / symposium in collaboration with Ministry of Tribal Affairs (MoTA) by inviting Venture Capitalists and Private Equity Investors in order to bring together major Venture Capitalists and Impact Investors to discuss strategies for empowering tribal entrepreneurs and fostering inclusive growth.

v. Participation in various events like Startup Mahakumbh, Advantage Assam 2.0, etc. to provide awareness about the scheme and simultaneously connecting with the ST entrepreneurs.

Social Media Front

i. Various Social Media posts including static posts, learning and educational contents were posted in various handles with support of an external agency.

ii. The scheme was also registered with Investors connect portal of the Start Up India and the multiple posts were published through the forum.

(e) For grievance redressal, a dedicated portal is made available in the Scheme's website i.e. www.vcfst.in with Grievance Redressal Portal link <https://www.ifcventure.com/Grievance/Login>.

FINANCIAL IMPACT OF EXPORT RESTRICTIONS ON PROCESSED AGRICULTURAL PRODUCTS

2413.SHRI K SUDHAKARAN:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

- (a) whether the Government has assessed the financial impact of export restrictions on processed agricultural products including the recent export ban on broken rice and the expected losses to the food processing sector, if so, the details thereof;
- (b) the status of cold storage infrastructure expansion projects, including the number of sanctioned/completed units under PMKSY;
- (c) whether the Government has identified bottlenecks in the Mega Food Parks Scheme including delays in private investment, land acquisition disputes and the steps taken to resolve them, if so, the details thereof;

(d) whether any new incentives have been introduced to increase value-added processing of perishable crops like tomatoes and onions and if so, the details thereof; and

(e) the steps being taken by the Government to integrate food processing clusters with major export hubs, including the number of operational food parks that have direct port connectivity?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) The Ministry of Food Processing Industries (MoFPI) has not conducted any such study to assess the financial impact of export restrictions on processed agricultural products including the recent ban on broken rice.

(b) As of 28th February, 2025, the MoFPI has approved a total of 554 cold storage infrastructure projects under the various scheme components of Pradhan Mantri Kisan Sampada Yojana (PMKSY) across various states in India. The details are given as below:

Details of Cold Storage against completed projects Under PMKSY

Sub-schemes of PMKSY	Number of projects approved	Ongoing Projects	Completed Projects	No. of cold storage against completed projects	Capacity of Cold Storage against completed

					projects (MT)
Operations Greens	44	37	7	14	24500
Infrastructure for Agro-processing Clusters	75	52	23	21	71200
Mega Food Parks	41	17	24	66	286100
Integrated Cold Chain and Value Addition Infrastructure	394	108	286	477	1377500

Further, the details of number of units sanctioned/approved and completed/operational under PMKSY are as below:

Details of Projects under different sub-schemes of PMKSY

S.No	Sub-schemes of PMKSY	Approved Projects	Completed/Operational
1	Infrastructure for Agro-processing Clusters	75	23
2	Creation of Backward and Forward Linkages	61	53
3	• Integrated Cold Chain and Value Addition Infrastructure	394	286
4	• Creation/ Expansion of Food Processing and Preservation Capacities (Unit Scheme)	526	293

5	• Food Safety and Quality Assurance Infrastructure	205	167
6	Mega Food Parks	41	24
7	Operation Greens	44	7
8	• Human Resources and Institutions – Research and Development	236	225
9	Scheme for Human Resources and Institution - Skill Development	26	25
	Total	1608	1103

(c) Mega Food Park scheme was launched in 2008 to boost food processing in the country with an aim of establishing world-class infrastructure and common user facilities adopting cluster approach based on hub and spoke model. The scheme had requirement of at least 50 acres of land, which often is a deterrent in hilly and difficult areas. After taking into account recommendations of many states Government and Working Group constituted under 12th FC, a new scheme of Agro Processing Cluster was launched under PMKSY to develop common infrastructure in relatively smaller geographical area of 10 acres. Accordingly, Mega Food Park scheme has been discontinued w.e.f. 01.04.2021 with committed liabilities for the approved projects.

(d) MoFPI is implementing “Operation Greens” under PMKSY to promote Farmer Producers Organizations (FPOs), agri-logistics, processing facilities and professional management for development of Tomato, Onion and Potato (TOP) value chain since November 2018. Further, since 2021-22 the scope of Operation

Greens Scheme originally applicable to tomato, onion and potatoes (TOP) crops was enlarged to 22 perishable crops.

In addition to this, the Union Cabinet in its meeting held on 31.03.2021 approved the Central Sector Scheme- “Production Linked Incentive Scheme for Food Processing Industry (PLISFPI)” to support creation of global food manufacturing champions commensurate with India’s natural resource endowment and support Indian brands of food products in the international markets with an outlay of Rs. 10,900 crores. The Scheme is being implemented over a six-year period from 2021-22 to 2026-27.

(e) In order to promote and ensure overall development in the food processing sector, Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/expansion of related infrastructure through its Central Sector Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme, Production Linked Incentive Scheme for Food Processing Industry (PLISFPI) and Centrally Sponsored PM Formalization of Micro Food Processing Enterprises (PMFME) Scheme across the country. These schemes aim to create modern infrastructure with efficient supply chain management from farm gate to retail outlet to give big boost to the growth of food processing sector in the country thereby helping in providing better returns to farmers, creating huge employment opportunities, reducing wastage of agricultural produce, increasing the processing level and enhancing the export of the processed foods. Assistance is provided in the form of cold chain infrastructure including mobile pre-cooling vans and reefer trucks under various components of

PMKSY including mega food parks which assist in integration of food processing clusters with export hubs.

**DEENDAYAL ANTYODAYA YOJANA – NATIONAL URBAN
LIVELIHOODS MISSION**

2414. SHRI P C MOHAN:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the details of the initiatives taken/being taken by the Government to promote skill development and self-employment among urban poor across the country under the Deendayal Antyodaya Yojana – National Urban Livelihoods Mission (DAY-NULM) along with the achievements made under the mission;
- (b) the steps taken/being taken by the Government to address the barriers such as lack of access to credit and markets under DAY-NULM across the country along with the measures taken/being taken in Bengaluru to enhance the scheme's outreach and effectiveness; and
- (c) whether the State Government of Karnataka has implemented specific measures to support urban Self-Help Groups and promote employment opportunities in Bengaluru under DAY-NULM and if so, the details and the impact thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

- (a) In order to enhance livelihood opportunities in the urban settings, Ministry of Housing and Urban Affairs (MoHUA) supplements the efforts of States/UTs by

providing assistance under various programmes like the “Deendayal Antyodaya Yojana - National Urban Livelihoods Mission (DAY-NULM)” which was implemented from February 2016 to 30th September, 2024. The mission aimed to reduce poverty and vulnerability of the urban poor households by enabling them to access gainful self-employment and skilled wage employment, resulting in an appreciable improvement in their livelihoods on a sustainable basis through its different components. The achievements made under the mission till 30.09.2024 across the country are as under:

Category	Achievements
No. of Self Help Groups (SHGs) formed	10,02,545
No. of SHGs given Revolving Fund	6,79,705
No. of Candidates Skill Trained	15,42,952
No. of Skilled Candidates Placed	8,43,299
No. of Beneficiaries assisted for setting up individual/Group Micro Enterprises	9,81,899
No. of loans disbursed to SHGs under Bank linkage Programme	6,42,207

(b) The steps have been taken by the Government to address the barriers such as lack of access to credit and markets under DAY-NULM across the country along with the measures taken in Bengaluru to enhance the scheme's outreach and effectiveness is attached at **Statement**.

(c) As per information received from the State Government, the Government of Karnataka initiated support for Urban SHGs and promote employment opportunities in Bruhat Bengaluru Mahanagara Palike (BBMP) under DAY-NULM. Two AKKA Cafés have been established to serve quality food hygienically to the

public at an affordable price and are being run by the SHGs. 19 women SHGs members across different zones have been trained in making bakery products.

STATEMENT

Steps taken to address barriers such as lack of access to credit and markets under DAY-NULM across the country along with the measures taken in Bengaluru along with other ULBs to enhance the scheme's outreach and effectiveness

- Bank and branch-wise targets are fixed by State Level Bankers' Committee (SLBC) to achieve the allocated targets, including the Self Employment Programme.
- Holding meetings with the SLBC, District Level Bankers' Committee (DLBC), and Block Level Bankers' Committee (BLBC).
- Organising SHG (Self-Help Group) credit linkage melas with banks.
- Organising SHG exhibition-cum-sale events to provide marketing facilities for SHG.
- Providing help to SHGs for selling their products through various online and offline marketing strategies.
- Review progress of mission with State Level Officers.
- In addition as per information received from the State Government, App based survey has been conducted for the identification of street vendors in Karnataka including BBMP in adherence to the The Karnataka Street Vendors

(Protection of Livelihood, Regulation of street vending and Licensing) scheme, 2020.

- Awareness campaigns have been conducted through various IEC activities such as hoardings, banners, pamphlets and electronic and print media.

MOU BETWEEN TRIFED AND TEA TRUNK

2415. DR. VINOD KUMAR BIND:

SHRI RADHESHYAM RATHIYA:

SHRI PRATAP CHANDRA SARANGI:

SHRI NABA CHARAN MAJHI:

SHRI GODAM NAGESH:

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

(a) the manner in which the TRIFED-Tea Trunk MoU specifically contributes in expanding the market outreach of tribal products;

(b) the details of expected economic benefits from the MoU for tribal artisans;

(c) whether TRIFED and Tea Trunk explore digital and e-commerce platforms to maximize the reach of tribal products; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (d) The MoU between TRIFED and Tea Trunk was signed on 17.02.2025 with the objective to expand market access for tribal artisans and improve income by integrating tribal products into Tea Trunk's retail and online platform. The collaboration aims to enhance visibility of tribal products in premium markets, attracting a wider customer base, while improving branding, packaging and quality standards. The partnership may also streamline supply chains reducing costs and maximizing economic benefits for artisans.

FUNDS FOR TRIBAL WELFARE SCHEMES

2416. SHRI ANANTA NAYAK:

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

(a) the details of total funds allocated and utilized for tribal welfare schemes across the country during the last five years, State-wise;

(b) whether the Government has introduced any new initiatives to improve the livelihood and economic development of tribal communities, particularly in remote areas and if so, the details thereof; and

(c) whether the Government has any proposal to establish more Tribal Research Institutes (TRIs) to study and document tribal heritage, culture and socio-economic challenges and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) Ministry of Tribal Affairs is implementing various schemes/programmes for the welfare and development of the Scheduled Tribes (STs) in the country. Details of State-wise funds allocated and utilized under the schemes of Ministry during the last five years is given at **Statement.**

(b) Ministry of Tribal Affairs has undertaken two missions for developmental of STs through convergence of funds available with different Ministries/Departments under DAPST namely-Pradhan Mantri Janjati Adivasi Nyay Maha Abhiyan (PM JANMAN) with total outlay of Rs. 24,104 crores and Dharti Aaba Janjatiya Gram Utkarsh Abhiyaan with total outlay of Rs.79,156 crores. These missions have been launched for targeted development of PVTGs and STs in ST dominant villages respectively. Under PMJANMAN, funds are being provided for VDVKS and Multi-Purpose Centres (MPCs). Under DAJGUA, convergence with Ministry of Skill Development and Entrepreneurship, Ministry of Agriculture and Farmer' welfare, Department of Fisheries, Department of Animal Husbandry andDairying for promoting livelihood opportunities for STs in tribal areas.

Further, Ministry of Tribal Affairs through its two agencies namely Tribal Co-operative Marketing Development Federation of India (TRIFED) and National Scheduled Tribes Finance and Development Corporation (NSTFDC) have contributed significantly in promoting economic activities including entrepreneurship among the tribal communities.

The Ministry is implementing the scheme 'Pradhan Mantri Janjatiya Vikas Mission (PMJVM)' through TRIFED which envisions to strengthen tribal entrepreneurship

initiatives and to facilitate livelihood opportunities by promoting more efficient, equitable, self-managed, optimum use of natural resources, Agri / Minor Forest Produce (MFPs) / Non-farm produce. Under the scheme, financial support of INR 15.00 lakhs is provided to the State Governments for setting up of each Van Dhan Vikas Kendra (VDVKs) which are *envisaged to be* the centres of value addition activities of MFPs/Non-MFPs.

National Scheduled Tribes Finance and Development Corporation (NSTFDC), a Central Public Sector Enterprise (CPSE) under the Ministry of Tribal Affairs, provides credit linkage by extending concessional loans to the eligible Scheduled Tribe persons for undertaking income generation activities/ self-employment thereby instilling the spirit of entrepreneurship. The prominent schemes of NSTFDC are Term Loan Scheme, Adivasi Mahila Sashaktikaran Yojana (AMSY), Micro Credit Scheme for Self Help Groups (MCF) and Adivasi Shiksha Rin Yojana (ASRY).

(c) Ministry of Tribal Affairs extends financial support to Tribal Research Institute(s) that are under administrative control of State/UT Governments under Centrally Sponsored Scheme of “Support to Tribal Research Institute (TRI)” to strengthen infrastructural needs, research and documentation activities and training and capacity building programmes, organization of tribal festivals, yatras for promotion of unique cultural heritage and for promoting tourism. Further, exchange visits of tribals are also supported, so that the tribal culture practices, languages and ritual are preserved and disseminated. Presently, there are 29 Tribal Research

Institute(s) under the administrative control of States/UTs Government. The subject matter of establishment of Tribal Research Institute comes under the purview of State/UT Governments.

STATEMENT

State-wise fund released and utilized under Pre-Matric scholarship Scheme for ST students

(Rs. In Lakh)

Sl. No	State/ UT	2019-20		2020-21		2021-22		2022-23*		2023-24*	
		Fund Released	Utilized	Fund Released	Utilized	Fund Released	Utilized	Fund Released	Utilized	Fund Released	Utilized
1	Andaman and Nicobar	5.62	5.62	12.33	12.33	8.03	8.02	0.00	0.00	0.00	0.00
2	Andhra Pradesh	736.32	736.32	1433.81	1433.81	3935.06	3935.06	0.00	0.00	5700.16	5700.16
3	Arunachal Pradesh	0.00	0.00	0.00	0.00	207.30	207.30	267.44	0.00	0.00	0.00
4	Assam	0.00	0.00	17.27	17.27	102.19	102.19	107.41	107.41	187.50	187.50
5	Bihar	7131.47	6888.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	Chhattisgarh	4796.94	4796.94	3541.54	3541.54	0.00	0.00	0.00	0.00	5250.00	3745.57
7	DNH and DD	38.49	38.49	234.00	234.00	206.62	0.00	0.00	0.00	0.00	0.00
8	Daman and Diu	5.89	5.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	Goa	80.56	80.56	41.35	41.35	0.00	0.00	108.18	108.18	52.50	52.50
10	Gujarat	5248.34	5248.34	2198.84	2198.84	3689.18	3689.18	5451.67	5451.67	6200.00	6200.00
11	Himachal Pradesh	83.92	83.92	91.87	91.87	0.00	0.00	79.02	79.02	110.00	101.09
12	Jammu and Kashmir	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	Jharkhand	1514.49	1514.49	0.00	0.00	3899.03	3899.03	0.00	0.00	5700.00	0.00
14	Karnataka	1846.92	1846.92	0.00	0.00	1753.16	1753.16	2370.04	2370.04	3400.00	3400.00
15	Kerala	287.31	287.31	116.56	116.56	347.07	347.07	0.00	0.00	436.46	380.18
16	Ladakh	0.00	0.00	42.27	42.27	74.22	74.22	0.00	0.00	0.00	0.00
17	Madhya Pradesh	7698.90	7698.90	5429.34	5429.34	11458.18	11458.18	12743.85	12743.85	0.00	0.00
18	Maharashtra	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
19	Manipur	443.33	220.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
20	Meghalaya	0.00	0.00	0.00	0.00	0.00	0.00	115.48	115.48	0.00	0.00
21	Mizoram	702.21	702.21	167.86	167.86	657.47	657.47	0.00	0.00	306.89	255.64
22	Nagaland	0.00	0.00	60.75	54.32	0.00	0.00	0.00	0.00	0.00	0.00
23	Odisha	6157.65	6157.65	6944.96	6944.96	5236.75	5236.75	9397.06	9088.67	0.00	0.00
24	Puducherry	0.00	0.00	1.63	1.14	0.00	0.00	0.00	0.00	0.00	0.00
25	Rajasthan	5346.97	5346.97	3126.90	3126.90	6234.34	6234.34	3530.80	3530.80	0.00	0.00
26	Sikkim	3.57	3.57	9.41	9.41	0.00	0.00	17.84	0.46	0.00	0.00
27	Tamil Nadu	589.74	589.74	241.00	241.00	546.55	546.55	404.46	404.46	362.34	362.34
28	Telangana	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00
29	Tripura	386.18	386.18	252.09	252.09	58.55	58.55	1136.76	1136.76	0.00	0.00
30	Uttar Pradesh	0.00	0.00	0.00	0.00	88.17	0.00	0.00	0.00	0.00	0.00
31	Uttarakhand	0.00	0.00	138.24	138.24	0.00	0.00	0.00	0.00	15.00	15.00

32	West Bengal	894.18	894.18	788.22	788.22	912.51	912.51	0.00	0.00	2988.85	1487.35
	Total	43999.00	43532.89	24890.24	24883.32	39414.37	39119.57	35730.00	35136.80	30859.70	21887.33

*Provisional

State-wise fund released and utilized under Post-Matric scholarship

Scheme for ST students

(Rs. In Lakh)

Sl. No	State/ UT	2019-20		2020-21		2021-22		2022-23*		2023-24*	
		Fund Released	Utilized	Fund Released	Utilized	Fund Released	Utilized	Fund Released	Utilized	Fund Released	Utilized
1	Andaman and Nicobar	11.34	11.34	13.29	13.29	10.35	10.35	0.00	0.00	0.00	0.00
2	Andhra Pradesh	7797.07	7797.07	6039.35	6039.35	8991.45	8991.45	13356.50	13356.50	11471.08	11471.08
3	Arunachal Pradesh	6113.41	6113.41	5712.96	5712.96	12360.50	12360.50	9616.49	9616.49	8000.00	8000.00
4	Assam	4867.20	4867.20	5413.54	5413.54	1093.40	1093.40	6845.47	6845.47	3500.00	3500.00
5	Bihar	1525.43	1525.43	708.22	708.22	0.00	0.00	0.00	0.00	0.00	0.00
6	Chhattisgarh	7022.69	7022.69	8790.24	8790.24	0.00	0.00	9330.35	9330.35	7125.00	7125.00
7	DNH and DD	88.66	88.66	3481.73	3481.73	0.00	0.00	0.00	0.00	403.75	403.73
8	Daman and Diu	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9	Goa	732.79	732.79	458.18	458.18	0.00	0.00	1187.23	1187.23	526.54	526.54
10	Gujarat	14004.48	14004.48	22977.64	22977.64	46170.25	46170.25	24426.38	24426.38	35000.00	35000.00
11	Himachal Pradesh	2468.81	2468.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12	Jammu and Kashmir	1048.29	1048.29	805.44	805.44	0.00	0.00	683.57	683.57	746.25	746.25
13	Jharkhand	7862.86	7862.86	0.00	0.00	12654.88	12654.88	0.00	0.00	5310.66	5310.66
14	Karnataka	15003.43	15003.43	0.00	0.00	17080.51	17080.51	0.00	0.00	22556.05	22556.05
15	Kerala	1641.52	1641.52	3285.25	3285.25	2516.49	2516.49	0.00	0.00	4689.34	4689.34
16	Ladakh	0.00	0.00	738.00	738.00	2214.00	2214.00	1891.27	1891.27	596.25	596.25
17	Madhya Pradesh	12198.58	12198.58	12344.00	12344.00	24529.43	24529.43	27048.58	27048.58	35000.00	35000.00
18	Maharashtra	15575.38	15575.38	18149.52	18149.52	19214.82	19214.82	9026.85	9026.85	57035.80	57035.80
19	Manipur	6235.55	6235.55	2184.19	2184.19	4292.15	4292.15	4137.54	4137.54	3000.00	3000.00
20	Meghalaya	0.00	0.00	0.00	0.00	2636.09	2636.09	14619.79	14619.79	8500.00	8500.00
21	Mizoram	4415.78	4415.78	3446.82	3446.82	3874.64	3874.64	2590.31	2590.31	2500.00	2500.00
22	Nagaland	3268.73	3268.73	3226.37	3226.37	4435.75	4435.75	3608.43	3608.43	3500.00	3500.00
23	Odisha	16640.15	16640.15	19095.97	19095.97	21842.98	21842.98	17133.30	17133.30	13564.10	13564.10
24	Puducherry	0.00	0.00	19.56	2.32	0.00	0.00	0.00	0.00	0.00	0.00
25	Rajasthan	25950.52	25950.52	25557.03	25557.03	13744.70	13744.70	18810.10	18810.10	22000.00	22000.00
26	Sikkim	566.80	566.80	553.83	553.83	1036.28	1036.28	925.44	925.44	0.00	0.00
27	Tamil Nadu	5025.19	5025.19	3328.99	3328.99	4849.38	4849.38	2854.28	2854.28	2000.00	2000.00
28	Telangana	19610.60	19610.60	27297.83	27297.83	7503.90	7503.90	23851.18	23851.18	11250.00	11250.00

29	Tripura	2355.78	2355.78	4804.98	4804.98	7188.77	7188.77	4522.33	4522.33	4000.00	3993.90
30	Uttar Pradesh	1822.71	1822.71	2218.67	2218.67	0.00	0.00	0.00	0.00	1000.00	1000.00
31	Uttarakhand	0.00	0.00	0.00	0.00	3568.37	3568.37	0.00	0.00	187.50	187.50
32	West Bengal	2411.00	2411.00	2256.42	2256.42	3872.05	3872.05	0.00	0.00	3405.83	2262.78
	Total	186264.75	186264.75	182908.02	182890.78	225681.13	225681.13	196465.39	196465.39	266868.15	265718.98

*Provisional

State/UT-wise, sanction of funds under PM-JANMAN, Ministry-wise (as on 14.01.2025)*

(in Rs. Cr)

S. No.	Name of State	MoRD (PMAY-G)	MoRD (PMGSY)	MoHFW (NRHM)	MoWCD (POSHA N 2.0)	MoE (SSA)	MoP (RDSS)	MNR	MoC (DoT-USOF)	MoTA	
										MPCs	VDVs
1	ANDHRA PRADESH	44.33	280.53	40.31	43.44	18.85	88.71	8.38	94.5	14.97	3.105
2	CHHATTISGARH	200.63	1698.92	19.65	32.28	68.3	38.17	6.42	21.6	8.52	1.1976
3	GUJARAT	94.46	1.24	5.76	8.04	13.75	0	0	12.6	1.66	0.525
4	JHARKHAND	54.54	113.86	7.45	13.32	27.5	74.13	11.71	4.5	0.62	1.438
5	KARNATAKA	6.24	55.62	1.69	2.88	2.3	3.77	0.9	9	3.33	0.892
6	KERALA	1.36	0.00	7.45	0.84	10.1	0.86	0	6.3	2.29	0.2166
7	MADHYA PRADESH	1575.11	836.21	25.07	111.24	117.3	143.39	10.3	18.9	25.99	2.5755
8	MAHARASHTRA	100.54	0.00	26.42	26.4	35.75	26.61	0	8.1	12.47	1.812
9	ODISHA	263.72	149.75	16.94	14.64	82.5	0	0	13.5	24.64	1.7765
10	RAJASTHAN	167.68	68.86	2.03	10.8	9.2	40.34	0	0.9	3.33	4.3296
11	TAMIL NADU	31.14	0.00	35.57	5.04	14.91	29.89	0	0.9	10.09	1.2015
12	TELANGANA	0	66.85	4.74	10.2	19.75	6.79	1.63	4.5	2.91	0.7305
13	TRIPURA	153.97	114.32	2.03	20.04	37.6	61.52	8.52	9	4.57	1.27
14	UTTAR PRADESH	2.04	0.00	0.68	0.12	5.5	1.1	0	0	0.83	0.1595
15	UTTARAKHAND	26.38	0.00	8.13	0.96	7.35	0.6	0	0	3.01	0.157
16	WEST BENGAL	0	0.00	4.74	0	0	0	0	0	0.00	0
17	ANDAMAN and NICOBAR	0	0.00	0	0	0	0	0	0	0.00	0.028
18	MANIPUR	0	0.00	0	5.04	5.5	0	0	0	0.00	0
19	BIHAR	0	0.00	0	5.88	0	0.28	0	0	0.00	0
	GRAND TOTAL	2722.14	3386.2	208.66	311.16	476.16	516.16	47.86	204.3	119.24	21.41

*As per information from concerned Ministries / Departments.

State-wise details of VDVks and fund sanctioned

S. No.	State	Total Number of VDVks Sanctioned	Amount Sanctioned (INR in Lakhs)
1	Andhra Pradesh	415	6,162.90
2	Arunachal Pradesh	106	1590
3	Assam	471	7065
4	Chhattisgarh	139	2085
5	Dadra and Nagar Haveli and Daman and Diu	1	15
6	Goa	10	150
7	Gujarat	200	2895.65
8	Himachal Pradesh	4	55.5
9	Jammu and Kashmir	100	1457
10	Ladakh	10	150
11	Jharkhand	146	2174.7
12	Karnataka	140	2087.4
13	Kerala	44	597.25
14	Madhya Pradesh	126	1890
15	Maharashtra	264	3960
16	Manipur	200	2996.8
17	Meghalaya	169	2534.1
18	Mizoram	259	3806.55
19	Nagaland	284	4259.9
20	Odisha	170	2479.25

21	Rajasthan	479	7135.6
22	Sikkim	80	1169.05
23	Tamil Nadu	8	120
24	Telangana	17	255
25	Tripura	57	776
26	Uttar Pradesh	25	359.55
27	Uttarakhand	12	179.95
28	West Bengal	22	329.35
TOTAL		3958	58,736.50

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State-wise details of funds released schemes of NSTFDC in the last five years

Sl. No.	State	Amount of loan disbursed (In lakhs)
1	Andhra Pradesh	17105.75
2	Andaman Nicobar	245
3	Arunachal Pradesh	2510.2
4	Assam	103.22
5	Bihar	14.54
6	Chhattisgarh	3051.93
7	Dadar and Nagar Haveli	4.55
8	Goa	0.22
9	Gujarat	7689.01
10	Himachal Pradesh	0

11	Jammu and Kashmir	127.32
12	Jharkhand	3785.6
13	Karnataka	3744.02
14	Kerala	6961.6
15	Lakshwadeep	2231.84
16	Madhya Pradesh	0
17	Maharashtra	17443
18	Manipur	4595.6
19	Meghalaya	322.86
20	Mizoram	7871.93
21	Nagaland	27386.51
22	Odisha	5425.46
23	Rajasthan	6976.06
24	Sikkim	6526.72
25	Tamil Nadu	432.2
26	Telangana	4408.8
27	Tripura	19013.36
28	Uttarakhand	4930.59
29	Uttar Pradesh	222.53
30	West Bengal	4.92
	Total	157713.4

State-wise fund released and UC due under SCA to TSS/PMAAGY

(Rs. In Lakh)

S.No.	Name of State	SCA to TSS		PMAAGY				Total	UC Due
		2019-20	2020-21	2021-22	2022-23*	2023-24*	2024-25*		
		Fund released	Fund released	Fund released	Fund released	Fund released	Fund released		
1	Andhra Pradesh	12470.5	4954.96	0	0	0	0	11947.05	
2	Arunachal Pradesh	9224.29	7015.5	733.68	0	0	0	733.68	
3	Assam	2710.08	4578.76	8743.02	11538.22	7182.38	5186.19	0	
4	Bihar	0	3106	774.44	0	0	0	3880.44	
5	Chhattisgarh	9415.53	8769.06	15595.8	23021.82	0	0	38617.62	
6	DNDD	0	0	0	173.23	0	0	173.23	
7	Goa	0	724.26	0	0	0	0	51.99	
8	Gujarat	8975.55	10786.4	15916.78	19401.76	0	0	28487.79	
9	Himachal Pradesh	2394.18	1367	377.03	288.09	0	0	297.57	
10	J and K	4509	0	0	932.39	0	0	932.39	

11	Ladakh	0	0	0	470.525	0	0	168.23
12	Jharkhand	6201.49	7049.64	6531.79	6915.28	0	0	18327.73
13	Karnataka	7434	0	2139.9	937.48	0	0	2253.83
14	Kerala	0	459.15	0	0	61.19	0	0
15	Madhya Pradesh	13415.25	0	12268.76	27694.54	0	0	28283.07
16	Maharashtra	11929.09	0	0	13485.5	0	0	20541.68
17	Manipur	1434.02	0	427.98	295.47	0	0	809.81
18	Meghalaya	3788	328.25	0	3342.3	0	0	3374.8
19	Mizoram	3140	1236.22	580.83	1818.605	1112.009	0	0
20	Nagaland	2951.12	2846.14	886.53	2233.97	0	3827.44	13.01
21	Odisha	8691.18	9010.42	2771.68	1001.24	3044.423	0	4739
22	Rajasthan	11461.41	8662.66	7224.71	15269.66	0	0	19396.56
23	Sikkim	0	0	0	0	0	0	82.56
24	Tamil Nadu	450.56	377.47	285.32	285.62	855.805	0	307.57
25	Telangana	5361.29	4191	2262.18	1681.035	0	0	343.06
26	Tripura	1362.97	1173.3	631.78	904.48	2737.23	0	1756.25
27	Uttarakhand	600	757.8	0	0	0	0	10.35
28	Uttar Pradesh	779.91	508.83	0	0	0	0	1288.74
29	West Bengal	5862.58	3746	0	3495.2	0	0	3495.2
	Total	134562	81648.82	78499.21	135436.4	14993.04	9013.63	190313.2

*Provisional

Statement showing fund released and Utilization reported by States under Article 275(1) of Constitution (as on 07.03.2025) (Rs.in Lakhs)											
S . N	States	2019-20		2020-21		2021-22		2022-23*		2023-24*	
		Total R elease	Utilizatio n report ed by St ate Govt.	Total R elease	Utilizatio n reporte d by Stat e Govt.	Total R elease	Utilizatio n reporte d by Stat e Govt.	Total R elease	Utilizatio n reporte d by Stat e Govt.	Total R elease	Utilizatio n reporte d by Stat e Govt.
1	Andhra Pradesh	8942.43	8942.43	2055.55	2055.55	2638.65	2555.70	0.00	--	0.00	--
2	Arunachal Pradesh	13202.25	13202.25	6014.00	6014.00	9830.00	9830.00	7265.30	7265.30	6740.00	0.00
3	Assam	10802.85	9927.80	4592.37	4033.345	2570.000	2252.20	2300.00	1408.96	3294.12	608.77
4	Bihar	0.00	0.00	0.00	0.00	642.08	642.08	1001.01	184.01	871.24	0.00
5	Chhattisgarh	22500.77	22500.77	9976.24	9976.24	11604.02	11604.02	13578.43	13562.43	15676.77	0.00
6	Goa	0.00	--	0.00	--	600.41	400.41	667.79	629.91	150.00	0.00
7	Gujarat	16833.88	16583.88	5940.04	5637.87	6923.79	4629.36	7549.12	5758.03	4584.77	0.00
8	Himachal Pradesh	5314.7	5314.70	1161.00	1297.00	1500.00	1350.00	1655.00	940.43	1696.45	364.57
9	Jharkhand	11166.77	11166.77	10278.00	10278.00	12264.19	10715.62	6677.87	5642.87	14299.82	0.00
10	Karnataka	10435.46	10435.46	3305.68	3305.68	3210.00	3210.00	4297.57	3529.70	4070.00	0.00
11	Kerala	633.29	633.29	0.00	--	0.00	--	817.67	0.00	1910.44	0.00
12	Madhya Pradesh	44938.92	44065.54	4279.78	3689.47	5319.10	3851.89	8438.75	2751.16	15741.70	0.00
13	Maharashtra	23136.7	11704.74	4573.16	617.99	0.00	--	0.00	--	0.00	--
14	Manipur	6151.91	5351.91	0.00	--	0.00	--	1067.36	533.68	2456.35	0.00
15	Meghalaya	4799.53	4799.53	492.71	492.71	1595.25	1333.02	2904.84	1823.66	3127.29	1093.50
16	Mizoram	6598.83	6598.83	1909.71	1909.71	2971.54	2971.54	1654.05	1654.05	2897.97	0.00
17	Nagaland	6802.11	6802.11	1717.38	1717.38	3202.39	3202.39	5863.47	4952.50	5020.11	0.00
18	Odisha	15110.66	15110.66	6304.62	6304.62	11382.05	11382.05	10150.55	10150.55	6870.56	0.00
19	Rajasthan	15586.19	15586.19	9166.00	9166.00	10435.21	8795.80	11002.53	4594.26	8940.07	0.00
20	Sikkim	3175.35	3175.35	516.00	389.65	2045.00	2045.00	720.38	220.86	1754.38	0.00

21	Tamil Nadu	6356.07	6276.12	0.00	--	0.00	--	0.00	1146.26	650.49	0.00
22	Telangana	9973.28	9973.28	2517.00	2517.00	2050.00	2050.00	3114.46	3114.46	5169.00	2669.00
23	Tripura	2952.63	2952.63	201.74	201.74	607.53	607.53	1294.71	827.34	4226.39	881.16
24	Uttar Pradesh	2760.71	2760.710	927.426	927.43	832.71	832.71	1135.82	1041.66	1353.63	0.00
25	Uttarakhand	428.37	428.37	0.00	--	100.65	7.47	306.02	12.05	964.05	0.00
26	West Bengal	12127.17	12127.17	4041.14	4041.14	0.00	--	4186.50	3448.98	4744.40	0.00
Grand Total		266140.83	251830.49	79969.55	74572.52	92324.57	84268.79	97649.20	75193.11	117210.00	5617.00

*Provisional

DETAILS OF FUND RELEASED FUNDED DURING 2019-20 TO 2023-24 UNDER THE SCHEME OF 'GRANT IN AID TO VOLUNTARY ORGANIZATIONS WORKING FOR THE WELFARE OF SCHEDULED TRIBES'

(Amount in Rs.)

STATE/UT	2019-20	2020-21	2021-22	2022-23*	2023-24*
ANDHRA PRADESH	10157218	5026080	16228664	18301307	9219195
ARUNACHAL PRADESH	35595687	27184297	23778993	21390896	20573970
ASSAM	6213405	4061646	18512478	21446016	12174669
CHHATTISGARH	15948615	4900346	13036874	13841651	14064345
DELHI	-	1316151	1428775	831450	-
GUJARAT	17888100	12098347	10403047	28473189	29916753
HIMACHAL PRADESH	17953743	22425259	13154561	22602270	43721847
JAMMU AND KASHMIR	1587901	4639377	2672910	3676230	-
JHARKHAND	107514637	50136982	69711917	88190996	91875560
KARNATAKA	25497469	11651044	22293781	29058597	24733453
KERALA	-	12082483	14281473	12947767	752581
LADAKH	-	-	4308595	7432575	8453665
MADHYA PRADESH	49199977	22388570	110269307	109112963	97555785

MAHARASHTRA	62859152	40257292	67398480	135880516	104752678
MANIPUR	33097504	28092348	60202985	20753949	40608780
MEGHALAYA	145347653	84500593	77602299	213205493	91483144
MIZORAM	4711528	6963997	11151249	5150495	3869288
ODISHA	293997570	153681894	242481660	204949463	409584484
RAJASTHAN	17184495	18979922	10165582	26921415	21767514
SIKKIM	3046526	946123	2718360	4681356	5315775
TAMIL NADU	28908752	11703033	27473845	25030967	37729224
TELANGANA	1096770	5481754	5664219	3999477	9697708
TRIPURA	4656113	3354479	156271	9568845	4208501
UTTAR PRADESH	-	11222937	3220666	6149490	5102760
UTTARAKHAND	1558170	4854462	6422488	11292690	4430032
WEST BENGAL	64483189	47050584	57760521	47609937	116779436
Total	94,85,04,174	59,50,00,000	89,25,00,000	1,09,25,00,000	1,20,83,71,147

*Provisional

Details of fund released under the Scheme of 'Support to Tribal Research Institutes'

(Rs. in lakh)

Sl. No	State	Fund Released				
		2019-20	2020-21	2021-22	2022-23*	2023-24*
1	Andaman and Nicobar	0.00	0.00	0.00	0.00	0.00

2	Andhra Pradesh	500.00	455.00	432.75	219.13	125.00
3	Arunachal Pradesh	923.85	184.15	0.00	0.00	48.63
4	Assam	235.64	0.00	0.00	0.00	0.00
5	Chhattisgarh	0.00	0.00	189.04	113.43	250.00
6	Gujarat	1719.06	0.00	0.00	0.00	0.00
7	Himachal Pradesh	68.05	50.00	114.1	0.00	0.00
8	Jammu And Kashmir	308.84	206.51	200	170.84	770.85
9	Jharkhand	1654.50	0.00	13.92	164.96	417.03
10	Karnataka	185.50	26.35	184.25	0.00	0.00
11	Kerala	0.00	0.00	0.00	0.00	0.00
12	Madhya Pradesh	0.00	447.00	484.58	0.00	143.08
13	Maharashtra	141.00	0.00	0.00	0.00	0.00
14	Manipur	877.00	0.00	0.00	0.00	0.00
15	Mizoram	1512.00	1178.22	766.65	53.75	550.00
16	Nagaland	275.00	0.00	85	205.000	400.00
17	Odisha	780.04	503.00	644.76	313.15	600.00
18	Rajasthan	0.00	8.89	215.34216	0.00	0.00
19	Sikkim	82.50	144.00	273.3	0.00	0.00
20	Tamil Nadu	0.00	0.00	135.09	0.00	25.00
21	Telangana	557.25	375.75	548.95	0.00	0.00
22	Tripura	335.52	0.00	44.29384	0.00	25.00
23	Uttar Pradesh	0.00	35.15	89.25	0.00	0.00
24	West Bengal	149.25	0.00	0	0.00	0.00
25	Meghalaya	0.00	0.00	66.224	0.00	0.00
26	Uttarakhand	693.00	2183.48	1400.75	0.00	948.01
27	Goa	0.00	202.50	111.75	0.00	50.57
28	Ladakh	0.00	0.00	0.00	0.00	0.00
	Total	10998.00	6000.00	6000.00	1240.26	4353.17

*Provisional

FPI IN UTTAR PRADESH**2417. DR. ANAND KUMAR:**

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:
the steps taken/being taken by the Government to strengthen Food Processing Industries (FPI) in the State of Uttar Pradesh;

- (a) the details of the funds allocated for setting up of food processing centres in the said State during the last three years and the current year;
- (b) the details of employment generation due to the existing food processing infrastructure in Uttar Pradesh; and
- (c) the details of the number of food processing centres set up in the Bahraich Parliamentary Constituency of Uttar Pradesh during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) Ministry of Food Processing Industries (MoFPI) has been incentivizing setting up/expansion of food processing industries and related infrastructure through its Central Sector Pradhan Mantri Kisan SAMPADA Yojana (PMKSY) Scheme, Production Linked Incentive Scheme for Food Processing Industry (PLIS-FPI) and Centrally sponsored PM Formalization of Micro Food Processing Enterprises (PMFME) scheme across the country including Uttar Pradesh.

(b) State/UT-wise allocation of funds are not made under PMKSY and PLIS-FPI. The details of Centre share of funds released to the State of Uttar Pradesh under PMFME scheme is given at **Statement**.

(c) and (d) Ministry extends financial support to prospective entrepreneurs for setting up of different kinds of food processing industries, as per respective scheme guidelines. These schemes are not region specific but demand driven.

MoFPI has, so far, approved a total of 2 Agro Processing Clusters, 27 Integrated Cold Chains, 37 Food Processing Units, 5 Creation of Backward and Forward Linkages and 4 Operation Greens projects in Uttar Pradesh with estimated direct/indirect employment opportunities of 45108 under corresponding schemes of PMKSY. No project under PMKSY has been sanctioned in Bahraich district.

A total of 15,586 micro food processing enterprises has been approved for credit linked subsidy in Uttar Pradesh under PMFME Scheme with estimated direct/indirect employment opportunities of 46758, out of this 166 number of micro food Processing enterprises has been approved in Bahraich district.

A total of 27 proposals under different categories of PLISFPI scheme have been approved in Uttar Pradesh with estimated direct/ indirect employment opportunities of 30738. No project under PLIS-FPI has been sanctioned in Bahraich district.

STATEMENT

Funds released to Uttar Pradesh State under PMFME Scheme

State	2021-22	2022-23	2023-24	2024-25
Uttar Pradesh	24.08 crore	21.06 crore	79.55 crore	150 crore

REVENUE COLLECTED THROUGH CENTRAL EXCISE DUTY ON PETROL AND DIESEL

2418. SHRI YUSUF PATHAN:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the details of the revenue collected through central excise duty and other taxes and cesses on petrol and diesel since June 2019; and

(b) the details of the dividends paid to the Central Exchequer and State Exchequer?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) and (b) The details of contribution of petroleum sector to exchequer since 2019-20 are given below:

(Rs. in Crore)

Particulars	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25 (Apr-Sep) (P)
Contribution to Central Exchequer						
A. Tax/ Duties on Crude oil and Petroleum products						
Cess on Crude Oil	14,789	10,676	19,214	21,445	19,580	7,769
Royalty on Crude Oil / Natural Gas	5,602	3,590	5,639	9,822	9,286	4,675
Customs Duty	22,927	13,514	11,423	14,985	13,134	6,696

NCCD on Crude Oil	1,130	1,016	1,121	1,192	1,191	578
Excise Duty	2,23,057	3,72,970	3,63,305	2,87,575	2,73,684	1,22,507
Service tax	17	1	-	-	-	-
IGST	13,099	11,594	19,726	22,236	20,930	10,364
CGST	6,831	6,158	10,843	13,012	12,230	5,523
Others	88	365	338	59	51	23
Sub Total (A)	2,87,540	4,19,884	4,31,609	3,70,326	3,50,086	1,58,135
B. Dividend to Government/ Income tax etc.						
Corporate/ Income Tax	23,134	21,909	29,219	33,292	57,493	19,053
Dividend income to Central Govt.	12,270	10,393	22,612	15,673	19,310	4,294
Dividend distribution tax	5,462	-	-	-	-	-
Profit Petroleum on exploration of Oil/ Gas	5,909	2,883	8,862	8,776	5,505	1,837
Sub Total (B)	46,775	35,185	60,694	57,741	82,308	25,184
1. Total Contribution to Central Exchequer (A+B)	3,34,315	4,55,069	4,92,303	4,28,067	4,32,394	1,83,319
2. Total Contribution to State Exchequer	2,21,055	2,17,650	2,82,122	3,20,651	3,18,762	1,55,866
Total Contribution of Petroleum Sector to Exchequer (1+2)	5,55,370	6,72,719	7,74,425	7,48,718	7,51,156	3,39,185

The above is based on data provided to Petroleum Planning and Analysis Cell (PPAC) by 15 major oil and gas companies. The amount reported by the companies to PPAC is the consolidated amount of all taxes/cess/ duties /GST etc. for crude oil and petroleum products. (P) - Provisional

TOLL PLAZAS

2419. SHRIMATI KANIMOZHI KARUNANIDHI:

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

- (a) the details regarding the increase in toll prices on the National Highways (NHs) in the country during the last ten years;
- (b) the number of National Highways Authority of India (NHAI) Toll plazas in the country, State-wise especially in Tamil Nadu;
- (c) the number of NHAI toll plazas established in Tamil Nadu during the last ten years; and
- (d) the reasons for having such a large number of toll plazas on the National Highways in Tamil Nadu?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) User fee rates are revised annually linked to the wholesale price index in accordance with National Highways Fee (Determination of Rates and Collection) Rules, 2008, for Public Funded fee plazas and applicable fee rules at the time of Concession Agreement for Concessionaire fee plazas.

Further, user fee rates also increases as and when the tolling length is increased at respective fee plaza.

(b) The details of state-wise user fee plazas on National Highways are at **Statement**. Further, as on 28th February, 2025, there are a total of 78 user fee plazas operational in the state of Tamil Nadu.

(c) A total of 31 user fee plazas have been established in the state of Tamil Nadu over the past ten years.

(d) User-fee Plazas on National Highways are established based on the length of each project package, minimum diversion of traffic, availability of land for construction of Plaza building and other amenities, distance from the Municipal limits, provisions of the NH Fee Rules 2008, etc. However, user fee is collected at the Fee Plaza depending on the project influence length of respective fee plaza, and not on its specific location within the project influence length.

The fee plazas in the state of Tamil Nadu are also established following the NH Fee Rules, 2008 and respective contract/ concession agreement.

STATEMENT

The state-wise details of user fee plazas operational on National Highways:

Name of the State	Total No. of user fee plazas as on 28.02.2025
Andhra Pradesh (RO Vijayawada)	72
Bihar (RO Patna)	39

Chhattisgarh (RO Raipur)	22
Delhi and EPE (RO Delhi)	60
Gujarat (RO Gandhinagar)	55
Haryana (RO Chandigarh)	44
Punjab (RO Chandigarh)	39
Jammu and Kashmir (RO Jammu)	6
Jharkhand (RO Ranchi)	19
Karnataka (RO Bangalore)	58
Kerala (RO Thiruvananthapuram)	9
Madhya Pradesh (RO Jabalpur and RO Bhopal)	90
Maharashtra (RO Mumbai and RO Nagpur)	89
North-East (RO Guwahati)	14
Odisha (RO Bhubaneswar)	31
Rajasthan (RO Jaipur)	156
Tamil Nadu (RO Chennai and RO Madurai)	78
Telangana (RO Hyderabad)	36
Uttar Pradesh (RO UP East-Varanasi and RO UP West-Lucknow)	97
West Bengal (RO Kolkata)	32
Uttarakhand (RO Dehradun)	12
Himachal Pradesh (RO Shimla)	5
Grand Total	1063

MAINTENANCE OF THE DEVAPUR-KOTWA SECTION OF NH-27

2420. DR. ALOK KUMAR SUMAN:

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

- (a) whether performance-based maintenance contract has been awarded for the maintenance of the Devapur-Kotwa section of NH-27;

- (b) if so, the details regarding the total amount sanctioned and spent for the said project;
- (c) whether any stipulated time for completion of the above said work has been provided, if so, the details thereof;
- (d) whether the maintenance work of National Highway-27 in district Gopalganj of Bihar has been completed and if so, the details thereof and if not, the reasons therefor; and
- (e) whether accident-prone black spots rectification work and also construction of underpasses coming on National Highway-27 has been completed in district Gopalganj of Bihar and if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (e) Yes Sir, Performance-Based Maintenance Contract (PBMC) of 05 years duration has already been awarded on 15.03.2024 and the work has also been commenced on 27.06.2024. The total sanctioned amount for the project is Rs. 126.02 crore; however, the funds are yet to be released to the contractor. Furthermore, to eliminate accident black spots, underpasses are under construction as a long-term mitigation measure with schedule date of completion in December, 2025.

BUDGET ALLOCATION FOR UDAN SCHEME

2421. SHRI VISHALDADA PRAKASHBAPU PATIL:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) whether the Government is aware that, despite plans to add 120 new destinations under the UDAN scheme, the budget allocation for the Regional Connectivity Scheme has been reduced to Rs. 540 crore in the 2025-26 budget;
- (b) if so, the rationale behind the reduction in allocation in light of the expansion objectives;
- (c) whether the reduced budgetary allocation is anticipated to affect the implementation timeline of the new destinations and the overall regional connectivity goals;
- (d) if so, the details of any assessments conducted by the Ministry regarding potential challenges due to this budget reduction; and
- (e) the specific measures undertaken by the Government to ensure that the UDAN scheme's expansion proceeds as planned despite the decreased financial allocation?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

- (a) to (e) Under the Regional Connectivity Scheme - Ude Desh ka Aam Nagrik (RCS-UDAN), Rs. 4500 crore has been allocated for revival/upgradation of unserved and underserved Airports/Heliports/Water Aerodromes owned by Airports Authority of India (AAI) / State Governments / Central Public Sector Undertakings / Ministry of Defence under Phase I of the Scheme which is valid till

March 2025. Further, an amount of Rs. 1000 crore has been allocated under Phase-II of the Scheme. ;

The government has announced the launch of modified UDAN Scheme to increase regional connectivity to 120 new destinations and cater to 4 crore passengers in the next 10 years. The proposal for Budgetary allocation will be submitted on formulation of the modified UDAN Scheme.

PMEGP IN KARUR

2422. SUSHRI S JOTHIMANI:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

(a) the number of applications received and approved under the Prime Minister's Employment Generation Programme (PMEGP) in the Karur Parliamentary Constituency during the last financial year (2023-24);

(b) the total amount of financial assistance provided to entrepreneurs under the scheme in said constituency, specifically for the establishment of micro-enterprises and small industries;

(c) whether steps are being taken by the Government under PMEGP to increase awareness and participation of local entrepreneurs, especially in rural and semi-urban areas of Karur, if so, the details thereof;

(d) whether there are any initiatives to specifically support traditional industries like textile and coir-based MSMEs in the Karur region under the PMEGP and if so, the details thereof; and

(e) the number of new jobs created in Karur as a result of the implementation of the scheme in the region?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) and (b) Details of number of applications received, approved, number of units assisted and Margin Money (MM) subsidy disbursed under Prime Minister's Employment Generation Programme (PMEGP) in the Karur district in the State of Tamil Nadu during the last financial year (2023-24) for the establishment of micro-enterprises is given below:

Financial Year	No. of applications received	No. of applications sanctioned by banks	No. of units assisted	MM Subsidy disbursed (Rs. in crore)
2023-24	1662	772	222	3.97

(c) and (d) The initiatives taken by Government under PMEGP to increase awareness and participation of local entrepreneurs across the country including in rural and semi-urban areas of Karur district and support MSMEs in traditional industries including textiles and coir are the following :

Awareness programmes in all the States/UTs including backward and under-performing areas, Aspirational districts, North Eastern Region, etc with focus on special category.

- i. Beneficiaries under Special Category including SC, ST, OBC, Minorities, Women etc. are provided with higher subsidy of 25% and 35% of the project cost in urban and rural areas respectively as compared to 15% and 25% of the project cost for General Category beneficiaries.
 - ii. Inclusion of applicants from Aspirational districts and transgenders under Special Category eligible for higher subsidy.
 - iii. Conduct of two-days free online Entrepreneurship Development Programme (EDP) for prospective entrepreneurs.
 - iv. Industries related to Animal Husbandry like dairy, poultry, aquaculture, insects (bees, sericulture, etc.) have been allowed under the scheme.
 - v. Acceptance of PMEGP applications in offline mode from prospective beneficiaries in 11 regional languages since January 2024.
 - vi. Model Detailed Project Reports (DPRs) on various industries have been made available in the PMEGP portal.
- (e) Performance of PMEGP in Karur district in the State of Tamil Nadu during FY 2023-24 in terms of number of units assisted and estimated employment generated is given below: -

Financial Year	No. of units assisted	Estimated Employment Generated (Nos.)
2023-24	222	1,776

PM VISHWAKARMA SCHEME

2423. SHRI ARVIND DHARMAPURI:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) whether the Government has conducted a specific study to identify skill gaps among artisans and craftsmen under the PM Vishwakarma scheme, if so, the key findings and steps taken to address them;
- (b) whether the Government maintains data on the number of artisans and craftspeople who have benefited, registered or trained under the said scheme, if so, the details thereof, State/UT wise, including Telangana; and
- (c) the steps taken by the Government to ensure that products made by the beneficiaries gain better market access, including e-commerce platforms and international markets particularly from Telangana?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

- (a) As per the guidelines of PM Vishwakarma Scheme, all the beneficiaries who are successfully registered, are being imparted Skill Training by Ministry of Skill

Development and Entrepreneurship (MSDE). As of now, 19.25 lakh beneficiaries have been imparted Basic Skill Training across the country as per their trades. The Skill Training Module of 6 days for each of 18 trades has been designed by MSDE keeping in view the skill and technology upgradation needs of PMV beneficiaries. Under the PM Vishwakarma scheme, all registered beneficiaries are to be mandatorily provided Skill Training.

(b) Yes, the PM Vishwakarma portal under Ministry of Micro, Small and Medium Enterprises (MSME) maintains data on the number of artisans and craftspeople that have benefited, registered or trained under the PM Vishwakarma Scheme. The State/U.T.-wise details as on 05-03-2025, including Telangana are given at **Statement.**

(c) Under the scheme, PM Vishwakarma beneficiaries across the country including Telangana, are being provided with marketing support including trade fairs, state level exhibitions etc. to showcase, display and sell their handicrafts. Also online marketing support is being provided to PM Vishwakarma beneficiaries through various e-commerce platforms like ONDC, Amazon, FabIndia, Meesho etc to promote sale of their products in the domestic as well as international markets. Under the Marketing Support Component, Common Service Centre- Special Purpose Vehicle (CSC-SPV) has been assigned the task of on-boarding of 2,00,000 PM Vishwakarma beneficiaries on Government e-Marketplace (GeM) portal, out of which 29,866 PMV beneficiaries have been successfully onboarded on GeM, till date.

STATEMENT**The State/U.T.-wise details as on 05-03-2025, including Telangana**

Sno.	State/UT	Successful Registration	Basic Skill Training Completed
1	ANDAMAN AND NICOBAR ISLANDS	741	390
2	ANDHRA PRADESH	2,17,450	1,35,925
3	ARUNACHAL PRADESH	5,831	279
4	ASSAM	1,16,060	70,984
5	BIHAR	1,47,765	63,499
6	CHANDIGARH	249	73
7	CHHATTISGARH	1,14,889	65,879
8	DELHI	1,950	239
9	GOA	18,524	8,132
10	GUJARAT	2,11,231	1,68,462
11	HARYANA	36,657	23,728
12	HIMACHAL PRADESH	19,484	9,452
13	JAMMU AND KASHMIR	1,53,526	1,20,866
14	JHARKHAND	40,869	24,094
15	KARNATAKA	5,56,852	4,27,568
16	KERALA	21,998	8,280
17	LADAKH	3,741	1,785
18	LAKSHADWEEP	686	76
19	MADHYA PRADESH	2,63,256	1,67,462
20	MAHARASHTRA	2,62,279	1,60,852
21	MANIPUR	14,634	4,262
22	MEGHALAYA	2,976	134
23	MIZORAM	3,224	408
24	NAGALAND	3,407	878
25	ODISHA	1,01,618	62,009
26	PUDUCHERRY	749	96

27	PUNJAB	12,407	5,604
28	RAJASTHAN	2,37,507	1,85,730
29	SIKKIM	2,451	529
30	TAMIL NADU	1	0
31	TELANGANA	81,824	53,085
32	THE DADRA AND NAGAR HAVELI AND DAMAN AND DIU	831	361
33	TRIPURA	20,234	13,442
34	UTTAR PRADESH	1,70,296	99,172
35	UTTARAKHAND	19,786	8,955
36	WEST BENGAL	1	0
	Grand Total	28,65,984	18,92,690

SAFETY OF CAR DRIVERS

2424. SHRI ANIL YESHWANT DESAI:

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

- (a) the standard guidelines for safety of road passengers using cars;
- (b) the various safety categories required for a car to drive on the road;
- (c) the reasons for catching sudden fire in any vehicle like two, three and four wheelers;
- (d) whether Electric Vehicles (EVs) are prone to such sudden fire because of presence of electricity/heavy electric battery in the vehicles;
- (e) if so, whether there is any violation of safety requirements by the manufacturers of EV vehicles, if so, the details thereof; and
- (f) whether there is any punishment awarded to any manufacturer for such incidents, if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b) Safety standards notified by the Government from time to time are to be complied by vehicle manufacturers. Rule 126 of Central Motor Vehicles Rules, 1989 provides that every manufacturer or importer of motor vehicles, including modular hydraulic trailers, shall submit the prototype of the vehicle to any testing agency notified, for granting a Type Approval certificate by that agency regarding the compliance of provisions of the Motor Vehicles Act, 1988 and Central Motor Vehicles Rules, 1989. Further, Bharat New Car Assessment Programme (BNCAP), as a voluntary program, introduces the concept of passenger car safety ratings through a series of safety tests.

(c) and (d) Vehicle fires can occur due to various reasons depending upon the type of fuel, including electrical faults, fuel system leaks, overheating, collisions, Electrical short circuits, malfunctioning batteries, etc.

(e) and (f) Government had constituted a committee of experts to suggest formulation of safety standards for the battery and its components, BMS and related systems in electric vehicles. Based on the recommendations of the Committee and inputs from the stakeholders, to enhance the safety requirements of the Electric Vehicles. Government in Ministry of Road Transport and Highways vide S.O. 4567(E) dated 28th September, 2022 has brought amendment to the Automotive Industry Standards, AIS:156 [Specific requirements for L (a motor vehicle less than four wheels and quadricycle) category electric power train

vehicles] and AIS:038 (Rev 2) [Specific Requirements for M Category, (a motor vehicle with at least four wheels used for carrying passenger) N Category (a motor vehicle with at least four wheels used for carrying goods) Electric Power Train Vehicles] to prescribe Technical Requirements for Traction Battery of L, M and N Category of Electric Power Train Vehicles. The said amendments are effective from 31st March, 2023.

TRAFFIC CONGESTION IN DELHI

2425. SHRI JANARDAN SINGH SIGRIWAL:

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

- (a) whether the traffic jams in Delhi have worsened during recent years and if so, the details thereof including contributing factors and the affected areas in Delhi;
- (b) whether the Government has conducted any new study to reduce traffic congestion in Delhi and if so, the details thereof;
- (c) whether public transportation options have had an impact on reducing traffic congestion in Delhi and if so, the details thereof;
- (d) whether traffic jams in Delhi lead to economic losses/air pollution due to delays and if so, the details thereof including the estimated cost or impact on businesses and daily commuters;

(e) whether new urban planning initiatives are likely to be proposed to alleviate traffic issues in Delhi and if so, the details thereof along with timelines likely to be taken ; and

(f) the other steps taken by the Government to make traffic smooth/signal free on roads in Delhi?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (f) The Government in the Ministry of Road Transport and Highways (MoRTandH) is primarily responsible for development and maintenance of National Highways (NHs) in the country. Concerned States including National Capital Territory (NCT) of Delhi are responsible for development and maintenance of State roads.

The problem of increasing traffic congestion on the roads in Delhi is a complex issue involving diverse socio-economic issues, population growth, increasing number of vehicles, etc.

At present, the operational length under Delhi Metro network is 395 km and more than 71 lakh passengers utilize Delhi Metro Rail Corporation (DMRC) network everyday. To assess the impact of shift of passengers from road to metro, The Energy and Resources Institute (TERI) was engaged by DMRC to conduct a study. As per the study, number of vehicles reduced from the roads on daily basis for the year 2024 was 6,44,252.

Delhi Traffic Police conducted a survey in March, 2024 in which problem of traffic congestion was found in 134 location/stretches, primarily due to ongoing construction works by various civic agencies, encroachment and heavy volume of traffic. These were shared with concerned agencies in March, 2024 for taking up necessary remedial measures.

Besides this, Delhi Traffic Police also shared the lists of 128 bad conditioned/potholed roads and 97 damaged / encroached footpaths to the respective civic agencies in October 2024 for necessary remedial measures.

Government has taken up the comprehensive exercise of widening, upgradation and development of the arterial NH network in and around the NCT of Delhi, by taking up road projects of more than about Rs.51,000 Crore towards building new road infrastructure in and around NCT of Delhi. The projects completed and taken up in and around NCT of Delhi are **Statement**

STATEMENT

The NHs projects completed and taken up in and around NCT of Delhi:-

Projects Completed:

S.No.	Project Name	Length (km.)	Cost (Cr.)
1	Eastern Peripheral Expressway (EPE)	135	12,000
2	Delhi Meerut Expressway	82	5,500
3	Dwarka Expressway (PKG-3 and 4)	18.96	4,087
4	6-Lane UER-II (Urban Extension Road) (PKG-3 and 4)	39.26	2,847
5	DND Interchange – Kalandikunj (along Yamuna) Faridabad-Ballabgarh-Sohana (Pkg-2 and 3)	50	2,716

6	Delhi to Panipat	70	2,205
7	6-Lane Gurgaon to Sohna	21	2,009
8	Flyover and Underpass on Delhi-Gurugram	0	1,005
9	8 lane corridors from Dhaula-kuan to Airport	3	270
10	Elevated U-Turn near Ambiance Mall	2.78	103
Total		422	32,742

Projects taken up:

S.No.	Project Name	Length (Km.)	Cost (Cr.)	Target Completion for
1	6-Lane UER-II (Urban Extension Road) (PKG-1 and 2)	36.74	5153	June, 25
2	Dwarka Expressway (PKG-1 and 2)	10.1	4293	June, 25
3	6 lanes of Delhi (Akshardham) to intersection of Eastern Peripheral Expressway (Provisionally Completed)	31.6	3500	Provisionally Completed
4	Connectivity between IGI airport to Jewar Airport and also to Delhi Mumbai Expressway	32	2900	June, 26
5	DND Interchange – Kalandikunj (along Yamuna) - Faridabad-Ballabgarh-Sohana (Pkg-I)	9	1468	Oct, 25
6	4L Connector from Delhi Meerut Expressway (Km 50.000 of Pkg IV) to Km 8.520 of NH-235, (DME, PKG-V)	14.6	1081	Dec, 25
Total		134.04	18,395	

EXPANSION OF KAZI NAZRUL ISLAM AIRPORT

2426. SHRI AZAD KIRTI JHA:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) whether the Government is aware of the increasing passenger and cargo traffic demands at Kazi Nazrul Islam Airport in Durgapur-Andal, West Bengal having its strategic importance as a gateway to South Bengal and parts of Jharkhand and if so, the details thereof;
- (b) whether the Government has any proposal for the expansion of the said airport to enhance its capacity and infrastructure, including the terminal building, runway and other facilities; and
- (c) if so, the details of the proposed expansion plan, including timelines fixed and allocation of the budget thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (c) Government of India had granted 'In-Principle' approval to a private company, namely Bengal Aerotropolis Projects Limited (BAPL) for setting up of Greenfield Airport in Durgapur, West Bengal. The airport was operationalized in May, 2015. The upgradation of infrastructure/ facilities at airports, including Durgapur Airport, is a continuous process, which is undertaken by the airport operator concerned (in this case- BAPL) depending upon commercial viability, traffic demand, availability of land, operational requirements etc.;

Presently at Durgapur Airport, Passenger Handling Capacity is 1.2 Million Passenger Per Annum (MPPA) and Cargo Handling Capacity is 14500 Metric Ton (MT), whereas the airport has handled approx. 0.5 Million Passengers and approx. 500 Metric Ton (MT) of cargo in the FY 2023-24 due to less traffic and less cargo demand. As such the Airport is having sufficient capacity to handle the existing passenger and cargo traffic and may not require immediate need for expansion.

राष्ट्रीय राजमार्गों का निर्माण

2427. श्री प्रभुभाई नागरभाई वसावा:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

- (क) पिछले वित्तीय वर्ष में निर्मित राष्ट्रीय राजमार्गों की संख्या पिछले वर्षों की तुलना में कितनी है;
- (ख) भारतमाला परियोजना में देरी के मुख्य कारण क्या हैं तथा सरकार द्वारा इसके पूरा होने के लिए क्या संशोधित समय-सीमा निर्धारित की गई है;
- (ग) लंबित राष्ट्रीय राजमार्ग परियोजनाओं के लिए भूमि अधिग्रहण में तेजी लाने हेतु सरकार द्वारा क्या कदम उठाए जा रहे हैं;
- (घ) वर्तमान में निर्माणाधीन एक्सप्रेसवे परियोजनाओं की संख्या कितनी है तथा उनके पूरा होने की अनुमानित समय-सीमा क्या है; और
- (ङ) मौजूदा राजमार्गों का समय पर रखरखाव सुनिश्चित करने तथा गड्ढों के कारण होने वाली दुर्घटनाओं को रोकने के लिए क्या उपाय कार्यान्वित किए जा रहे हैं?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

- (क) पिछले पांच वित्तीय वर्षों अर्थात् 2019-20 से 2023-24 के दौरान निर्मित राष्ट्रीय राजमार्गों (एनएच) की लंबाई विवरण में संलग्न है।

(ख) भारतमाला परियोजना चरण-I के अंतर्गत कुछ परियोजनाओं के कार्यान्वयन में देरी भूमि अधिग्रहण (एलए) सहित निर्माण-पूर्व गतिविधियों में देरी, ठेकेदारों के सामने आने वाली वित्तीय कठिनाइयों, अप्रत्याशित घटनाएँ और निर्माण सामग्री की कमी आदि के कारण कई चुनौतियाँ आ रही हैं। इन चुनौतियों से निपटने और परियोजना के क्रियान्वयन में तेज़ी लाने के लिए सरकार ने कई पहल की हैं। इनमें भूमि अधिग्रहण प्रक्रिया को सुव्यवस्थित और तेज़ करना, वन और पर्यावरण विभाग से अनापत्ति मंजूरी में तेज़ी लाने के लिए परिवेश पोर्टल का पुनरुद्धार करना, रेलवे से आरओबी/आरयूबी के लिए जीएडी की ऑनलाईन मंजूरी को सक्षम बनाना और राज्य सरकारों सहित सभी हितधारकों के साथ विभिन्न स्तरों पर समीक्षा बैठकें आयोजित करना शामिल हैं। सरकार इन परियोजनाओं को समय पर पूरा करने के लिए सभी ज़रूरी कदम उठा रही है। शेष चल रहे कार्यों को पूरा करने की संशोधित समय-सीमा वित्तीय वर्ष (एफवाय) 2027-28 है।

भारतमाला परियोजना के चरण-I के अंतर्गत नई स्वीकृतियाँ को 16 नवंबर, 2023 से रोक दिया गया है।

(ग) सरकार ने राज्य सरकारों और अन्य हितधारकों के साथ सक्रिय सहयोग से, चल रही परियोजनाओं में बाधाओं/अड़चनों की समीक्षा और समाधान के तंत्र का लाभ उठाकर भूमि अधिग्रहण प्रक्रिया को सुव्यवस्थित करने के लिए कदम उठाए हैं। साथ ही, नई परियोजनाओं के लिए आवश्यक मंजूरी/अनुमोदन की प्रक्रिया में तेज़ी लाने और पूर्व शर्तों को पूरा करने के लिए भी पूरा प्रयास किया जा रहा है।

(घ) भारतमाला के अंतर्गत परियोजना के तहत 2,504 किलोमीटर लंबे 5 एक्सप्रेसवे की परिकल्पना की गई थी। इनमें से 2,417 किलोमीटर का काम पूरा हो चुका है और फरवरी, 2025 तक 1,842 किलोमीटर का निर्माण हो चुका है, जबकि कुछ खंड में कार्य चालू भी हो चुका है।

(ड.) राष्ट्रीय राजमार्गों का विकास और रखरखाव एक सतत प्रक्रिया है। सरकार ने मौजूदा राष्ट्रीय राजमार्ग नेटवर्क के रखरखाव को प्राथमिकता दी है और अन्य बातों के साथ-साथ जवाबदेह रखरखाव

एजेंसी के माध्यम से सभी राष्ट्रीय राजमार्ग खंडों के रखरखाव और मरम्मत (एमएंडआर) को सुनिश्चित करने के लिए एक तंत्र विकसित किया है।

राष्ट्रीय राजमार्गों के उन खंडों का एमएंडआर, जहां विकास कार्य शुरू हो चुके हैं या संचालन, रखरखाव और हस्तांतरण (ओएमटी) रियायतें/ संचालन और रखरखाव (ओएंडएम) संविदा दिए गए हैं, दोष दायित्व अवधि (डीएलपी)/रियायत अवधि के अंत तक संबंधित रियायतग्राही/ठेकेदारों की जिम्मेदारी है। इसी तरह, टीओटी (टोल, संचालन और स्थानांतरण) और इनविट (अवंसंरचना निवेश ट्रस्ट) के तहत किए गए राष्ट्रीय राजमार्गों के खंडों के लिए, एमएंडआर जिम्मेदारी रियायत अवधि के अंत तक संबंधित रियायतग्राही की है।

राष्ट्रीय राजमार्गों के शेष सभी खंडों के लिए, सरकार ने निष्पादन आधारित रखरखाव विवरण (पीबीएमसी या अल्पकालिक रखरखाव अनुबंध (एसटीएमसी)) के माध्यम से रखरखाव कार्य करने का नीतिगत निर्णय लिया है।

सड़क की स्थिति में चिन्हित किए गए दोषों/मुद्दों की मरम्मत के साथ-साथ अन्य रखरखाव/मरम्मत कार्य ठेकेदार/रियायतग्राही द्वारा अनुबंध के प्रावधानों के अनुसार निर्धारित समय-सीमा के भीतर पूरे किए जाते हैं। दोषी ठेकेदार/रियायतग्राही के खिलाफ कार्रवाई के लिए अनुबंध दस्तावेजों में शामिल दंड प्रावधानों के माध्यम से अनुपालन सुनिश्चित किया जाता है।

विवरण

पिछले पांच वित्तीय वर्षों अर्थात् 2019-20 से 2023-24 के दौरान निर्मित राष्ट्रीय राजमार्गों (एनएच) की लंबाई

वर्ष	लंबाई निर्मित (किमी में)
2019-20	10,237
2020-21	13,327

2021-22	10,457
2022-23	10,331
2023-24	12,349

PIPED NATURAL GAS NETWORK IN TAMIL NADU

2428. SHRI THARANIVENTHAN M. S.:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

- (a) the current status of the Piped Natural Gas (PNG) network in India and the number of cities currently covered under the PNG system in Tamil Nadu;
- (b) the steps taken/being taken to expand the PNG infrastructure, particularly in underserved and rural areas to provide cleaner energy alternatives to the households and industries;
- (c) the criteria by which the Government is planning to meet the increasing demand for PNG in urban areas and the timeline for further expansion of the network;
- (d) the measures taken/being taken by the Government to ensure the affordability and accessibility of PNG for domestic consumers, particularly in economically weaker sections of society; and
- (e) the criteria by which the Government is addressing the challenges of safety, maintenance and infrastructure development in the growing PNG sector?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

- (a) to (e) Providing Piped Natural Gas (PNG) connections and laying of pipeline infrastructure are part of the development of City Gas Distribution (CGD) Network and the same is carried out by the entities authorized as per their Minimum Work Programme (MWP) targets provided by Petroleum and Natural Gas Regulatory

Board (PNGRB) and techno- commercial feasibility. After completion of 12/12A CGD bidding round, PNGRB has authorized entities for the development of CGD network in 307 Geographical Areas (GAs), covering almost 100% of the mainland area (including the state of Tamil Nadu) for the development of CGD network across the country. As per MWP target, authorised entities have to provide approx. 12.6 crore PNG connections by 2034. The authorized entities also supply natural gas to customers in industrial sector in their GAs as per the demand and tecmo-commercial viability. As on 31.1.2025, the authorized entities have provided 1.42 crore PNG Domestic (PNG (D)) connections and laid 5.67 lakh inch-km pipeline.

The GA wise details of domestic PKG connections in the country as on 31.1.2025, is at **Statement-I**. The GA wise details of domestic PNG connections in the State of Tamil Nadu as on 31.1.2025, is at **Statement-II**.

Government has taken various steps to meet the increasing demand of PNG which includes allocating domestic gas on priority basis to PNG (Domestic) & CNG (Transport); diverting domestic gas from non-priority sectors to meet the requirement for CNG (Transport) and PNG (Domestic) segments. Government has also notified that gas produced from discoveries in Deepwater, Ultra Deepwater and High Pressure-High Temperature areas, in any situation which may require proportionate distribution of the gas offered under the bidding process, the contractor shall offer gas to bidders belonging to CNG(T)/PNG(D) sector on priority.

To ensure the affordability of PNG, Government has approved the revised domestic natural gas pricing guidelines for gas produced from nomination fields of ONGC/OIL, New Exploration Licensing Policy (NELP) blocks and pre-NELP blocks, where Production Sharing Contract (PSC) provides for Government's approval of prices. The price of such natural gas shall be 10% of the monthly average of Indian Crude Basket notified on a monthly basis. For the gas produced by ONGC & OIL from their nomination blocks, the Administered Price Mechanism (APM) price is subject to a floor and a ceiling which is currently at \$ 4.0/MMBTU &

\$ 6.5/MMBTU respectively. This has led to a relatively stable price for PNG(D) customers.

To ensure safe operations the authorized entities carry out periodic health assessment of pipelines as per Petroleum and Natural Gas Regulatory Board (Technical Standards and Specifications including Safety Standards for Natural Gas Pipelines) Regulations, 2009 (T4S regulations) and PNGRB (Integrity Management System for Natural Gas Pipelines) Regulations, 2012 (IMS regulations) and their fitness for purpose is assessed on prescribed frequency. Monitoring, Survey, Inspection, Assessments and Maintenance of existing pipelines are being carried in line with T4S Regulations, US regulations and Oil Industry Safety Directorate Standard 226. Additionally, the authorized entities undertake various awareness/educational programme to propagate the benefits of PNG and the safety protocols among people.

STATEMENT-I

GA wise Details of Domestic Piped Natural Gas (PNG) Connections in the Country - as on 31.1. 2025

SL No.	Geographical Area/ CGD Networks	State/Union Territory	Authorized CGD Entity	Date of Authorization	Date of Target Completion	Domestic		Industrial	Pipeline Infrastructure	
						Pro- Rata Target (January)	January (Cumulative)	January (Cumulative)	Pro- Rate Target (January)	Total (January)
1.	Dewas	Madhya Pradesh	GAIL Gas Limited	01-Jun-09	30-Jun-14	40000	22350	29	320	110
									5	
2.	Kota	Rajasthan	Rajasthan State Gas Limited	01 -Jun-09	30-Jun-14	100000	52321	128	343.6	219
								6	6	
3.	Mathura	Uttar Pradesh	Torrent Gas Private	11-Jun-09	30-Jun- 14	65000	17758	100	347	170

			Limited							8
4.	Kakinada	Andhra Pradesh	Bhagyanagar Gas Limited	12-Jun-09	30-Jun-14	50000	66309	4	622	1903
5.	Sonipat	Haryana	GAIL Gas Limited	12-Jun-09	30-Jun-14	60000	35835	297	329	2297
6.	Meerut	Uttar Pradesh	GAIL Gas Limited	12-Jun-09	30-Jun-14	125000	58221	94	643.18	4898
7.	Chandigarh	Chandigarh (UT), Haryana, Punjab & Himachal Pradesh	Indian-Oil Adani Gas Private Limited	08-May-13	30-Jun-18	700000	29379	57	1750	3188
8.	Allahabad	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	08-May-13	30-Jun-18	225000	22641	12	480	1553
9.	Phansi	Uttar Pradesh	Central UP Gas Limited	26-Feb-14	31-Mar-19	23706	26306	0	71.92	304
10	Jalandhar*	Punjab	Adani Total Gas Limited	06-Sep-13	30-Sep-18	187200	0	0	23400	20
11.	Bhavnagar	Gujarat	Gujarat Gas Limited	05-Mar-14	31-Mar-19	490000	75648	103	8986	4843
12.	Janwagar	Gujarat	Gujarat Gas Limited	17-Jan-14	31-Mar-19	368000	56608	138	12856	3220
13.	Kutch (West)	Gujarat	Gujarat Gas Limited	19-Dec-14	31-Dec-19	166000	12607	11	10271	1813
14	Kutch (East)*	Gujarat	Jay Madhok Energy Private Limited led Consortium	12-Mar-15	31-Mar-20	142000	0	0	44500	0
15.	Ludhiana*	Punjab	Jay Madhok Energy Private Limited led Consortium	25-Jul-15	30-Jun-20	298000	0	0	26000	93
16.	Bengaluru Rural and Urban Districts	Karnataka	GAIL Gas Limited	18-Feb-15	31-Mar-20	131156	273706	202	1582	5386

17.	Panipat District	Haryana	Indian-Oil Adani Gas Private Limited	01-Apr-15	31-Mar-22	11782	17776	77	650	1392
18.	Palghar District Thane Rural	Maharashtra	Gujarat Gas Limited	01-Apr-15	31-Mar-22	51452	54171	107	1800	1986
19.	Raigarh District (EAAA)	Maharashtra	Mahanagar Gas Limited	01-Apr-15	31-Mar-22	26476	89400	16	1800	2358
20.	UT of Dadra & Nagar Haveli	Dadra & Nagar Haveli (UT)	Gujarat Gas Limited	01-Apr-15	31-Mar-22	3823	13097	67	320	1451
21.	UT of Daman	Daman & Diu (UT)	Indian-Oil Adani Gas Private Limited	01-Apr-15	31-Mar-22	2519	5342	59	33	783
22.	Amritsar District	Punjab	Gujarat Gas Limited	05-May-15	31-Jun-22	24445	30368	14	953	326
23.	Pune District (EAAA)	Maharashtra	Torrent Gas Private Limited	18-Jul-15	30-Jun-22	52810	21373	70	1800	2550
24.	Ernakulam District	Kerala	Indian-Oil Adani Gas Private Limited	14-Oct-15	02-May-23	48701	42285	23	1099	1497
25.	Udhham Singh Nagar District	Uttarakhand	Indian-Oil Adani Gas Private Limited	28-Jul-15	30-Sep-22	15429	17899	98	921	1884
26.	Haridwar District	Uttarakhand	Haridwar Natural Gas Limited	27-Jul-15	30-Sep-22	16905	25300	27	830	1395
27.	East Godavari District (EAAA)	Andhra Pradesh	Godavari Gas Private Limited	14-Aug-15	30-Sep-22	60534	49800	1	1800	775
28.	West Godavari District	Andhra Pradesh	Godavari Gas Private Limited	14-Aug-15	30-Sep-22	24576	51107	3	1800	972
29.	Tumkur District	Karnataka	Megha City Gas Distribution Private Limited	14-Aug-15	30-Sep-22	32004	31996	120	1800	1682

30.	Krishna District (EAAA)	Andhra Pradesh	Megha City Gas Distribution Private Limited	14-Sep-15	30-Sep-22	50837	28820	55	1800	28% 7
31.	Dharwad District	Karnataka	Indian-Oil Adani Gas Private Limited	14-Sep-15	30-Sep-22	19135	20497	12	1520	169 8
32.	Belgaum District	Karnataka	Megha City Gas Distribution Private Limited	14-Sep-15	30-Sep-22	49193	33368	75	1800	160 8
33.	Bhatinda District	Punjab	Gujarat Gas Limited	10-May-16	30-Jun-23	13695	5858	2	1209	130 2
34.	Saharanpur District	Uttar Pradesh	Bharat Petroleum Corporation Limited	11-May-16	30-Jun-23	29863	29884	3	1342	137 3
35.	Amreli District	Gujarat	Gujarat Gas Limited	27-May-16	30-Jun-23	14742	17376	5	1800	177 2
36.	Patan District	Gujarat	Sabarmati Gas Limited	27-May-16	30-Juni-23	13382	23042	10	1800	192 5
37.	Dahej Vagra Taluka	Gujarat	Gujarat Gas Limited	06-Jun-16	30-Jun-23	1080	1581	65	591	724
38.	Rupnagar District	Punjab	Bharat Petroleum Corporation Limited	10-Juni- 16	30-Jun-23	6782	9089	0	650	685
39.	North Goa District	Goa	Goa Natural Gas Private Limited	24-Jun-16	30-Jun-23	9588	11200	33	650	818
40.	Dahod District	Gujarat	Gujarat Gas Limited	27-Jun-16	30-Jun-23	16714	12837	28	1309	130 7
41.	Banaskantha District	Gujarat	IRM Energy Private Limited	01-Jul-16	30-Jun-23	28021	J8217	14	1800	283 5
42.	Anand District (EAAA)	Gujarat	Gujarat Gas Limited	04-Jul-16	30-Sep-23	12650	44721	30	680	323 4
43.	Panchmahal District	Gujarat	Gujarat Gas Limited	04-lui-16	30-Sep-23	5191	27463	87	1189	225 7

44.	Fatehgarh S'h'b District	Punjab	IRM Energy Private Limited	05-Jul-16	30-Sep-23	5905	6733	195	650	1339
45.	Yamunanagar District	Haryana	Bharat Petroleum Corporation Limited	22-Jul-16	30-Sep-23	11771	11772	6	650	806
46.	Ratnagiri District	Maharashtra	Unison Enviro Private Limited	09-Aug-16	30-Sep-23	19858	16742	49	1800	388
47.	Rewari District	Haryana	Indraprastha Gas Limited	19-Aug-16	30-Sep-23	8902	27253	242	650	2401
48.	Dhar District	Madhya Pradesh	Naveriya Gas Private Limited	07-Nov-16	31-Dec-23	1061	1490	11	1800	672
49.	Rohtak District	Haryana	Bharat Petroleum Corporation Limited	09-Apr-18	30-Jun-25	9012.5	11797	30	622.916 6667	1181
50.	Ahmedabad District (EAAA)	Gujarat	Gujarat Gas Limited	22-06-2016 (New start date 01.04.2022)	31-Mar-27	5763.75	19608	29	1350	1750
51.	Solapur District	Maharashtra	IMC Limited	08-Mar-17	30-Jun-24	43658	361B8	4	1800	1052
52.	South Goa District	Goa	Indian-Oil Adani Gas Private Limited	07-Feb-18	31-Mar-25	7212.4	6516	19	686.366 6667	737

53.	Kamal District	Haryana	Indraprastha Gas Limited	08-Feb-18	31-Mar-25	13873.8	3008972	881.066	172
								6667	5
54.	Ambala & Kurukshetra Districts	Haryana	HPOIL Gas Private Limited	22-Feb-18	31-Mar-25	19592.8	190147	1122.98	180
								6667	7
55.	Kolhapur District	Maharashtra	HPOIL Gas Private Limited	06-Mar-18	31-May-25	34854	3422934	1740	1910
56.	Bulandshahr (part) District	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	06-Mar-18	31-Mar-25	15224.7	1379956	746.35	909
57.	Bagpat District	Uttar Pradesh	Bagpat Green Energy Private Limited	28-Mar-18	31-Mar-25	9971.2	540533	639.186	
								6667	607
58.	Srikakulam, Visakhapatnam & Vizianagaram Districts	Andhra Pradesh	Indian Oil Corporation Limited	01-03-2019 (New start date 01.07.2021)	31-Mar-30	170471.0333	62036	843.333	1419
								3333	
59.	Cachar, Hailakandi & Karimganj Districts	Assam	Purba Bharati Gas Private Limited	27-09-2018 (New start date 01.01.2022)	31-Mar-30	17416.85	28618	275.366	3561
								6667	
60.	Kamrup & Kamrup Metropolitan Districts	Assam	Purba Bharati Gas Private Limited	26-Sep-18	30-Sep-28	107000.3333	56520	608.633	2005
								3333	
61.	Aurangabad, Kaimur & Rohtas Districts	Bihar	Indian Oil Corporation Limited	06-Sep-18	04-Feb-29	4281.3	43661	480	934
62.	Begusarai District	Bihar	Think Gas Begusarai Private Limited	20-Sep-18	30-Sep-28	56595.68667	73726	482.6	693

63.	Gaya & Nalanda Districts	Bihar	Indian-Oil Adani Gas Private Limited	20-Sep-18	30-Sep-28	12530.33333	3145	1	825.866	112
64.	Diu & Gir Somnath Districts	Daman and Diu & Gujarat	IRM Energy Private Limited	25-Sep-18	30-Sep-28	30333.33333	9014	0	119.066	984
65.	Surendranagar District (EAAA) & Morbi District (EAAA)	Gujarat	Adani Total Gas Limited	17-Oct-18	31-Dec-28	26826.54167	1643	3	510.391	1319
66.	Barwala & Ranpur Talukas	Gujarat	Adani Total Gas Limited	26-Sep-18	30-Sep-28	4032.66667	40	0	132.366	260
67.	Navsari District (EAAA), Suraf District (EAAA), Tapi District (EAAA) & the Dangs District	Gujarat	Adani Total Gas Limited	26-Sep-18	30-Sep-28	30063.66667	3163	0	639.666	903
68.	Junagadh District	Gujarat	Torrent Gas Private Limited	13-Sep-18	30-Sep-28	25800	12867	2	2017.8	2196
69.	Kheda District (EAAA) & Mahisagar District	Gujarat	Adani Total Gas Limited	28-Sep-18	30-Sep-28	58335.66667	3950	0	639.666	857
70.	Narmada (Rajpipla) District	Gujarat	Gujarat Gas Limited	06-Sep-18	30-Sep-28	58333.33333	4615	0	34.8333	320
71.	Porbandar District	Gujarat	Adani Total Gas Limited	26-Sep-18	30-Sep-28	20154.66667	101	0	445.866	333
72.	Panchkula District (EAAA), Sirmaur, Shimla & Solan Districts (EAAA)	Haryana Himachal Pradesh	Indian-Oil Adani Gas Private Limited	13-Sep-18	30-Sep-30	10786.66667	56	0	NA	144
73.	Bhiwani, Charkhi Dadri & Mahendragarh Districts	Haryana	Adani Total Gas Limited	13-Sep-18	30-Sep-28	50154.66667	4241	0	639.666	1113

74.	Hisar District	Haryana	HCG (KCE) Private Limited	28-09-2018 (New start date 01.01.2022)	31-Mar-30	46084.5	207	11	730.033	477
75.	Jhajjar District	Haryana	Haryana City Gas (KCE) Private Limited	07-03-2019 (New start date	31-Mar-30	25449.4	243	218	430.833	106
						1667			3333	4

				01.01.2022)						
76.	Sonapat District (EAAA) & Jind District	Haryana	Hindustan Petroleum Corporation Limited	26-Sep-18	30-Sep-28	32666.6	11375	23	749.233	237
						6667			3333	2
77.	Nuh and Palwal Districts	Haryana	#.dani Total Gas Limited	13-Sep-16	30-Sep-28	60339.6	28695	127	508.568	231
						6667			6667	1
78.	Bilaspur, Flamirpur & Una Districts	Himachal Pradesh	Bharat Petroleum Corporation Limited	06-Sep-18	30-Sep-30	9390	8820	6	NA	689
79	Bokaro, Hazaribagh & Ramgarh Districts	Jharkhand	Indian Oil Corporation Limited	06-09-2018 (New start date 01.01.2022)	31-Mar-30	14492.8			476.866	197
						6667	11340	0	6667	8
80.	Giridih & Dhanbad Districts	Jharkhand	GAIL Gas Limited	06-09-2018 (New start date 01.04.2021)	31-Mar-30	9168.6			238.333	
						6667	12305	1	3333	828
81.	Chitradurga & Davanagere Districts	Karnataka	Unison Enviro Private Limited	25-Sep-18	30-Sep-28	33666.6	8635	0	47.5	273
						6667				
82.	Udupi District	Karnataka	Adani Total Gas Limited	13-09-2018 (New start date	31-Mar-30	20184.8			208.633	
						1667	0	0	3333	476

				01.01.2021)						
83.	Ballari & Gadag districts	Karnataka	Bharat Petroleum Corporation Limited	24-Sep-18	30-Sep-28	17950	23417	8	8\$4.5	1108
84'	Bidar District	Karnataka	Bharat Petroleum Corporation Limited	10-Aug-18	30-Sep-28	2066.66 6667	6221	0	90.5666 6667	504
85.	Dakshina Kannada District*	Karnataka	GAIL Gas Limited	28-08-2018 (New start date 01.04.2022)	31-Mar-30	64166.6 6667	41393	18	458.333 3333	176 8
86.	Ramanagara District	Karnataka	Maharashtra Nt"al Gas Limited	28-Sep-18	30-Sep-28	37705	39872	31	224.2	779
87.	Kozhikode & Wayanad Districts	Kerala	Indian-Oil Adani Gas Private Limited	14-09-2018 (New start date 01.01.2021)	31-Mar-30	77234.1 1667	9920	0	339.9	144 2
8g.	Malappuram District	Kerala	Indian-Oil Adani Gas Private Limited	27-09-2018 (New start date 01.01.2021)	31-Mar-30	62061.6 3333	10526	0	612.7	944
89a	. Kannur, Kasaragod & Matte Districts	Kerala & Puducherry	Indian-Oil Adani Gas Private Limited	14-09-2018 (New start date 01.01.2021)	31-Mar-30	67315.6	9634	0	404.433 3333	137 6
90.	Palakkad & Thrissur Districts	Kerala	Indian-Oil Adani Gas Private Limited	26-09-2018 (New start date 01.01.2021)	31-Mar-30	110000	18537	5	779.533 3333	197 5
91.	Bhopal & Rajgarh Districts	Madhya Pradesh	Think Gas Bhopal Private Limited	24-Sep-18	30-Sep-28	183407. 3333	38989	32	1588.4	364 4
92'	Guna District	Madhya	Indian Oil	06-Sep-18	30-Sep-28	1633.33	1528	0	253.333	328

		Pradesh	Corporation Limited			3333			3333	
9"	Rewa District	Madhya Pradesh	Indian Oil Corporation Limited	06-Sep-18	30-Sep-28	2620.33	2652	0	601.666	781
		Pradesh	Corporation Limited			3333			6667	
94.	Satna & Shandol Districts	Madhya Pradesh	Bharat Petroleum Corporation Limited	06-Sep-18	30-Sep-28	5200	8038	0	124.133	528
		Pradesh	Corporation Limited						3333	
95.	Ahmednagar & Aurangabad Districts	Maharashtra	Bharat Petroleum Corporation Limited	28-Sep-18	30-Sep-28	236033.	14577	6	1335.7	662
						3333	7			5
96.	Valsad (ERP), Dhule & Nashik Districts	Maharashtra & Gujarat	Maharashtra Natural Gas Limited	25-Sep-18	30-Sep-28	312655	21572	46	1381.3	357
							2			8
97.	Latur & Osmanabad Districts	Maharashtra	Unison Enviro Private Limited	25-Sep-18	30-Sep-28	3333	3415	0	8.33333	242
									3333	
98.	Sangli & Satara Districts	Maharashtra	Bharat Petroleum Corporation Limited	28-Sep-18	30-Nov-28	119288.	79175	2	1302.4	400
						3333				2

99.	Sindhudurg District	Maharashtra	Maharashtra Natural Gas Limited	06-Sep-18	30-Sep-28	8593	8664	0	480.7	751
100.	Angul & Dhekanal Districts	Odisha	Bharat Petroleum Corporation Limited	10-08-2018 (New start date 01.01.2022)	31-Mar-30	4143.33	4824	0	536.8	1352
						3333				
101.	Sundargarh & Jharsuguda Districts	Odisha.	GAIL Gas Limited	06-09-2018 (New start date 01.01.2022)	31-Mar-30	18333.3	12432	0	183.333	979
						3333			3333	
102.	Balasore, Bhadrak & Mayurbhanj Districts	Odisha	Adani Total Gas Limited	28-09-2018 (New start date 01.01.2022)	31-Mar-30	27585.0	0	0	185.533	646
						6667			3333	

103.	Bargarh, Debagarh Sambalpur & Districts	Odisha	Bharat Petroleum Corporation Limited	28-09-2018 (New start date 01.01.2022)	31-Mar-30	2550.16 6667	7057	0	238.333 3333	101 9
104.	Ganjam, Nayagarh & Puri Districts	Odisha	GAIL Gas Limited	06-09-2018 (New Start date 01.01.2022)	31-Mar-30	9350	6182	0	238.333 3333	1046
105.	Jagatsinghpur & Kendrapara Districts	Odisha	Bharat Petroleum Corporation Limited	26-09-2018 (New start date 01.01.2022)	31-Mar-30	2300.83 3333	8264	1	290.033 3333	771
106.	Jajpur & Kendujhar Districts	Odisha	Bharat Petroleum Corporation Limited	26-09-2018 (New start date 01.01.2022)	31-Mar-30	3336.66 6667	9258	0	895.4 3333	1488
107.	Karaikal & Nagapattinai Districts	Puducherry & Tamil Nadu	Torrent Gas Private Limited	28-Sep-18	30-Sep-28	55548	467	0	313.5	305
108.	Puducherry District	Puducherry	East Coast Natural Gas Private Limited	25-09-2018 (New start date 01.04.2022)	31-Mar-30	50416.6 6667	0	0	770	390
109.	SAS Nagar District (EAAA), Patiala & Sangrur Districts	Punjab	Torrent Gas Private Limited	26-Sep-18	30-Sep-28	173400	10251	23	1653	217 7
110.	Ludhiana District (EAAA), Bamala & Moga Districts	Punjab	Think Gas Ludhiana Private Limited	26-Oct-18	31-Dec-28	139156. 075	16385	78	903.983 3333	490 0

111.	Jalandhar District (EAAA), Kapurthala & SBS Nagar Districts	Punjab	Think Gas Ludhiana Private Limited	26-Oct-18	31-Dec-26	119061. 9917	15275	27	625.975	291 6
112.	Barmer, Jaisalmer & Jodhpur Districts	Rajasthan	AGP CGD India Private Limited	28-Sep-18	30-Sep-30	183703. 6667	50994	107	NA	346 8
113.	Alwar (Other than Bhiwadi) & Jaipur Districts	Rajasthan	Torrent Gas Jaipur Private Limited	27-08-2018 (New start date 01.04.2022)	31-Mar-30	242000	8864	43	4411	386 4
114.	Kota District (EAAA), Baran & Chittorgarh (Only Rawatbhata Taluka) Districts	Rajasthan	Torrent Gas Private Limited	13-Sep-18	30-Sep-28	20100	3717	2	2148.9	131 7
115.	Bhilwara & Bundi Districts	Rajasthan	Adani Total Gas Limited	14-Sep-18	30-Sep-28	90018.6 6667	1783	5	417.366 6667	705
116.	Chittorgarh (Other than Rawatbhata Taluka) & Udaipur Districts	Rajasthan	Adani Total Gas Limited	13-Sep-18	30-Sep-28	133527. 6667	15039	0	993.066 6667	209 0
117.	Dholpur District	Rajasthan	Dholpur CGD Private Limited	26-Sep-18	30-Sep-28	6000	1549	3	260.933 3333	395

118.	Ranchipuram District	Tamil Nadu	AGP CURD India Private Limited	26-09-2018 (New start date 01.04.2022)	31-Mar-30	211037. 0187	5033	29	244.933 3333	190 8
119.	Chennai & Tiruvallur Districts	Tamil Nadu	Torrent Gas Chennai Private Limited	07-09-2018 (New start date 01.04.2020)	31-Mar-30	605000	537	6	2444.2	2133
120.	Coimbatore District	Tamil Nadu	Indian Oil Corporation Limited	12-09-2018 (New start date 01.04.2022)	31-Mar-30	167343. 55	36072	3	916.666 6667	2980
121.	Cuddalore, & Nagapattinam Tiruvarur Districts	Tamil Nadu	Adani Total Gas Limited	28-09-2018 (New start date 01.04.2022)	31-Mar-30	55016.3 1667	0	0	307.833 3333	128
122.	Ramanathapuram District	Tamil Nadu	AGP CGD India Private Limited	26-Sep-18	30-Sep-28	13770.3 3333	4806	0	158.966 6667	449
123.	Salem District	Tamil Nadu	Indian Oil Corporation Limited	12-09-2018 (New start date 01.04.2022)	31-Mar-30	61 794.7	3869	1	SB1.6	676
124.	Tiruppur District	Tamil Nadu	Adani Total Gas Limited	13-09-2018 (New start date 01.04.2022)	31-Mar -30	68750.9 1667	496	0	303.966 6667	577
125.	Bhadradi &	Telangana	Megha City Gas Distribution Private Limited	20-Sep-18	30-Sep-28	33333	1780	0	506.666 6667	559

	Kothagudem Khamman Districts									
126.	Jagtial, Peddapalli, Karimnagar & Rajanna Sircilla Districts	Telangana	Indian Oil Corporation Limited	12-Sep- 2018 date (New 01-Jan- 2020)	31-Dec-29	193.95 8333	818	0	216.666 6667	389
127.	Jangaon, Jayashankar Bhupalpally, Mahabubabad, Warangal Urban & Warangal Rural Districts	Telangana	Megha City Gas Distribution Private Limited	24-Sep-18	30-Sep-28	33333	3806	1	506.666 6667	444
128.	Medak, Siddipet & Sangareddy Districts	Telangana	Torrent Gas Private Limited	13-Sep-15	30-Sep-28	103590	2390	31	3214.8	1955
129.	Medchal- Malkajgiri, Ranga Reddy & Vikarabad Districts	Telangana	Megha City Gas Distribution Private Limited	14-Nov-18	31-Dec-28	127958. 3333	5748	40	1228.83 3333	215 3
130.	Nalgonda Suryapet & Yadadri Bhuvanagiri Districts	Telangana	Megha City Gas Distribution Private Limited	13-Sep-18	30-Sep-28	116666. 6667	5613	10	950	121 2
131.	Gomati District	Tripura	Tripura Natural Gas Company Limited	28-Sep-18	30-Sep-28	3838	810	0	107.666 6667	116
132.	West Tripura (EAAA) District	Tripura	Tripura Natural Gas Company Limited	28-Sep-18	30-Sep-28	5266.66 6667	16308	0	35	390

133.	Bulandshahr District (EAAA), Aligarh & Hathras Districts	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	24-Sep-18	30-Sep-28	47801.3 3333	4631	0	1052.6	121 8
134.	Allahabad District (EAAA), Bhadohi & Kaushambi Districts	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	13-Sep-18	30-Sep-28	19552.6 6667	6511	1	430.686 6667	101 9
135.	Amethi, & Pratapgarh Raebareli Districts	Uttar Pradesh	Bharat Petroleum Corporation Limited	10-Aug-18	30-Sep-28	6056.33 3333	5866	0	243.833 3333	344
136.	Auraiya, Kanpur Net at & Etawah districts	Uttar Pradesh	Torrent Gas Private Limited	13-Sep-18	30-Sep-28	39600	10315	14	1014.6	198 0
137.	Faizabad & Sultanpur Districts	Uttar Pradesh	Green Gas Limited	24-Sep-18	30-Sep-28	1333.33 3333	2005	0	221.666 6667	102 4
138.	Gorakhpur, Sant Kabir Nagar & Kushinagar Districts	Uttar Pradesh	Torrent Gas Private Limited	13-09-2018 (New start date 01-10-2019)	30-Sep-29	41580	10001	9	2713.2	216 3
139.	Meerut District (EAAA), Muzaffarnagar & Shamli Districts	Uttar Pradesh	Indraprastha Gas Limited	3-Sep-18	30-Sep-28	35181	53949	33	1111.5	4294
140.	Moradabad (EAAA) District	Uttar Pradesh	Torrent Gas Private Limited	13-Sep-18	30-Sep-28	51600	13093	13	501.6	2027
141.	Unnao (EAAA) District	Uttar Pradesh	Green Gas Limited	24-Sep-18	30-Sep-28	1000	663	0	95	228
142.	Dehradun District	Uttarakhand	GAIL Gas Limited	12-09-2018	31-Mar-30	55000.1 8333	33435	1	330	1446

				(New start date 01.01.2022)						
143.	Burdwan District	West Bengal	Indian-Oil Adani Gas Private Limited	28-09-2018 (New start date 01.01.2022)	31-Mar-30	45439.5 3333	9591	1	817.666 6667	144 1
144.	Anantapur and YSR (Kadapa) Districts	Andhra Pradesh	AGP City Gas Private Limited	24-As. 19	30-Jun-29	258617. 7583	11160	0	1699.31 6667	326 7
145.	Sri Potti Sriramulu Nellore District	Andhra Pradesh	AGP Cir Gas Private Limited	24-Apr-19	30-Jun-29	220128. 675	6267	8	758.466 6667	980
146.	Chittoor, Kolar and Vellore Districts	Andhra Pradesh, Karnataka & Tamil Nadu	AGP City Gas Private Limited	24-04-2019 (New Start date 01.04.2022)	31-Mar-30	420921. 05	14838	14	634.7	344 4
147.	Araria, Purnia, Katihar and Kishanganj Districts	Bihar	Indian Oil Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	55953.3 3333	13788	1	333.666 6667	146 8
148.	Arwal, Jehanabad, Bhojpur and Buxar Districts	Bihar	Indian Oil Corporation Limited	29-Mar-19	05-Aug-29	20159	14889	2	511.5	2218
149.	Khagaria, Saharsa and Madhepura Districts	Bihar	Indian Oil Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	4533.83 3333	2769	0	137.133 3333	688
150.	Lakhisarai, Munger and Bhagalpur Districts	Bihar	Indian Oil Corporation Limited	29-Mar-19	05-Aug-29	13617.7 5	11586	1	812.5	174 0

151.	Muzaffarpur, Vaishali, Saran and Samastipur Districts	Bihar	Indian Oil Corporation Limited	29-Mar-19	05-Aug-29	251743. 75	45207	8	1419	702 9
152.	Nawada and Koderma Districts	Bihar & Jharkhand	Indian Oil Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	2499.2	1576	0	193.233 3333	467
153.	Sheikhpura, Jamui and Deoghar Districts	Bihar & Jharkhand	Indian Oil Corporation Limited	29-Mar-19	05-Aug-29	9360.25	7674	0	782	230 3
154.	Kaithal District	Haryana	Indraprastha Gas Limited	29-Mar-19	31-Mar-29	28090.8	38268	3	459	211 4
155	Sirsa, Fatehabad and Mansa (Punjab) Districts	Haryana Punjab	Gujarat Gas Limited	29-03-2019 (New start date 01.07.2021)	31-Mar-30	91666.8 5	2-315	0	550	731

156.	Chatra and Palamu Districts	Jharkhand	Bharat Petroleum Corporation Limited	29-Mar-19	31-Mar-29	3065.95	3353	0	56.6666 6667	177.
157.	Serailela- Juharsawan District	Jharkhand	GAIL Gas Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	40333.5 1687	13252	7	220. 366 6667	977
158.	West Singhbhum District	Jharkhand	GAIL Gas Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	1105.13 3333	125	0	36.6666 6667	0
159.	Bagalkot, Koppal and Raichur Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun-29	151414. 5917	4063	2	1022.48 3333	182 6
160.	Chikkamagaluru,	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun-29	239901. 5083	335	0	613.283 3333	960

	Hassan and Kodagu Districts									
161.	Kalaburagi and Vijayapura Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun-29	136025.675	427	0	720.75	1001
162.	Mysuru, Mandya and Chamarajanagar Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun-29	349967.7833	2043	34	668.05	2438
163.	Uttara Kannada, Haveri and Shivamogga Districts	Karnataka	AGP City Gas Private Limited	24-Apr-19	30-Jun-29	232322.0083	769	0	1029.716667	1103
164.	Alapuzha, Kollam and Thiruvananthapuram Districts	Kerala	AGP City Gas Private Limited	29-Mar-19	31-Mar-29	524481.45	39845	5	1048.9	3493
165.	Ashoknagar, District	Madhya Pradesh	Indian Oil Corporation Limited	29-Mar-19	31-Mar-29	1100.75	1565	0	89.53333333	295
166.	Gwalior (EAAA) District and Sheopur District	Madhya Pradesh	Rajasthan State Gas Limited	29-Mar-19	31-Mar-29	47536.86667	354	0	1290.866667	0
167.	Morena District	Madhya Pradesh	Indian Oil Corporation Limited	29-Mar-19	31-Mar-29	2312	3932	0	78.2	375
168.	Raisen, Shajapur and Sehore Districts	Madhya Pradesh	GAIL Gas Limited	29-Mar-19	31-Mar-29	113333.6167	6725	7	312.2333333	496
169.	Shivpuri District	Madhya Pradesh	Think Gas Bhopal Private Limited	29-Mar-19	31-Mar-29	7714.883333	3126	0	34	227
170.	Sidhi and Singrauli Districts	Madhya Pradesh	Bharat Petroleum Corporation Limited	29-Mar-19	31-Mar-29	5893.333333	6462	0	340	577

171.	Ujjain (EAAA) District, Dewas (EAAA) District and Indore (EAAA) District	Madhya Pradesh	Gujarat Gas Limited	29-Mar-19	31-Mar-29	137275	1998	1	1020	141 0
172.	Anuppur, Bilaspur and Korba Districts	Madhya Pradesh and Chhattisgarh	Adani Total Gas Limited	29-Mar-19	31-Mar-29	21826.0 1667	0	0	730.433 3333	482
173.	Jhabua, Banswara, Ratlam and Dungarpur Districts	Madhya Pradesh and Rajasthan	Gujarat Gas Limited	29-Mar-19	31-Mar-29	127500	1150	0	1190	1193
174.	Jhansi (EAAA) District, Bliind, Jalaun, Lalitpur and Datia Districts	Madhya Pradesh and Uttar Pradesh	Adani Total Gas Limited	29-Mar-19	31-Mar-29	31194.7 1667	105	3	888.533 3333	353
175.	Ferozepur, Faridkot and Sri Muktsar Sahib Districts	Punjab	Gujarat Gas Limited	29-03-2019 (New sta rt date 01.07.2021)	31-Mar-30	64167.4	2707	2	440	168 6
176.	Hoshiarpur and Gurdaspur Districts	Punjab	Gujarat Gas Limited	29-Mar-19	31-Mar-29	170034. 85	8035	1	1020	267 8

177.	Ajmer, Pali and Rajsamand stricts	Rajasthan	Indraprastha Gas Limited	29 Mar.-19	31-Mar-29	283600. 8	22480 6	4	1101.6	765 0
178.	Jalore and Sirohi Districts	Rajasthan	Gujarat Gas Limited	29-Mar-19	31-Mar-29	113335.6	8250	1	1020	1996
179.	Azamgarh, Mau and Ballia Districts	Uttar Pradesh	Torrent Gas Private Limited	29-Mar.-19	30-Sep-29	23520	9726	2	470.4	1365

180.	Bareilly (EAAA) District, Pilibhit and Rampur Districts	Uttar Pradesh	Hindustan Petroleum Corporation Limited	29-Mar- 19	31-Mar-29	41053.3 3333	14500	0	680	1727
181.	Basti and Ambedkarnagar Districts	Uttar Pradesh	Torrent Gas Private Limited	29-Mar-19	30-Sep-29	8190	5529	2	96.6	722
182.	Farrukhabad, Etah and Hardoi Districts	Uttar Pradesh	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-29	27766.6 6667	14571	0	680	134 3
183.	Gonda and Barabanki Districts	Uttar Pradesh	Torrent Gas Private Limited	29-Mar-19	31-Mar-29	31620	6344	10	428.4	173 9
184.	Jaunpur and Ghazipur Districts	Uttar Pradesh	Indian-Oil Adani Gas Private Limited	24-Apr-19	30-Jun-29	19900.1 9167	5328	0	452.083 3333	752
185.	Kanpur (EAAA) District, Fatehpur and Hamirpur Districts	Uttar Pradesh	Indraprastha Gas Limited	29-Mar-19	31-Mar-29	40800	46472	3	663	3741
186.	Mainpuri and Kannauj Districts	Uttar Pradesh	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-29	17000	12258	0	550.8	147 6
187.	Mirzapur, Chandauli , and Sonbhadra Districts	Uttar Pradesh	GAIL Gas Limited	29-Mar-19	31-Mar-29	42783.6 1667	9184	2	226.666 6667	921
188.	Shahjahanpur and Budaun Districts	Uttar Pradesh	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-29	35416.6 6667	15930	0	538.333 3333	138 6
189.	Bijnor and Nainital Districts	Uttar Pradesh and Uttarakhand	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-31	85000	16412	0	NA	229 7
190.	Darjeeling, Jalpaiguri and Uttar Dinajpur Districts	West Bengal	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-31	195500	4687	0	NA	1192

191.	Howrah (EAAA) District and Hoogly (EAAA) District	West Bengal	Hindustan Petroleum Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	1054 16. 6667	4398	0	330	775
192.	Nadia (EAAA) District and North 24 Pargana s (EAAA) District	West Bengal	Hindustan Petroleum Corporation Limited	29-03-2019 (New start date 01.01.2022)	31-Mar-30	114583. 3333	8630	0	565.766 6667	110 0
193.	South 24 Parganas (EAAA) District	West Bengal	Hindustan Petroleum Corporation Limited	29-Mar-19	31-Mar-29	85000	138	0	879.466 6667	300
194.	Kurnool, Guntur, and Prakasa m districts	Andhra Pradesh	Indian Oil Corporation Limited	15-Mar-22	31-Mar-30	824873. 6833	0	0	517.733 3333	423
195.	Nagaon, Morigaon, Hojai, Karbi Anglong, West Karbi Anglong and Dima Hasao districts	Assam	Adani Total Gas Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	52212.55	0	0	425.1	0
196.	Lakhimpur, Dhemaji Darrang, Udalgiri, Sonitpur and Biswanath Chariali districts	Assam	Consortium of Assam Gas Company Limited and Oil India Limited	23-03-2022 (New Start date 01.10.2022)	31-Mar-30	46133.3 3333	0	0	610.133 3333	0
197.	Kokrajhar,	Assam	Adani Total Gas	23-03-2022	30-Jun-31	18197.7	0	0	132.275	66
	Dhubri, South Salmara- Mankachar and Goalpara districts		Limited	(New Start date 01.07.2023)		8333				

198.	Baksa, Barpeta, Bongaigaon, Chirang, Nalbari and Bajali districts	Assam	Adani Total Gas Limited	23-03-2022 (New Start date 01.07.2023)	30-Jun-31	28114.4	0	0	120.725	8
199.	Darbhangha, Madhubani, Supaul, Sitamarhi and Sheohar districts	Rihar	Bharat Petroleum Corporation Limited	15-Mar-22	31-Mar-30	185349.8 67	27755	0	1061.5	921
200.	Gopalganj, Siwan, West Champaran, East Champaran and Deoria districts	Bihar & Uttar Pradesh	Bharat Petroleum Corporation Limited	04-May-22	30-Jun-3G	160074.8417	14675	0	1311.3 6667	788 788
201.	Baloda Bazar, Gariyaband and Jaipur districts	Chhattisgarh	HCG Raipur Private Limited	18-02-2022 (New Start date 01.10.2023)	30-Sep-31	50200	0	0	506	373
202.	Kabirdham, Raj Nandgaon and Kanker districts	Chhattisgarh	Adani Total Gas Limited	15-03-2022 (New Start date 01.04.2023)	31-Mar-31	25996.8 3333	0	0	343.35	29
203.	Mungeli, Bemetara, Durg, Balod and Dhamtari districts	Chhattisgarh	Adani Total Gas Limited	15-03-2022 (New Start date 01.04.2023)	31-Mar-31	92663.5	0	0	343.35	24
204.	Jashpur, Raigarh, Janjgir-Champa and Mahasamund districts	Chhattisgarh	Adani Total Gas Limited	15-03-2022 (New Start date 01.07.2023)	30-Jun-31	51401.1 1667	0	0	269.775	0
205.	Mandi, Kullu, Kinnaur and Lahaul & Spiti	Himachal Pradesh	Gasonet Services (HP) Limited	29-Mar-22	31-Mar-32	46200	0	0	NA	0

	districts									
206.	Kangra and Chamba districts	Himachal Pradesh	Consortium of THINK Gas Distribution Private Limited, Think Gas Investment Pte. Ltd. & Think Gas Investment Pte. II Ltd	15-Mar-22	31-Mar-32	55019.9 8333	0	0	NA	6
207.	Jammu, Udhampur, Reasi, Samba and Kathua districts	UT of Jammu and Kashmir	Indian Oil Corporation Limited	15-03-2022 (New Start date 01.10.2024)	30-Sep-34	0	0	0	NA	0
208.	Gumla, Latehar, Lohardaga, Simdega, Garhwa and Khunti districts	Jharkhand	Adani Total Gas Limited	15-03-2022 (New Start date 01.10.2023)	30-Sep-31	5399.26 6667	0	0	97.8	41
209.	Chikkaballapur district	Karnataka	Megha City Gas Distribution Private Limited	15-Mar-22	31-Mar-30	70125	0	0	366.3	332
210.	Idukki, Kottayam and Pattanamtitta districts	Kerala	Sholagasco Private Limited	15-Mar-22	31-Mar-30	1981 70 1333	0	0	492.066 6667	0
211.	Agar Malwa, Neemiich, Mandsaur and Jhalawar districts	Madhya Pradesh and Rajasthan	Megha City Gas Distribution Private Limited	15-Mar-22	31-Mar-30	99000	0	0	1122	210
212.	Burhanpur, Khandwa, Khargone and Harda districts	Madhya Pradesh	Adani Total Gas Limited	09-Mar-22	31-Mar-30	93862.6 3333	0	0	578.6	8
213.	Tikamgarh,	Madhya	Adani Total Gas	09-Mar-22	31-Mar-30	35195.9	0	0	541.933	26

	Niwari Chattarpur and Panna districts	Pradesh	Limited			6667			3333	
214.	Betul, Chhindwara., Seoni and Bala.ghat districts	Madhya Pradesh	Megha City Gas Distribution Private Limited	09-03-2022 (New Start date 01.10.2023)	30-Sep-31	13350	1362		208.8	18
215	Dameh, Jabalpur, Katni, Mamdla, Umaria and Dindori districts	Madhya Pradesh	Megha City Gas Distribution Private Limited	23-03-2822 (New Start date 01.07.2023)	38-Run-31	89250	0	0		0
216.	Hoshangabad, Narsinghpur, Sagar and °Vidisha districts	Madhya Pradesh	Megha City Gas Distribution Private Limited	09-03-2022 (New Start date 01.10.2023)	30-Sep-31	22110	0	0	380	0
217.	Buldana, Nanded and Parbhani districte	Maharashtra	Maharashtra Natural Gas Limited	15-03-2022 (New Start date 01.10.2023)	30-Sep-31	66924.3 3333	0	0	260	32 l
218.	Beed, Jalgaon and Jalna districts	Maharashtra	Indian Oil Corporation Limited	15-03-2022 (New Start date 01.10.2023)	30-Sep-31	76999.1	0	0	118.8	100
219.	Akola, Hingoli and Washim districts	Maharashtra	Adani Total Gas Limited	09-03-2022 (New Start date 01.07.2023)	30-Inn-31	29864.45	0	0	269.775	144
220.	Amravati and Yavatmal districts	Maharashtra	Adani Total Gas Limited	15-03-2022 (New Start date 01.10.2023)	30-Sep-31	30065.4	0	0	256.2	274
221.	Chandrapur and Wardha districts	Maharashtra	Megha City Gas Distribution Private Limited	15-03-2022 (New Start date 01.10.2023)	30-Sep-31	30300	0	0	306	0

				date 01.10.2023)						
222.	Nagpur district	Maharashtra	HCG Nagpur Private Limited	18-02-2022 (New Start date 01.07.2023)	30-Jun-31	114625	0	0	992.887 5	514
223.	Bhandara, Gondiya and Garchiroli districts	Maharashtra	Adani Total Gas Limited	09-03-2022 (New Start date 01.10.2023)	30-Sep-31	12065.4	0	0	156.2	1
224.	Alirajpur, Nandurbar and Barwani districts	Maharashtra and Madhya Pradesh	Adani. Total Gas Limited	09-Mar-22	31-Mar-30	40693.0 3333	0	0	242.733 3333	3
225.	Koraput, Malkangiri, and Nabaiangpur districts	Odisha	Adani Total Gas Limited	09-03-2022 (New Start date 01.01.2023)	31-Dec-30	16463.2	0	0	209.733 3333	0
226.	Gajapati, Kandhamal, Boudh and Sonepur districts	Odisha	GAIL Gas Limited	28-Feb-22	31-Mar-30	5500.18 3333	0	0	330	0
227.	Rayagada, Kalahandi, Belangir and Nuapada districts	Odisha	Megha City Gas Distribution Private Limited	15-03-2022 (New Start date 01.01.2024)	31-Dec-31	2525.25	2	2	157.5	38
228.	Pathankot district	Punjab	Indian Oil Corporation Limited	29-03-2022 (New Start date 01.10.2025)	30-Sep-33	0	0	0	0	0
229.	Tarn. Taran district	Punjab	Megha City Gas Distribution Private Limited	10-May-22	30-Jun-30	38475	0	0	31b,35	150

230.	Fazilka (except area already authorized), Ganganagar and Hanumangarh	Punjab & Rajasthan	Bharat Petroleum Corporation Limited	04-May-22	30-Jun-30	119224.8417	62670		1047.533333	493

	districts									
231.	Bikaner and Churu districts	Rajasthan	Gasonet Services (RJ) Limited	5-Mar-22	31-Mar-38	165000	0	0	668	0
232.	Jhunjhunu, Sikar and Nagaur districts	Rajasthan	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.04.2B23)	31-Mar-31	173970.4167	4844	0	210	770
233.	Dausa, Karauli, Sawai Madhopur and Tonk districts	Rajasthan	Hindustan Petroleum Corporation Limited	15-Mar-22	31-Mar-30	129616.8667	2706	0	1462.266867	660
234.	Dharmapuri and Krishnagiri districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	175416.2583	1133	0	260.2166887	499
235.	Tiruvannamalai, Villupuram and Kallakkurichi districts	Tamil Nadu	Megha City Gas Distribution Private Limited	09-03-2022 (New Start date 01.04.2023)	31-Mar-31	110250	0	8	441	33
236.	Ariyalur and Perambalur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	15-03-2022 (New Start date 01.04.2023)	31-Mar-31	34950	0	8	267.75	117
237.	Namakkal and Tiruchirapalli districts	Tamil Nadu	IRM Energy Private Limited	15-03-2022 (New Start date 01.04.2024)	31-Mar-32	0	350	0	60.41666667	402

238.	Pudukottai, Sivaganga and Thanjavur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	23-03-2022 (New Start date 01.07.2023)	30-Jun-31	81666.9	0	1	893.475	178
239.	Madurai, Theni and Virudhnagar districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	308392. 0667	1681	0	433.55	730
240.	Kanyakumari, Thoothukudi, Tirunelveli, Kattabo and Tenkasi districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	318482. 8533	1683	0	433.55	652
241.	Dindigul and Karur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	11-03-2022 (New Start date 01.01.2023)	31-Dec-30	109200	0	0	760.5	67
242.	The Nilgiris and Erode districts	Tamil Nadu	Bharat Petroleum Corporation Limited	15-Mar-22	31-Mar-30	162209. 1167	7255	0	482.533 3333	189
243.	Nizamabad, Adilabad, Nirmal, Mancheri, Kumuram Bheem Asifabad and Kamareddy districts	Telangana	Maharashtra Natural Gas Limited	15-03-2022 (New Start date 01.07.2023)	30-Jun-31	75036.0 9167	0	0	343.75	785
244.	Jogulamba Gadwal, Nagarkurnool, Mahabubnagar, Narayanpet, Wanaparthy and Yadgir districts	Telangana and Karnataka	Megha City Gas Distribution Private Limited	15-Mar-22	31-Mar-30	238332. 6	126	5	1666.5	279
245.	South Tripura and Sepahijala district	Tripura	Consortium of Assam Gas Company	15-Mar-22	31-Mar-30	17600	0	0	309.466 6667	0

			Limited and Oil India Limited							
246.	Dhalai, North Tripura, Unakoti and khowai	Tripura	Consortium of Assam Gas Company Limited and Oil India Limited	15-Mar-22	31-Mar-30	21766.6 6667	0	0	202,4	0
247.	Amroha (except Area already authorized) & Sambhal (except area already authorize-i) districts	Uttar Pradesh	Megha City Gas Distribution Private Limited	04-May-22	30-Jun-30	104025	0	0	456	28

248.	Kasganj district	Uttar Pradesh	Megha City Gas Distribution Private Limited	04-May-22	30-Jun-30	39900	0	0	484.5	0
249.	Purulia and Bankura districts	West Bengal	Bharat Petroleum Corporation Limited	15-Mar-22	31-Mar-30	101933.5			44 033 3333	641
250.	East Mednipore, West Mednipore and Jhargram districts	West Bengal	Indian Oil Corporation Limited	23-03-2022 (New Start date 11.07.2023)	30-Jun-31	217869. 225	0	0	206.25	94
2#2.	Alipurduar and Koch Bihar	West Bengal	Bharat Petroleum Corporation Limited	15-03-2022 (New Start date 01.10.2022)	30-Sep-31	33599.8 6667	14392	0	188.266 6667	427
252.	Banda, Chitrakoot and Mahoba	Uttar Pradesh	Indraprastha Gas Limited	15-Apr-22	30-Jun-30	16250.6 5	17586	0	736.25	1506
253.	Pauri Garhwal, Uttarkashi, Rudraprayag and Tehri Garhwal districts	Uttarakhand	Gasonet Services (UK) Limited	27-day-22	30-Jun-32	38025	1	0	NA	0

254.	Pithoragarh, Champawat, Almora, Chamoli and Bageshwar districts	Uttarakhand	Gasonet Services (UK) Limited	11-May-22	30-Jun-32	43875	0	0	NA	0
255.	Faridabad-2	Haryana	Adani Total Gas Limited	25-Apr-23	30-Jun-28	291927. 0833	140608	887	NA	529 6
256.	Patna District	Bihar	GAIL (India) Limited	07-Mar-18	31-Mar-25	47820.6 6667	74378	11	2404.16 6667	203 3
257.	East Singhbh um District	Jharkand	GAIL (India) Limited	07-Mar- 18	31-Mar-25	23166.3 3333	44977	0	1260.66 6667	754
258.	Ranchi District	Jharkand	GAIL (India) Limited	07-Mar-18	31-Mar-25	28463.5 3333	62673	4	1770	170 0
259.	Khordha District	Odisha	GAIL (India) Limited	07-Mar-18	31-Mar-25	25733.3 3333	85856	2	1467.83 3333	126 4
260.	Cutback District	Odisha	GAIL (India) Limited	07-Mar- 18	31-Mar-25	27511	30589	1	1392.33 3333	692
261.	Varanasi District	Uttar Pradesh	GAIL (India) Limited	07-Mar-18	31-Mar-25	38200.5	92464	26	1867.33 3333	256 5
262.	Khurja	Uttar Pradesh	Adani Total G as Limited	04-Dec-12	31-Dec-17	25100	14676	247	260	156 9
263.	Surat, Bharuch, Ankleshwar	Gujarat	Gujarat Gas Limited	08-Nov-12	31-Dec-15	576000	86360 3	104 1	4750	223 21
264.	Moradabad	Uttar Pradesh	Torrent Gas Private Limited	30-Nov-12	31-Dec-17	127000	34030	187	653.7	209 5
265.	Nadiad	Gujarat	Gujarat Gas Limited	01-Oct- 13	31-Dec-18	129737	77823	31	668	531 1

266.	Navsari	Gujarat	Gujarat Gas Limited	01-Oct- 13	31-Dec- 18	115093	12508 9	48	593	725
267.	Rajkot	Gujarat	Gujarat Gas Limited	01-Oct-13	31-Dec- 18	409105	38689 6	146 4	2105	152 77
268.	Surendranagar	Gujarat	Gujarat Gas Limited	01-Oct-13	31-Dec-18	112728	33004	369	580	389 0
269.	Ahmedabad City and Daskroi Area	Gujarat	Adani Total Gas Limited	28-Nov-13	31-Dec-16	599698	68043 2	827	3086	828 8
270.	Hazira	Gujarat	Gujarat Gas Limited	17-Jul-14	30-Sep-17	5481	42184	21	44	430
271.	Valsad	Gujarat	Gujarat Gas Limited	20-Jan-15	31-Mar-22	115095	14279 4	740	802	950 3
272.	Anand area including Kanjani & Vadtal Villages (in Kheda District)	Gujarat	Charotar Gas Sahakari Mandal Limited	12-May- 15	NA	NA	51278	169	NA	509 4
273.	Bhiwadi (in Alwar District)	Rajasthan	Haryana City Gas Distribution	01-Aug- 18	30-Sep-25	23469	5830	335	188.666 6667	110 2

			(Bhiwadi) Limited							
274.	Gurugram-2	Haryana	Haryana City Gas Distribution Limited	25-Apr-23	30-Jun-26	229605. 4167	55767	712	NA	3460
275.	National Capital Territory of Delhi	National Capital Territory of Delhi (UT)	Indraprastha Gas Limited	09-Jan-09	31-Mar-12	237600	16974 73	190 8	1100	273 92
276.	Mumbai & Greater Mumbai	Maharashtra	Mahanagar Gas Limited	21-Jan-09	31-Mar-12	406000	1354251	107	NA	9458
277.	Bareilly	Uttar Pradesh	Central UP Gas Limited	22-Apr-09	30-Jun- 14	27500	56319	29	356	2013

278.	Kanpur	Uttar Pradesh	Central UP Gas Limited	22-Apr-09	30-Jun-14	70035	126897	112	568.9	420
										0
279.	Pune City including Pimpri - Chichwad & adjoining contiguous areas Hinjewadi, Chakan, Talegaon	Maharashtra	Maharashtra Natural Gas Limited	01-Jun-09	30-Jun-14	72000	729\$35	326	1313	8115
280.	Vijaywada	Andhra Pradesh	Bhagyanagar Gas Limited	28-Jul-09	30-Sep-14	97267	591.36	1	635	1302
281.	Thane urban and adjoining Municipalities	Maharashtra	Mahanagar Gas Limited	04-Aug-09	31-Mar-14	225000	1277571	377	1675	9799
282.	Indore (including Ujjain City)	Madhya Pradesh	Aavantika Gas Limited	31-Aug-09	31-Mar-14	50000	113427	479	530	4616
283.	Hyderabad	Telangana	Bhagyanagar Gas Limited	09-Oct-09	23-Sep-14	266008	203443	89	4042	3235
284.	Agra	Uttar Pradesh	Green Gas Limited	12-Nov-09	31-Mar-14	22000	118003	17	388	5070
285.	Gandhinagar Mehsana Sabarkantha	Gujarat	Sabarmati Gas Limited	16-Dec-09	31-Mar-14	99000	290406	452	1913	18483
286.	Gwalior	Madhya Pradesh	Aavantika Gas Limited	04-Jan-10	11-Dec-14	44000	59235	18	180	1340
287.	Firozabad (Taj Trapezium Zone)	Uttar Pradesh & Rajasthan	GAIL Gas Limited	26-Sep-11	25-Aug-14	24000	24436	354	1010	2670

288.	Kolkata Municipal Corporation and Parts of Adjoining Districts	West Bengal	Bengal Gas Company Limited	02-02-2016 (New start date 01.01.2022)	31-Dec-26	633333. 3333	5297	0	3166.66 6667	266 8
289.	Upper Assam	Assam	Assam Gas Company Limited	06-Feb-15	NA	NA	57914	470	NA	197 29
290.	Agartala	Tripura	Tripura Natural Gas Company Limited	24-Feb-15	NA	NA	47805	62	EA	139 2
291.	Lucknow	Uttar Pradesh	Green Gas Limited	15-Mar-16	31-Mar-23	494186	13248 4	11	2543	567 9
292.	Vadodara	Gujarat	Vadodara Gas Limited	27-Oct-16	31-Dec-19	448495	26892 9	50	643	768 7
293.	Ghaziabad & Hapur Districts	Uttar Pradesh	Indraprastha Gas Limited	06-Sep-19	31-Dec-26	267371. 5833	37898 7	776	1920	953 4
294.	Noida (including Greater Noida)	Uttar Pradesh	Indraprastha Gas Limited	25-Apr-23	30-Jun-28	360809	39821 6	196 8	NA	981 4
295.	Lakhimpur Kheri, Sitapur, Bahraich, Shrawasti, Balrampur, Siddharth Nagar & Maharajganj districts	Uttar Pradesh	Bharat Petroleum Corporation Limited	08-Jun-22	30-Jun-30	549211. 8667	16918	0	1602.33 3333	602
296.	Banka (Bihar), Bumka, Gedda, Jamtara, Pakur & Sahibganj districts	Bihar & Jharkhand	Hindustan Petroleum Corporation Limited	14-Jun-22	30-Jun-30	159920. 475	606	0	635.55	1058
297.	Birbhum, Murshidabad, Maldah & Bakshin Dinajpur	West Bengal	Hindustan Petroleum Corporation Limited	17-Jun-22	30-Jun-30	672770. 475	1260	0	554.25	866

	districts									
298.	Koriya, Surajpur, "alrainpur and Surguja districts	Chhattisgarh	Bharat Petroleum Corporation Limited	14-Jun-22	30-Jun-30	28112.0 6667	9045	0	422.75	502
299.	Kondagaon, Bastar, Sukma, Narayanpur, Bijapur and Bantewada districts	Chhattisgarh	GAIL Gas Limited	13-Jun-22	30-Jun-30	7586.69 1667	0	0	161.816 6667	0
300.	Yanam	Puducherry	HCG Yanam Private Limited	06-Aug-22	30-Sep-30	6800	0	0	35.4668 6667	71
301.	Mizoram State	Mizoram	Tripura Natural Gas Company Limited	19-Apr-24	30-Jun-32	0	0	0	29.225	0
302.	Arunachal Pradesh State	Arunachal Pradesh	Consortium of BPCL & OIL India Ltd	19-Apr-24	30-Jun-32	0	0	0	4.375	0
303.	Meghalaya State	Meghalaya	Consortium of HCG (KCE) Private Limited & Others	19-Apr-24	30-Jun-32	0	0	0	61.3958 3333	0
304.	Manipur State	Manipur	Tripura Natural Gas Company Limited	22-Apr-24	30-Jun-32	0	0	0	5.25	0
305.	Nagaland State	Nagaland	HPOIL Gas Private Limited	19-Apr-24	30-Jun-32	0	0	0	5.5125	0
306.	Sikkim State	Sikkim	Hindustan Petroleum Corporation Limited	19-Apr-24	30-Jun-32	0	0	0	19.1625	0
307.	Anantnag, Bandipora, Baramulla, Budgam, Doda, Ganderbal, Kargil, Kichtwar, Kulgam, Kupwara, Leh, Poonch, Pulwama, Rajouri, Ramban, Shopian, Shrinagar	Jammu & Kashmir, Ladakh	Bharat Petroleum Corporation Limited	19-Apr-24	30-Jun-32	0	0	0	10.5	0
Total (A) - CGD Networks authorized by PNGRB						2,83,12,276	1,42,33,523	20,115	3,45,233	5,67,809

Source: PNGRB

STATEMENT-II**GA wise Details of Piped Natural Gas (PNG) Connections in the State of Tamil Nadu - as on 31.1.2025**

S. No	Geographical Area/ CGB Networks	State/Union Territory	Authorized CGD Entity	Date of Autheriza tion	Date of Target Completion	Domestic		Industrial	Pipeline Infrastructure e-Inch kM	
						MWP Target	January (Cumulative)	January (Cumulative)	Pro- Rata Target (January)	Total (January)
1.	Karaikal & Nagapattinam Districts	Puducherry & Tamil Nadu	Torrent Gas Private Limited	28-Sep-18	30-Sep-28	166644	467	0	313.5	305
2.	Kanchipuram District	Tamil Nadu	AGP CGD India Private Limited	26-09- 2018 (New start Date 01.04.2022)	31-Mar-30	1151111	5033	29	244.93 33333	1908
3.	Chennai & Tiruvallur Districts	Tamil Nadu	Torrent Gas Chennai Private Limited	07-09-2018 (New Start Date 01.04.2020)	31-Mar-30	3300000	537	6	2444.2	2133
4.	Coimbatore District	Tamil Nadu	Indian Oil Corporation Limited	12-09- 2018 (New start date 01.04.2022)	31-Mar-30	912783	36072	3	916.66 66667	2980
5.	Cuddalore, Nagapattinam & Tiruvarur Districts	Tamil Nadu	Adani Total Gas Limited	28-09- 2018 (New start date 01.04.2022)	31-Mar-30	300089	0	0	307.63 33333	128

6.	Ramanathapuram District	Tamil Nadu	AGP CGD India Private Limited	26-Sep-18	30-Sep-28	41311	4806	0	158.96 66867	449
7.	Salem District	Tamil Nadu	Indian Oil Corporation Limited	12-09-2018 (New start date 01.04.2022	31-Mar-30	337062	3869	1	501.6	676
8.	Tiruppur District	Tamil Nadu	Adani Total Gas Limited	13-09-b2018 (New start Date 01.04.2022	31-Mar-30	375005	496	0	303.96 66667	577
9.	Chittoor, Kolar and Vellore Districts	Andhra Pradesh, karnataka & Tamil Nadu	AGP City Gas Private Limited	24-04-2019 (New start date 01.04.2022	31-Mar-30	2295933	14535	14	834.7	3444
10.	Dharmapuri and Krishnagiri districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 date 01.01.2023	31 -Dec-30	1619227	1133	0	260.21 66667	499
11.	Tiruvannamalai, Villupuram and Kallakkurichi districts	Tamil Nadu	Megha City Gas Distribution Private Limited	09-03- 2022 (New Start date 01.04.2023	31-Mar-31	1323000	0	8	441	33
12.	Ariyalur and Perambalur districts	Tamil Nadu	Megha City Gas Distribution Private Limited	15-03- 2022 (New Start date 01.04.2023	31-Mar-31	419400	0	0	267.75	117
13.	Namakkal and Tiruchirapalli districts	Tamil Nadu	IRM Energy Private	15-03-2022 (New Start date 01.04.2024	31-Mar-32	1774000	350	0	60.416 66667	402
14.	Pudukottai, Thanjavur	Tamil Nadu	Megha Distribution	23-03- 2022 (New Start	30-lun-31	140000	0		893.47	178

	districts		Private Limited	date 01.07.2023				1		
15.	Madurai, Theni and Virudhnagar districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	2846696	1661	0	433.55	730
16.	Kanyakumari, Thoothukudi, Tirunelveli Kattabo and Tenkasi districts	Tamil Nadu	Indian Oil Corporation Limited	23-03-2022 (New Start date 01.01.2023)	31-Dec-30	2939842	1683	0	433.55	652
17.	Dindigul and Karur districts	Tamil Nadu	Megha Distribution Private Limited	15-03-2022 (New Start date 01.01.2023)	31-Dec-30	100800	0	0	760.5	67
18.	The Nilgiris and Erode districts	Tamil Nadu	Bharat Petroleum Limited	15-Mar-22	31-Mar-30	884777	7255	0	482.53 33333	189
Total						23094884	78220	62	9859.1584	15467

Source: PNGRB

PRIVATISATION OF AIRPORTS

2429. SHRI SHAFI PARAMBIL:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) the number of airports leased out to private companies during the last three years;
- (b) the rationale for leasing out airports to private companies; and
- (c) the details of the profit earned by each company from airport operations along with the share of the Government in the said profit?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) During the last three years, no airports of Airports Authority of India (AAI) have been leased out to private Concessionaire.;

(b) Airports of AAI are leased out for their better management, utilising private sector efficiency and investment. States and passengers are the ultimate beneficiary of enhanced airport infrastructure and facilities created by private partner, who operates, manages and develops the leased airport under PPP. Airports have emerged as a nucleus of economic activities and have multiplier effect on the economy of the State. The revenue received by AAI from the leased airports is also utilised for the development of airport infrastructure across the country.

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

DETERMINATION OF PETROL AND DIESEL PRICES

2430. SHRI BHARTRUHARI MAHTAB:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the manner in which the prices of petrol and diesel determined across the country;

(b) whether the fuel prices are high in some of the States whereas it is quite affordable in other States, if so, the details thereof;

(c) the steps taken by the Oil Marketing Companies (OMCs) to reduce such gap; and

(d) the details of the cut in excise duty and other measures taken by the Government during the last three years and the current year to maintain availability and affordability of transport fuels?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (d) Prices of petrol and diesel are market determined and Public Sector Oil Marketing Companies (OMCs) take appropriate decision on pricing of petrol and diesel.

Domestically, Petrol and Diesel prices have come down to Rs. 94.77 and Rs. 87.67 per litre respectively (Delhi prices) as a result of various steps taken by Government and PSU OMCs, Central Excise duty was reduced by the Central Government by a total of Rs. 13/litre and Rs. 16/litre on petrol and diesel respectively in two tranches in November 2021 and May 2022, which was fully passed on to consumers. Some State Governments also reduced state VAT rates to provide relief to citizens.

In March, 2024, OMCs reduced the retail prices of petrol and diesel by Rs. 2 per litre each. Prices of Petrol and Diesel may vary from state to state due to levy of different VAT rates by respective States/UTs. The state-wise details of Retail Selling Prices of Petrol and Diesel and VAT and as on 10.03.2025 are given at **Statement.**

PSU OMCs have recently carried out an intra-state freight rationalisation. This has benefitted consumers located at remote areas, far from Petroleum Oil and Lubricants (POL) Depots in the form of reduced Petrol and Diesel prices in remote parts within the states. This initiative has also reduced the difference between the maximum and minimum retail prices of Petrol or Diesel within a state.

Government also took several other steps to insulate common citizens from high international prices, which included diversifying the crude import basket, invoking the provisions of Universal Service Obligation to ensure availability of petrol and diesel in domestic market, increasing the blending of ethanol in petrol, etc.

STATEMENT

Retail Selling Prices of petrol and diesel as on 10.03.2025

State	Reference City	Petrol (Rs./Litre)			Diesel (Rs./Litre)		
		Excise Duty	VAT	RSP	Excise Duty	VAT	RSP
Andhra Pradesh	Amaravati	19.90	29.06	109.74	15.80	21.56	97.57

Kerala	Thiruvananthapuram	19.90	26.41	107.48	15.80	20.00	96.48
Telangana	Hyderabad	19.90	26.92	107.46	15.80	19.80	95.70
Madhya Pradesh	Bhopal	19.90	26.70	106.52	15.80	16.70	91.89
Bihar	Patna	19.90	19.31	105.23	15.80	12.59	92.09
West Bengal	Kolkata	19.90	21.00	105.01	15.80	13.82	91.82
Rajasthan	Jaipur	19.90	24.73	104.72	15.80	14.80	90.21
Maharashtra	Mumbai	19.90	23.99	103.50	15.80	15.18	90.03
Karnataka	Bangalore	19.90	22.73	102.92	15.80	13.46	88.99
Ladakh	Leh	19.90	15.00	102.36	15.80	5.28	87.46
Sikkim	Gangtok	19.90	19.43	101.75	15.80	10.89	89.00
Orissa	Bhubaneswar	19.90	21.24	101.11	15.80	17.44	92.69
Tamil Nadu	Chennai	19.90	21.33	100.80	15.80	17.57	92.39
Lakshadweep	Kavaratti	19.90	9.16	100.75	15.80	8.70	95.71
Chhattisgarh	Raipur	19.90	20.28	100.45	15.80	17.79	93.39
Jammu and Kashmir	Srinagar	19.90	16.51	99.70	15.80	6.61	84.88
Manipur	Imphal	19.90	19.05	99.21	15.80	9.84	85.26
Mizoram	Aizawl	19.90	17.86	99.06	15.80	11.38	87.92
Assam	Guwahati	19.90	18.80	98.19	15.80	14.60	89.42
Jharkhand	Ranchi	19.90	18.00	97.86	15.80	17.24	92.62
Nagaland	Kohima	19.90	16.94	97.71	15.80	12.83	88.83
Tripura	Agartala	19.90	16.25	97.53	15.80	9.86	86.55
Punjab	Jalandhar	19.90	17.34	96.87	15.80	12.41	87.38
Goa	Panaji	19.90	16.74	96.43	15.80	13.12	88.20
Puducherry	Puducherry	19.90	13.97	96.26	15.80	8.72	86.47
Meghalaya	Shillong	19.90	13.60	96.25	15.80	9.60	87.47
Haryana	Ambala	19.90	15.33	95.54	15.80	12.71	88.37
Himachal Pradesh	Shimla	19.90	13.50	94.78	15.80	10.40	87.13
Delhi	New Delhi	19.90	15.40	94.77	15.80	12.83	87.67
Gujarat	Gandhinagar	19.90	14.86	94.70	15.80	15.06	90.38
Uttar Pradesh	Lucknow	19.90	14.85	94.69	15.80	12.44	87.81

Chandigarh	Chandigarh	19.90	12.48	94.30	15.80	5.16	82.45
Uttarakhand	Dehradun	19.90	13.14	93.36	15.80	12.53	88.24
Dadra and Nagar Haveli and Daman and Diu	Daman	19.90	10.45	92.44	15.80	10.46	87.94
Arunachal Pradesh	Itanagar	19.90	11.01	90.87	15.80	5.09	80.38
Andaman and Nicobar Islands	Sri Vijaya Puram	19.90	0.82	82.46	15.80	0.77	78.05

Source: Petroleum Planning and Analysis Cell (PPAC)

सौभाग्य योजना के तहत बांसवाड़ा एवं डूंगरपुर को निधि का आवंटन

2431. श्री राजकुमार रोट:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) राजस्थान के अनुसूचित क्षेत्र के जिलों में प्रधानमंत्री सहज बिजली हर घर योजना (सौभाग्य) की स्थिति क्या है;

(ख) उक्त योजना के अंतर्गत बांसवाड़ा संसदीय निर्वाचन क्षेत्र के बांसवाड़ा और डूंगरपुर में आवंटित और उपयोग की गई निधि का जिलावार और ब्लॉकवार ब्यौरा क्या है;

(ग) उक्त योजना के अंतर्गत राजस्थान के अनुसूचित क्षेत्र के जिलों में विद्युत कनेक्शन से लाभान्वित परिवारों की संख्या कितनी है;

(घ) क्या इस योजना के अंतर्गत ग्रामीण क्षेत्रों में विद्युत आपूर्ति में सुधार हुआ है; और

(ङ) बांसवाड़ा संसदीय निर्वाचन क्षेत्र में पुनोत्थान वितरण क्षेत्र योजना (आरडीएसएस) के अंतर्गत स्वीकृत कार्यों, प्रयुक्त सामग्री तथा कम्पनियों के नाम, कार्यादेश तथा इसमें शामिल राशि का ब्यौरा क्या है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) और (ग) भारत सरकार (जीओआई) ने अक्टूबर, 2017 में प्रधानमंत्री सहज बिजली हर घर योजना (सौभाग्य) शुरू की थी, जिसका उद्देश्य देश के ग्रामीण क्षेत्रों में सभी इच्छुक गैर-विद्युतीकृत घरों और शहरी क्षेत्रों में सभी इच्छुक गरीब परिवारों को विद्युत कनेक्शन प्रदान करना है। सौभाग्य के तहत संस्वीकृत सभी कार्य सफलतापूर्वक पूरे कर लिए गए हैं और यह स्कीम दिनांक 31.03.2022 को बंद हो चुकी है। राज्यों द्वारा दी गई सूचना के अनुसार, सौभाग्य अवधि के दौरान राजस्थान राज्य के 21,27,728 घरों सहित राष्ट्रीय स्तर पर लगभग 2.86 करोड़ घरों का विद्युतीकरण किया गया है। राजस्थान के अनुसूचित क्षेत्र में विद्युतीकृत घरों का ब्यौरा निम्नानुसार है:

क्रम सं.	जिला	कुल
1	बांसवाड़ा	52390
2	चित्तौड़गढ़	6169
3	डूंगरपुर	34594
4	पाली	4762
5	प्रतापगढ़	36280
6	राजसमंद	724
7	सिरोही	8880
8	उदयपुर	121563
कुल		265362

(ख) सौभाग्य स्कीम के तहत किसी भी राज्य/जिले के लिए निधियों का कोई अग्रिम आवंटन नहीं किया गया था। पिछली किस्तों में जारी की गई निधियों के उपयोग और निर्धारित शर्तों की पूर्ति रिपोर्ट के आधार पर संस्वीकृत परियोजनाओं के लिए किस्तों में निधियाँ जारी की गई थी। इसके अलावा, सौभाग्य

स्कीम को डिस्कॉम-वार संस्वीकृत किया गया और संस्वीकृत कार्य के लिए संबंधित डिस्कॉम को निधियाँ जारी की गईं। राज्य द्वारा दी गई सूचना अनुसार, बांसवाड़ा संसदीय क्षेत्र के बांसवाड़ा और डूंगरपुर में निधि आवंटन का जिलावार और ब्लॉक-वार ब्यौरा उपलब्ध नहीं है क्योंकि सौभाग्य के तहत निधियाँ समग्र रूप से एवीवीएनएल डिस्कॉम को जारी की गई थी।

(घ) भारत सरकार ने दीन दयाल उपाध्याय ग्राम ज्योति योजना (डीडीयूजीजेवाई) और सौभाग्य जैसी स्कीमों के तहत राज्यों के प्रयासों को बढ़ावा दिया है, जिसके तहत 1.26 लाख करोड़ रुपये के वितरण अवसंरचना के कार्य किए गए। पिछले 10 वर्षों में राष्ट्रीय स्तर पर विद्युत आपूर्ति के औसत घंटे वित्त वर्ष 2014 में ग्रामीण क्षेत्रों में 12.5 घंटे से बढ़कर वित्त वर्ष 2024 में 21.9 घंटे हो गए हैं।

(ङ) भारत सरकार ने वितरण क्षेत्र की प्रचालन दक्षता और वित्तीय स्थिरता में सुधार के लिए जुलाई 2021 में संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) शुरू की। बांसवाड़ा और डूंगरपुर जिलों में संस्वीकृत परियोजनाओं में हानि कम करने के अवसंरचना और स्मार्ट मीटरिंग कार्य शामिल हैं। ब्यौरा निम्नानुसार है:

क. हानि कम करने के कार्य:

1. बांसवाड़ा जिले के लिए संस्वीकृत लागत-164.04 करोड़ रुपये (जीबीएस: 98.42 करोड़ रुपये)
2. डूंगरपुर जिले के लिए संस्वीकृत लागत-319.12 करोड़ रुपये (जीबीएस: 191.47 करोड़ रुपये)।

क्र. सं.	विवरण	मापन की इकाई	बांसवाड़ा	बांसवाड़ा डूंगरपुर
			संस्वीकृत मात्रा	
1	नए सब स्टेशन	संख्या	2	1
2	सबस्टेशन का विस्तार	संख्या	1	1
3	एचटी लाइन	सीकेएम	2019.44	5441.83

4	एचटी लाइनों का प्रतिस्थापन	सीकेएम	280.44	104.09
5	एलटी लाइन	सीकेएम	680.00	1,156.44
6	वितरण ट्रांसफार्मर	संख्या	148	1,058
7	कृषि फीडरों का पृथक्करण	संख्या	157	320
8	घरों का विद्युतीकरण	संख्या	14990	4189
अनुबंधित एजेंसी का नाम			मेसर्स हितेश इलेक्ट्रिकल्स जेवी विद न्यू मॉडर्न टेक्नोमेक प्राइवेट लिमिटेड।	मेसर्स पावर एंड इंस्ट्रुमेंटेशन लिमिटेड, मेसर्स एस्पन इंफ्रा लिमिटेड के साथ संयुक्त उद्यम।

ख. स्मार्ट मीटरिंग कार्य:

1. बांसवाड़ा जिले के लिए संस्वीकृत लागत-200.55 करोड़ रुपये (जीबीएस: 30.08 करोड़ रुपये)
2. डूंगरपुर जिले के लिए संस्वीकृत लागत-241.60 करोड़ रुपये (जीबीएस: 36.24 करोड़ रुपये)।

क्र.सं	विवरण	मापन की इकाई	बांसवाड़ा	डूंगरपुर
			संस्वीकृत मात्रा	
1	उपभोक्ता मीटर	संख्या	3,13,150	3,65,340
2	फीडर मीटर	संख्या	505	446
3	डीटी मीटर	संख्या	4,585	8,918
अनुबंधित एजेंसी का नाम			मेसर्स जीनस पावर इंफ्रा लिमिटेड	

PROGRESS AND PROSPECTS OF METHANOL BLENDING IN TRANSPORTATION FUELS

2432. SHRI B Y RAGHAVENDRA:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

- (a) the current status of methanol blending in transportation fuels along with the details on the targets set under the methanol economy programme and the progress made so far;
- (b) the steps taken/being taken by the Government to enhance domestic methanol production and develop the necessary infrastructure for large-scale methanol blending in petrol and diesel; and
- (c) whether the Government has conducted any studies on the environmental and economic benefits of methanol blending, particularly in reducing emissions and lowering fuel costs and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (c) Under National Coal Gasification Mission, Government aims to produce syngas to boost domestic production of various chemicals and petrochemicals including methanol. Government has also introduced a financial incentive scheme to promote this initiative. Additionally, M15 (15% methanol-gasoline blend) fuel has

been introduced on a pilot scale in April 2022 by Indian Oil Corporation Limited (IOCL) in Tinsukia, Assam. MD15 (15% methanol blended diesel) trials were also conducted jointly by NITI Aayog, the Automotive Research Association of India (ARAI), and Ashok Leyland. Government has not set any targets so far for methanol blending in transportation fuels. The Ministry of Road Transport and Highways has mandated mass emission standards for newly manufactured gasoline vehicles equipped with spark-ignition engines designed to run on gasoline, a 15% methanol-gasoline blend (M15), an 85% methanol blend (M85), or pure methanol (M100), under the Central Motor Vehicle Rules, 1989. No comprehensive study has been conducted by Government so far to assess the environmental and economic benefits of methanol blending.

ETHANOL BLENDED FUEL IN MADHYA PRADESH

2433. SHRI VISHNU DATT SHARMA:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

- (a) whether, as per current progress, the Government is on way to achieve targeted 20% ethanol blending of petrol by the year 2025;
- (b) if so, whether the Government has any plans to roll out the ethanol blended fuel in the Madhya Pradesh and also to set up 2G ethanol bio-refineries for the production of ethanol especially in the districts of Panna, Katni and town of

Khajuraho of district Chhatarpur so as to help Sugarcane farmers in realising better price; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) The National Policy on Biofuels – 2018, as amended in 2022, *inter-alia* advanced the target of 20% blending of ethanol in petrol to Ethanol Supply Year (ESY) 2025-26 from 2030. Public Sector Oil Marketing Companies (OMCs) have achieved the target of 10% ethanol blending in petrol in June 2022 i.e. five months ahead of the target during ESY 2021-22. Blending of ethanol further increased to 12.06% in ESY 2022-23, 14.60% in ESY 2023-24 and 17.98% in ESY 2024-25 upto 28th February 2025. For the month of February 2025, ethanol blending of 19.68% was achieved by Public Sector OMCs.

(b) to (c) Under the Ethanol Blended Petrol (EBP) Programme, the Public Sector OMCs are currently selling upto 20% ethanol blended petrol based on availability of ethanol across the country including in the State of Madhya Pradesh. The Government had notified the “Pradhan Mantri JI-VAN (Jaiv Indhan- Vatavaran Anukool fasal awashesh Nivaran) Yojana” 2019, amended in 2024, to provide financial support for integrated bio-ethanol projects for setting up Advanced

Biofuels projects in the country using lignocellulosic biomass and other renewable feedstock. Under this scheme, a total of 14 commercial scale proposals and 8 demonstration scale proposals were submitted for approval, of which 8 commercial scale proposals and 4 demonstration scale proposals have been approved. No proposal has been received under this scheme from the state of Madhya Pradesh.

PILOT PROJECT ON AGRICULTURE AND DAIRY FOR TRIBALS

2434. SHRIMATI ANITA SUBHADARSHINI:

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

- (a) Whether the Government has launched any pilot project on agriculture and dairy farming among tribals for their self-reliance and sustainable livelihood and if so, the details thereof, State-wise; and
- (b) Whether there is good progress of Cluster Tribal Model Villages (CTMV) and Milk Village Initiatives (MVI) in the country and if so, the details thereof along with the number of new CTMVs to be created in the country during the year 2025-26, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

- (a) The Ministry of Tribal Affairs, Government of India, has not specifically launched any pilot project on agriculture and dairy farming but is implementing

“Pradhan Mantri Janjatiya Vikas Mission” (PMJVM) scheme through Tribal Co-operative Marketing Development Federation of India (TRIFED) for socio-economic development of tribal communities across the country. Under the scheme, institutional support for development and marketing of Tribal Products/Produce, empanelment of tribal artisan and procurement of various tribal products including agriculture and dairy products from them are the core activities for generating livelihood opportunities for tribal communities.

(b) Till 2020-21, there was a scheme of Special Central Assistance (SCA) to Tribal Sub Plan (TSP)/ Special Central Assistance (SCA) to Tribal Sub Scheme (TSS) in which funds were provided for the development of clusters i.e. pockets of villages with the concentration of tribals of about 50% or more within a total population of 5000 or more in such area. However, the said scheme got revamped into Pradhan Mantri Adi Adarash Gram Yojna (PMAAGY) in 2021-22 wherein the concept of clusters of villages was changed into the development of Adarsh grams.

Rashtriya Gokul Mission is being implemented by Department of Animal Husbandry and Dairying for development and conservation of indigenous bovine breeds, genetic upgradation of bovine population and enhancement of milk production and productivity of bovines in all States. The benefit of the scheme is accruing to all dairy farmers including dairy farmers of tribal community.

TRIBAL WELFARE PROGRAMMES

2435. SHRIMATI PRATIMA MONDAL:

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

- (a) the manner in which the Government is planning to ensure that tribal welfare programmes are not undermined by development projects displacing communities, particularly in areas where tribes are dependent on their land and forest rights; and
- (b) the specific steps being taken to address the challenges faced by Particularly Vulnerable Tribal Groups (PVTGs), especially in securing their habitat rights under the Forest Rights Act, amidst growing industrialization and development in tribal regions?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) and (b) There are special provisions in the Constitution of India that protect the interest of the Scheduled Tribe community and also ensure that welfare programmes are not undermined even during displacement and these are detailed at **Statement**.

Ministry of Tribal Affairs, being the Nodal Ministry for administering the legislative matters of “Scheduled Tribes and Other Traditional Forest Dwellers Recognition of Forest Rights Act 2006” (in short FRA), has been issuing directions and guidelines

from time to time on various aspects (including vesting of habitat rights for PVTGS)to ensure proper implementation of the Act. Further regular review meetings are held with the State Tribal Welfare Department and District Collectors and these meetings focus on emphasizing the importance of adhering to the provisions of the Act in both letter and spirit.

Recently, Government of India has launched 'Dharti Aaba Janjatiya Gram Utkarsh Abhiyan' (DA JGUA) which inter alia focuses on effective implementation of FRA and convergence of benefits of various Government Schemes (related to housing, PM Kisan Samman Nidhi, Schemes of Department of Animal Husbandry, Department of Agriculture, Department of Fisheries) to FRA Patta holders to ensure their socio economic development. Under the Abhiyan, the Ministry of Panchayati Raj has launched capacity-building programs focused on the Forest Rights Act (FRA), PESA, constitutional provisions, and various laws designed to protect the rights of Scheduled Tribes (STs) during land acquisition or the implementation of development projects. These programs are intended for all stakeholders, including community members and committees under the FRA..

To ensure that legitimate claimants are not denied their forest rights and to facilitate the comprehensive implementation of the Forest Rights Act (FRA), the Ministry has asked states to map potential forest areas and create an FRA Atlas to serve as a tool for monitoring and assessing the effective vesting of forest rights. To support

this initiative and also for digitizing records and the claims process Ministry is providing financial support to states.

For empowering PVTG Communities, the Ministry of Tribal Affairs has launched PM-JANMAN(in Nov 2023), a transformative Policy level initiative which aims at fostering the holistic development of 75 Particularly Vulnerable Tribal Groups (PVTGs) across 18 States and 1 Union Territory. With a budgetary outlay of ₹24,104 Crore (Central Share: ₹15,336 Crore and State Share: ₹8,768 Crore), PM-JANMAN , approved for 3 years, is designed to provide equitable access to essential services for PVTG communities, improving their living conditions and facilitating their socio-economic progress. The core objectives include providing safe housing, clean drinking water, access to education, healthcare, road connectivity, electricity, and enhanced livelihood opportunities.

Further, FRA inter alia under Section 3(1)(e) has the provision for recognition and vesting of rights including community tenures of habitat and habitation for Primitive tribal groups /PVTGs which ensure that PVTGs are entitled to the protection of their traditional habitats. As reported by state governments habitat right has been vested for the following PVTGs:-

S. No.	State	District	Name of PVTG community
1	Odisha	Deogarh	Paudi Bhuiya
2	Odisha	Angul	Paudi Bhuiya

3	Odisha	Keonjhar	Juang
4	Odisha	Jajpur	Juang
5	Odisha	Mayurbhanj	Hill Kharia
6	Odisha	Mayurbhanj	Mankirdia
7	Odisha	Kandhamal	Lanjia Saura
8	Odisha	Nuapada	ChuktiaBhunja
9	Odisha	Gajapati	Saura
10	Chhattisgarh	GMP	Baiga
11	Chhattisgarh	Dhamtari	Kamar
12	Madhya Pradesh	Mandala	Baiga
13	Madhya Pradesh	Dindori	Baiga
14	Madhya Pradesh	Chhindwara	Bharia

STATEMENT

Constitutional and legal provisions to protect and safeguarding the land rights of STs and to address the issue of Land Acquisition and displacement of tribals

(1) **Constitutional provisions under Schedule - V** provide for safeguards against displacement of tribal population because of land acquisitions etc. The Governor of the State which has scheduled Areas is empowered to prohibit or restrict transfer of land from tribals and regulate the allotment of land to members of the Scheduled Tribes in such cases. Para 5.2 of the V Schedule of the Constitution has a

predominant object of imposing total prohibition on transferring immovable property in a scheduled area to any person other than a tribal.

(2) **The Panchayats (Extension to the Scheduled Areas) Act, 1996** (in short PESA) also provides that "The Gram Sabha or the Panchayats at the appropriate level shall be consulted before making the acquisition of land in the Scheduled Areas for development projects and before re-settling or rehabilitating persons affected by such projects in the Scheduled Areas".

(3) **The Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act"** (in short, FRA) enacted in 2006 not only provides safeguards to avoid any displacement of tribal population but also seeks to involve democratic institutions in the process of recognition and vesting of forest rights at the grassroots level.

a) Section 4 (4) of FRA stipulates that the right shall be heritable but not alienable or transferable and shall be registered jointly in the name of both the spouses in case of married persons and in the name of the single head in the case of a household headed by a single person and in the absence of a direct heir, the heritable right shall pass on to the next-of-kin.

b) Section 4 (5) of FRA states that "Save as otherwise provided, no member of a Forest Dwelling Scheduled Tribe or Other Traditional Forest Dweller shall be evicted or removed from forest land under his occupation till the recognition and verification procedure is complete".

(4) The Scheduled Castes and Scheduled Tribes (Prevention of Atrocities)

Act, 1989 prescribes penalties for various offences, including the wrongful dispossession of land or property belonging to members of the Scheduled Tribes by individuals who do not belong to the ST community. **It also covers interference with the enjoyment of their rights, such as forest rights, over land, premises, water, or irrigation facilities**, as well as the destruction of crops or theft of produce. Such actions are considered atrocities and are punishable under the Act.

(5) The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation, and Resettlement Act, 2013 (RFCTLARR Act, 2013) has special provisions for STs, including land for land, higher compensation and resettlement package and have been spelled out under Sections 41 and 42. Further safeguards and provisions are detailed below:-

(i) **The First Schedule of the RFCTLARR Act** provides for compensation for land owners. As per Section 3(r)(ii) of the RFCTLARR, 2013, '**land owner**' includes any person who is granted forest rights under FRA, 2006(2 of 2007) or under any other law for the time being in force.

(ii) **The Second Schedule of the RFCTLARR**, provide for element of rehabilitation and resettlement for all the affected families (both land owners and the families whose livelihood is primarily dependent on land acquired) in addition to those provided in the first Schedule.

(iii) **The Third Schedule of the RFCTLARR**, provide for infrastructural amenities for a reasonably habitable and planned settlement in the resettlement area. RFCTLARR Act, 2013 further spells out the procedure for identification of the affected persons/ families [sub-section (c) of Section 3], determining and calculating the compensation amount (Section 26 to 29), as well as mechanisms for developing rehabilitation and resettlement processes (Chapters V and VI).

FUNDS FOR WATER BODIES UNDER MISSION AMRUT SAROVAR

2436. SHRI CAPTAIN VIRIATO FERNANDES:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Government has sanctioned and disbursed the funds as Union Government's share for the Centrally Sponsored Scheme "Mission Amrut Sarovar" for waterbodies in Goa;
- (b) if so, the details thereof, waterbodies-wise along with the funds utilised during the last five years in Goa;
- (c) the conditions laid down to prevent any misuse or diversion of the funds for other purpose; and
- (d) the action likely to be initiated in case of misuse/diversion of funds?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (d) Mission Amrit Sarovar was launched in April 2022 with the ambitious goal of constructing or rejuvenating 75 Amrit Sarovars (ponds) in each district, totalling 50,000 across the country. This initiative has made significant progress in addressing the critical issue of water scarcity.

As on 07.03.2025, over 68,000 Sarovars have been completed, out of which 159 Amrit Sarovars have been completed in the state of Goa.

There is no separate financial allocation for Mission Amrit Sarovar. The Mission Amrit Sarovar works through the States and Districts with convergence from various ongoing schemes such as Mahatma Gandhi National Rural Employment Guarantee Scheme (Mahatma Gandhi NREGS), 15th Finance Commission Grants, Pradhan Mantri Krishi Sichayee Yojna sub-schemes such as Watershed Development Component, Har Khet ko Pani, besides States own scheme. Public contribution like crowd funding and Corporate Social Responsibility is also allowed for the work.

WORKING HOURS LIMIT AND REST PROVISIONS FOR DRIVERS

2437. SHRI ASADUDDIN OWAISI:

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

(a) whether the Government is considering implementing a mandatory double-driver system on national permit vehicles to reduce driver fatigue and enhance road safety, if so, the details thereof; and

(b) whether the Government is taking steps to enforce compliance with working hours limit and weekly rest provisions for drivers as per the Motor Transport Workers Act, if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) No such proposal is under consideration. However, as per the section 91 of the Motor Vehicles Act, 1988, the hours of work of any person engaged for operating a transport vehicle shall be such as provided in the Motor Transport Workers Act, 1961.

(b) The Motor Transport Workers Act, 1961 is governed through the State Governments. However, section 31 and 32 of this Act have penalty provisions for contravention of provisions regarding the employment of motor transport workers and other offenses, respectively.

REDUCTION IN ROAD ACCIDENTS AND ECONOMIC LOSSES

2438. SHRI GAURAV GOGOI:

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

- (a) the Government's targets for reducing road accidents and fatalities under the National Road Safety Policy by 2030;
- (b) the number of black spots that have been identified on highways in the last three years and the percentage of those rectified;
- (c) the status of implementing the Motor Vehicles (Amendment) Act, 2019, regarding penalties, electronic enforcement and safety audits;
- (d) the targeted measures being taken by the Government to reduce two-wheeler and pedestrian fatalities; and
- (e) whether the Government has studied the impact of road defects, over-speeding and drunk driving on accidents and if so, the policy changes brought as a result thereto?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

- (a) India is committed to reduce number of road traffic deaths and injuries to 50% by 2030.
- (b) As on date, 1330 Black-spots have been identified for the series 2020-22, against which 612 Short Term measures and 236 long term measures have been completed.
- (c) Government vide notification S.O. 3110(E) dated the 28th August, 2019 and S.O. 3147(E) dated the 30th August, 2019 has appointed 1st day of September,

2019 as the date on which around sixty sections including the provisions of enhanced penalties for the offences under the Motor Vehicles (Amendment) Act, 2019 had come into force. Further, Government vide S.O. 2806(E) dated 12th July, 2021 brought into force section 47 (Section 136A of the Motor Vehicles Act, 1988) of the Motor Vehicles (Amendment) Act, 2019 with effect from 15th July, 2021.

Government vide G.S.R. Notification 575(E) dated 11th August 2021 notified Rules for Electronic Monitoring and Enforcement of Road Safety at high-risk and high-density corridors on National Highways, State Highways and at critical junctions in cities having more than one million population and cities under National Clean Air Programme (NCAP) in the Country.

(d) and (e) As per the data received from the States/UTs, road accidents occur due to multiple causes such as over speeding, use of mobile phone, drunken driving/consumption of alcohol and drug, driving on wrong side/ lane indiscipline, jumping red light, non-use of safety devices such as helmets and seat belts, vehicular condition, weather condition, road condition, etc. As per the Report for the year 2022, around 78% of road accidents were caused due to drivers' fault.

The Motor Vehicles (Amendment) Act, 2019 passed by Parliament, focuses on road safety and includes, inter-alia, hike in penalties for traffic violations, electronic monitoring of the same, enhanced penalties for juvenile driving, computerization/automation of vehicle fitness and driving tests, recall of defective

vehicles, streamlining the third-party insurance and payment of increased compensation for hit and run cases,etc. The Amendment has strengthened the Law to improve the road Safety scenario and reduce loss of lives.

Government has prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40kmph.

There are various provisions for pedestrian safety on National Highways such as:- Provisions of pedestrian facilities have been specified in the IRC: 103-2012 "Guidelines for Pedestrian Facilities". A Circular dated 17th June, 2015 has also been issued wherein guidelines for Pedestrian Facilities on National Highways for persons with disabilities have been stipulated.

- Detailed guidelines are contained in IRC:99-2018 for traffic calming measures, in which various traffic measures such as rumble strip, Speed Bumps, Speed Table/Raised Pedestrian Crossing etc. are provided on National Highways and adjoining road meeting with a National Highway.

ALLOWING FREE PASSAGE AT TOLL PLAZA

2439. SHRI V K SREEKANDAN:

SHRI AMRA RAM:

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

(a) whether the Government is considering to ask all road developers to provide free passage to people of all neighbouring panchayats of concerned toll plazas, if so, the details thereof;

(b) the guidelines of the National Highways Department for toll free facility for local residents at toll booths;

(c) whether the Government is considering to direct the road developers to extend the radius of toll plazas due to stiff opposition from the villagers surrounding the toll plazas, if so, the details thereof; and

(d) whether there have been demands to provide free passage to four-wheel auto-rickshaws and school vehicles through toll plazas, if so, the steps taken in this regard?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b) Government has made provision for discounts to local users in applicable National Highways Fee Rules.

As per the National Highways Fee Rules, 2008, a person residing within 20 kilometers of a fee plaza, who owns a mechanical vehicle with a valid functional

FASTag, registered for non-commercial purposes, and uses it for commuting on a section of the National Highway may obtain a monthly pass for that fee plaza at the rate of Rs.340 (Three Hundred and Forty Rupees Only) for the financial year 2024-25 and is subject to revision every year as per the provisions of the said rules, provided a service road or alternative road is not available for use by such vehicle.

Further, a commercial vehicle (excluding vehicle plying under National Permit) registered in a particular district is eligible for payment of 50% of the prescribed user fee on all fee plazas which are located within that district.

(c) No such proposal is under consideration.

(d) Though representation has been received, however, there is already a facility of discounts in user fee and monthly passes for National Highways user as per the provisions of NH Fee Rules, 2008 as outlined in the reply to part (a) and (b) of this question.

Moreover, as per the provisions of NH Fee Rules, 2008, no fee shall be levied for the use of the section of National Highway by two wheelers, three wheelers, tractors, combine harvesters and animal drawn vehicle, provided that these vehicles shall not be allowed to use the section of National Highway where a service road or alternative road is available in lieu of the said National Highway.

SCHEMES/PROGRAMMES FOR TRIBALS IN ANDHRA PRADESH**2440. DR. C M RAMESH:**

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

- (a) whether the Government is aware that Anakapalli district of Andhra Pradesh has more than 8,500 targeted Particularly Vulnerable Tribal Groups (PVTGs) population as per the available data captured in November, 2024
- (b) if so, the details of schemes/programmes being implemented for the benefit of these tribals in the said district; and
- (c) the details of the funds sanctioned, released, allocated and spent during the last five years and the current year, scheme and year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) Ministry of Tribal Affairs through the State Governments/ UT Administration/departments has undertaken habitation level data collection exercise through PM Gati Shakti mobile application to estimate PVTG population figures and infrastructure gaps in order to cover PVTG population residing in villages and habitations covered under PM JANMAN. Based on the data captured (as on 28.02.2025), PVTG population in Anakapalli district of Andhra Pradesh is 8552.

(b) and (c) During FY 2023-24, Hon'ble Prime Minister launched Pradhan Mantri Janjati Adivasi Nyaya Maha AbhiyaN (PM JANMAN) on 15th Nov 2023, for socio-

economic development of 75 PVTG communities residing in 18 states and one UT. The mission aims to provide basic facilities such as safe housing, clean drinking water and improved access to education, health and nutrition, road and telecom connectivity, electrification of unelectrified households and sustainable livelihood opportunities in 3 years. These objectives are being met through 11 interventions implemented by 9 line Ministries. The details of benefits given under PM JANMAN (as on 28.02.2025) in Anakapalli district since its inception is as follows:

Ministry	Intervention	Sanctions
Jal Shakti	Piped Water Supply	48 villages covering PVTG habitations
Health and Family Welfare	Mobile Medical Units (MMUs)	11 MMUs sanctioned
Deptt. of Telecom, M/o Communication	Mobile towers	5 PVTG habitations

As per information provided by concerned Ministries

*Details of the funds sanctioned, released, allocated and spent, District-wise, is not maintained in the Ministry

साठ किलोमीटर की दूरी के भीतर स्थापित टोल प्लाजा को हटाना

2441. श्री हनुमान बेनीवाल:

श्री नीरज मौर्य:

श्री अमरा राम:

श्रीमती प्रतिभा सुरेश धानोरकर:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने घोषणा की है कि राष्ट्रीय राजमार्गों पर साठ किलोमीटर की दूरी के भीतर दो टोल प्लाजा संचालित नहीं किए जा सकेंगे, यदि हां, तो ऐसी घोषणा के बाद राजस्थान सहित राज्यवार कितने टोल प्लाजा हटाए गए;

(ख) देश में अभी भी संचालित ऐसे टोल प्लाजा की संख्या कितनी है तथा उत्तर प्रदेश, राजस्थान और महाराष्ट्र सहित राज्यवार इन्हें कब तक हटाया जाएगा;

(ग) क्या सरकार उपरोक्त नीति के तहत राष्ट्रीय राजमार्ग-58 पर हरिमा और निम्बी जोधा, नागौर जिले में राष्ट्रीय राजमार्ग-62 पर टंकला और गोगेलाव, राजस्थान में राष्ट्रीय राजमार्ग 11 पर अखेपुरा से कुड़ी रसीदपुरा तथा उत्तर प्रदेश में फरीदपुर, बरेली से गुजरने वाले राष्ट्रीय राजमार्ग-30 पर फरीदपुर टोल प्लाजा पर संचालित टोल प्लाजा को हटाने की योजना बना रही है, यदि हां, तो इन टोल प्लाजा को कब तक हटाया जाएगा, यदि नहीं, तो इसके क्या कारण हैं;

(घ) महाराष्ट्र के यवतमाल जिले में वानी-वरोरा राज्य राजमार्ग पर साठ किलोमीटर के भीतर दो टोल प्लाजा स्थापित करने का क्या कारण है और इस पर सरकार की क्या भूमिका है तथा सरकार इन दो टोल प्लाजा में से एक को कब तक बंद करेगी; और

(ङ) क्या वानी रेलवे क्रॉसिंग के पास बिना फास्ट टैग सुविधा वाले टोल प्लाजा को बंद किया जाएगा, यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) राष्ट्रीय राजमार्ग शुल्क (दरों का निर्धारण और संग्रहण) नियमावली, 2008 के अनुसार राष्ट्रीय राजमार्गों पर शुल्क प्लाजा स्थापित किए जाते हैं, जिसमें नियम 8 के उप-नियम (2) में यह प्रावधान है कि राष्ट्रीय राजमार्ग के उसी खंड पर और उसी दिशा में साठ किलोमीटर की दूरी के भीतर कोई अन्य

शुल्क प्लाजा स्थापित नहीं किया जाएगा जब तक उक्त नियमों के परंतुक के तहत लिखित में दर्ज किए जाने वाले कारणों के माध्यम से अनुमति न दी जाए। इसके अतिरिक्त, बंद प्रयोक्ता शुल्क संग्रहण प्रणाली के मामले में, राष्ट्रीय राजमार्गों पर कहीं भी शुल्क प्लाजा स्थापित किए जा सकते हैं।

60 किलोमीटर की दूरी के भीतर शुल्क प्लाजा स्थापित करने के लिए विभिन्न कारकों पर विचार किया जाता है, जैसे भूमि की उपलब्धता, वन क्षेत्र, यातायात का न्यूनतम डायवर्जन और नगर पालिका की सीमा। हालांकि, ऐसे सभी मामलों में, संबंधित शुल्क प्लाजा की परियोजना प्रभावित लंबाई के आधार पर शुल्क प्लाजा पर प्रयोक्ता शुल्क, इसे परियोजना प्रभावित लंबाई के भीतर इसके विशिष्ट स्थान पर संग्रहण नहीं किया जाता है।

(ख) और (ग) फरवरी, 2025 तक, राष्ट्रीय राजमार्गों पर एक ही दिशा में एक दूसरे से 60 किलोमीटर के भीतर कुल 180 शुल्क प्लाजा कार्यरत हैं। 60 किलोमीटर की सीमा के भीतर कार्यरत सभी प्रयोक्ता शुल्क प्लाजा एनएच शुल्क नियमावली और रियायत समझौते के प्रावधानों के अनुसार अनुमेय हैं।

इसके अतिरिक्त, मौजूदा एनएच शुल्क नियमावली के अनुसार, राष्ट्रीय राजमार्गों पर प्रयोक्ता-शुल्क लगातार संग्रहित किया जाएगा।

(घ) चंद्रपुर जिले में एनएच-930 के डिजाइन चैनेज 318+850 पर स्थित वानी-वरोरा खंड में, शेम्बल शुल्क प्लाजा राष्ट्रीय राजमार्ग शुल्क नियमावली, 2008 द्वारा है और यवतमाल जिले में एनएच-930 से अलग महाराष्ट्र राज्यीय राजमार्ग (एमएसएच-6) पर वानी शुल्क प्लाजा महाराष्ट्र राज्य सरकार द्वारा विकसित और अनुरक्षित किया गया है।

(ङ) वानी टोल प्लाजा महाराष्ट्र राज्यीय राजमार्ग (एमएसएच-6) के उस खंड पर स्थित है जो महाराष्ट्र राज्य सरकार के अधिकार क्षेत्र में आता है और महाराष्ट्र राज्य सरकार के टोल शुल्क नियमों द्वारा शासित होता है।

DAJGUA IN ANDHRA PRADESH**2442. SHRI BALASHOWRY VALLABHANENI:**

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

- (a) whether it is true that 6.55 lakh Adivasis of 18 districts have been covered under Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA) in Andhra Pradesh;
- (b) if so, the details thereof, district-wise;
- (c) the details of interventions and targets implemented by the Government under DAJGUA scheme through its line Ministries and achieved thereof along with the manner in which the infrastructure and other gaps are going to be filled;
- (d) whether the said scheme also addresses livelihood opportunities and if so, the details thereof;
- (e) whether there is time and cost overrun of any of the projects under the said scheme and if so, the details thereof along with the reasons therefor; and
- (f) the present status of delayed schemes and the time by which they are going to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

- (a) and (b) The District-wise coverage in Andhra Pradesh along with the ST population under Dharti Aaba Janjatiya Gram Utkarsh Abhiyan is at **Statement-I**.

(c) The Abhiyan comprises of 25 interventions implemented by 17 line Ministries and aims to saturate infrastructural gaps in 63,843 villages, improve access to health, education, Anganwadi facilities and providing livelihood opportunities in 549 districts and 2,911 blocks in 30 States/UTs in 5 years. Each concerned Ministry has been allocated budget and targets under Abhiyan and responsible for implementing the intervention assigned to it. The Abhiyan aims at Saturation through convergence and outreach. The details of various interventions and targets, Ministry-wise, thereof under the Abhiyan are at **Statement-II**. However, the actual progress under the Abhiyan in a particular State is subjected to eligibility criteria of specific guidelines of concerned interventions as per norms approved and submission of proposals by State Governments in terms of scheme guidelines. As the Abhiyan has been launched recently on 2nd October, 2024, in State of Andhra Pradesh, Ministry of Rural Development has sanctioned 1 Awas, work under has been issued for 669 village for drinking water supply and Ministry of Tribal Affairs has approved 6 Tribal Multipurpose Marketing Centers (TMMCs), 175 projects for tribals schools/residential schools etc, 1 CoC and FRA cell.

(d) The abhiyan also addresses livelihood opportunities through skill development, facilitating marketing through tribal multi-purpose marketing centres (TMMCs), promotes tribal home stays and strengthens agricultural, animal husbandry and pisciculture for FRA Patta holders.

(e) and (f) The abhiyan is for a period of 5 years. As on date, no delays or cost overrun in the implementation of the abhiyan has been brought to the notice of this Ministry by concerned Ministry / Department.

STATEMENT-I

**District-wise coverage in Andhra Pradesh along with the ST population under
Dharti Aaba Janjatiya Gram Utkarsh Abhiyan**

S. No.	District	Total ST population
1	ALLURI SITHARAMA RAJU	356292
2	ANAKAPALLI	13435
3	ANANTAPUR	4722
4	ANNAMAYYA	9924
5	CHITTOOR	375
6	ELURU	47437
7	KAKINADA	3952
8	KURNOOL	2890
9	NANDYAL	1762
10	NTR	9514
11	PALNADU	11195
12	PARVATHIPURAM MANYAM	134020
13	PRAKASAM	10424
14	SRI SATHYA SAI	1707
15	SRIKAKULAM	35646
16	TIRUPATI	1675

17	VIZIANAGARAM	7307
18	Y.S.R.	3173
	Total	655450

STATEMENT-II

The details of various interventions and targets, Ministry-wise, thereof under the Dharti Aaba Janjatiya Gram Utkarsh Abhiyan

S. No.	Ministry	Interventions/ (Scheme)	Targets
1	Ministry of Rural Development (MoRD)	Pucca houses - (PMAY - Gramin)	20 lakhs houses
		Connecting Road – (PMGSY)	25000 Km Road
2	Ministry of Jal Shakti	Water Supply – Jal Jeevan Mission (JJM)	(i). Every eligible village (ii). 5,000 hamlets ≤ 20HH
3	Ministry of Power	House Electrification- (Revamped Distribution Sector Scheme - RDSS)	Every unelectrified HH and unconnected public institutions
4	Ministry of New and Renewable Energy	Off-grid Solar Connection - New Solar Power Scheme.	(i). Every unelectrified HH and public institutions not covered through grid.
5	Ministry of Health and family Welfare	Mobile Medical Units - National Health Mission	Up to 1000 MMU

		Ayushman Card - Pradhan Mantri Jan Arogya Yojana (PMJAY) – NHA	Every eligible HH covered under the Abhiyan
6	Ministry of Petroleum and Natural Gas	LPG Connections - (PM Ujjwala Yojana)	25 Lakhs HHs
7	Ministry of Women and Child Development	Establishment of Anganwadi Centres – Poshan 2.0	8000 (2000 New AWC) and 6000 upgradation to Saksham AWC)
8	Ministry of Education	Construction of Hostels- Samagra Shiksha Abhiyan (SSA)	1000 hostels
9	Ministry of AYUSH	Poshan Vatikas - National AYUSH Mission	700 Poshan Vatikas
10	Department of Telecommunications	4G/5G Network - Universal Service Obligation Fund (DoT)	5000 Villages
11	Ministry of Skill Development and Entrepreneurship	Skill India Mission (Existing Schemes)/propose	Skilling Centre in tribal districts
			1000 VDVks, Tribal Groups etc
12	Ministry of Electronics and Information Technology	Digital Initiatives for tribals in collaboration	Development and integration of Ministry specific portals with PM Gatishakti portal

13	Ministry of Agriculture and farmer welfare	Promotion of sustainable agriculture - multiple Schemes of DoAFW	FRA Patta holders (~2 lakhs)
14	Department of Fisheries	Fish culture support – Pradhan Mantri Matsya Sampada Yojana (PMMSY)	10,000 community and 1,00,000 individual beneficiaries
	Department of Animal Husbandry and Dairying	Livestock rearing – National Livestock Mission	8500 Individual/Group beneficiaries
15	Ministry of Panchayati Raj	Capacity building on FRA – Rashtriya Gram Swaraj Abhiyan (RGSA)	All Gram sabhas and concerned officers at Sub-division, District and State level dealing with FRA
16	Ministry of Tourism	Tribal Home Stays – Swadesh Darshan	1000 Tribal Home Stays with support of upto Rs 5 lakh per unit (for new construction), upto Rs 3 lakhs (renovation) and Rs 5 lakh for village community requirement.
17	Ministry of Tribal Affairs	DAJGUA	Enhancing the scope of SCA to Tribal Development / PMAAGY by including other interventions*
*100 Tribal Multi-purpose Marketing Centres, improving infrastructure of Ashram Schools, Hostels, Govt./State Tribal Residential schools, Centre of Competencies			

for Sickle Cell Disease (SCD) and counselling support, Support for FRA and CFR Management interventions, setting up of FRA Cells, and project management funds with incentives for top performing tribal districts.

Schemes under the abhiyan are covered subject to approval of respective schemes by the Cabinet.

POWER GENERATION CAPACITY

2443. SHRI K RADHAKRISHNAN:

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

- (a) the total power generation capacity of the country and the share of renewable energy in it;
- (b) the steps taken by the Government to ensure uninterrupted power supply, especially in rural and backward areas; and
- (c) whether the Government has any plan to regulate electricity tariffs to make power affordable for common citizens 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) The details of source-wise installed Generation Capacity of the country (as on 31.01.2025) are given at **Statement**. The share of Renewable Energy Sources (RES) in the total installed Generation Capacity is 45.5%.

(b) Electricity being a concurrent subject, supply and distribution of electricity to the consumers is within the purview of the respective State Government/Power Utility. Government of India has supported the States/ UTs through schemes like Deen Dayal Upadhyaya Gram Jyoti Yojana (DDUGJY), Integrated Power Development Scheme (IPDS), Pradhan Mantri Sahaj Bijli Har Ghar Yojana (SAUBHAGYA) to improve access and quality of power supply to all consumers. These schemes stand closed as on 31.03.2022. Under these scheme, projects worth Rs. 1.85 lakh Cr. were executed for strengthening of power distribution infrastructure.

Further, Government of India, in July 2021, launched the Revamped Distribution Sector Scheme (RDSS) with the objective of improving the quality and reliability of power supply to consumers through a financially sustainable and operationally efficient Distribution Sector in the country. The scheme aims to reduce the Aggregate Technical and Commercial (ATandC) losses to pan-India levels of 12-15% and the Average Cost of Supply and Average Revenue Realized (ACS-ARR) Gap to zero.

Under the scheme, financial assistance is being provided to the Distribution Utilities eligible under scheme for upgradation of distribution infrastructure and smart metering works. Projects worth Rs. 1.48 lakh crores for distribution infrastructure and Rs. 1.31 lakh crores for smart metering works have been sanctioned which

would help to improve the reliability and quality of power supply in the country including the rural areas.

Government of India is supporting electrification of all households left out during SAUBHAGYA period under the scheme of Revamped Distribution Sector Scheme (RDSS). Survey has been carried out by distribution utilities to identify un-electrified households. Works amounting to Rs. 4,643 Cr. have been sanctioned for grid electrification of 10,19,030 households. This includes grid electrification of households left-out during SAUBHAGYA, households belonging to Particularly Vulnerable Tribal Group (PVTG) identified under PM-JANMAN (Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan) and tribal households as well as public places identified under DA-JGUA (Dharti Aaba Janjatiya Gram Utkarsh Abhiyan).

With the collective efforts of Centre and States/UTs, the average hours of supply in rural and urban areas have improved to 21.9 hrs and 23.4 hrs, respectively, in FY 2024.

(c) As per provision of the Electricity Act, 2003, the responsibility for fixing retail supply tariff of electricity falls under the purview of respective State Electricity Regulatory Commissions. Tariff Policy provides the guiding principles for determination of tariff. Retail Supply Tariff of electricity depends upon various factors like power purchase cost and other operational and financial parameters of Distribution Companies (DISCOMs) and it varies across the DISCOMs throughout the country.

STATEMENT

The details of source-wise installed Generation Capacity of the country (as on 31.01.2025):

Category				Installed Generation Capacity (MW)	% Share in Total		
Fossil Fuel	Coal			2,13,873	45.9%		
	Lignite			6,620	1.4%		
	Gas			24,818	5.3%		
	Diesel			589	0.1%		
	Total Fossil Fuel :			2,45,900	52.7%		
Non-Fossil Fuel	Renewable Energy Sources (RES)			2,12,170	45.5%		
		Hydro		46,968		10.1%	
		Wind, Solar and Other RE		1,65,202		35.4%	
			Wind		48,365		10.4%
			Solar		1,00,330		21.5%
			Bio Mass Power		10,743		2.3%
			Waste to Energy		663		0.1%
			Small Hydro Power		5,101		1.1%
	Nuclear			8,180	1.8%		
	Total Non-Fossil Fuel :			2,20,350	47.3%		
	Total Installed Capacity			4,66,251	100%		
	(Fossil Fuel and Non-Fossil Fuel)						

उत्तर प्रदेश के शाहजहाँपुर में एआईबीपी का कार्यान्वयन

2444. श्री अरुण कुमार सागर:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या त्वरित सिंचाई लाभ कार्यक्रम (एआईबीपी) के अंतर्गत पूरे देश में राज्य/संघ राज्यक्षेत्रवार, विशेषकर उत्तर प्रदेश के शाहजहाँपुर संसदीय क्षेत्र में कार्य किया जा रहा है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है, विशेषकर शाहजहाँपुर संसदीय क्षेत्र में इसकी वर्तमान स्थिति क्या है; और

(ग) गत तीन वर्षों और चालू वर्ष के दौरान इस योजना के अंतर्गत आवंटित और उपयोग की गई केंद्रीय निधि तथा लाभार्थियों की संख्या का वर्षवार ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) और (ख) त्वरित सिंचाई लाभ कार्यक्रम प्रधानमंत्री कृषि सिंचाई योजना (पीएमकेएसवाई) के प्रमुख घटकों में से एक है। राज्यों के परामर्श से, वर्ष 2016-17 के दौरान पीएमकेएसवाई-एआईबीपी के अंतर्गत 99 चालू वृहद/मध्यम सिंचाई परियोजनाओं (एमएमआई) (और 7 चरणों) को चिन्हित किया गया है, जिन्हें चरणबद्ध तरीके से पूरा किया जाना है। पीएमकेएसवाई-एआईबीपी के तहत 63 एमएमआई परियोजनाएं पूरी हो चुकी हैं, जिनके माध्यम से वर्ष 2016-24 के दौरान 25.80 लाख हेक्टेयर सिंचाई क्षमता का सृजन हुआ है। वर्ष 2021-22 से अब तक नौ (09) नई एमएमआई/ईआरएम परियोजनाएं इस योजना में शामिल की गई हैं। इन परियोजनाओं के अंतर्गत 0.31 लाख हेक्टेयर सिंचाई क्षमता सृजित की गई है।

पीएमकेएसवाई-एआईबीपी के तहत सृजित सिंचाई क्षमता का राज्य-वार ब्यौरा **विवरण** में दिया गया है। किसी भी पीएमकेएसवाई-एआईबीपी परियोजना से शाहजहाँपुर संसदीय क्षेत्र को कोई लाभ नहीं हुआ।

(ग) पीएमकेएसवाई-एआईबीपी परियोजना के अंतर्गत लक्षित लाभार्थियों की अनुमानित संख्या लगभग 2,00,81,266 है। पिछले तीन वित्तीय वर्षों में पीएमकेएसवाई-एआईबीपी के अंतर्गत जारी केंद्रीय सहायता का विवरण (वर्ष-वार) इस प्रकार है:

वर्ष	जारी की गई केंद्रीय सहायता (करोड़ रुपए में)
2024-25 (चालू वित्तीय वर्ष)	692.22
2023-24	1,317.81
2022-23	668.60
2021-22	2,188.57

विवरण

पीएमकेएसवाई-एआईबीपी के अंतर्गत सृजित सिंचाई क्षमता का राज्य-वार विवरण

क्र.सं.	राज्य/संघ राज्य क्षेत्र	सृजित सिंचाई क्षमता (हजार हेक्टेयर में)
1	आंध्र प्रदेश	24.33
2	असम	36.54
3	बिहार	19.69
4	छत्तीसगढ़	16.76
5	गोवा	4.24
6	गुजरात	610.90
7	हिमाचल प्रदेश	0.66
8	झारखंड	79.80
9	कर्नाटक	115.86
10	केरल	2.58
11	मध्य प्रदेश	182.94
12	महाराष्ट्र	385.82
13	मणिपुर	24.45

14	ओडिशा	87.44
15	पंजाब	34.99
16	राजस्थान	16.38
17	तमिलनाडु	5.23
18	तेलंगाना	189.57
19	उत्तर प्रदेश	766.92
20	उत्तराखंड	0.00
21	जम्मू एवं कश्मीर संघ राज्य क्षेत्र	6.52
22	लद्दाख संघ राज्य क्षेत्र	0.00
	कुल	2,611.62

राजस्थान में खाद्य प्रसंस्करण पार्क

2445. श्री अमरा राम:

क्या खाद्य प्रसंस्करण उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या राजस्थान में खाद्य प्रसंस्करण पार्क स्थापित किए गए हैं या प्रस्तावित हैं, यदि हां, तो तत्संबंधी जिलावार ब्यौरा क्या है; और

(ख) क्या राजस्थान के बीकानेर की बीकानेरी भुजिया विश्वभर में प्रसिद्ध है और यदि हां, तो ऐसे उत्पादों के आगे विकास के लिए सरकार द्वारा तैयार की गई योजनाओं का ब्यौरा क्या है?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क) खाद्य प्रसंस्करण उद्योग मंत्रालय खाद्य प्रसंस्करण क्षेत्र के लिए मूल्य शृंखला के साथ खेत से बाजार तक आधुनिक अवसंरचना के निर्माण हेतु मेगा फूड पार्क योजना (एमएफपीएस), प्रधान मंत्री किसान संपदा योजना (पीएमकेएसवाई) की एक घटक योजना, का कार्यान्वयन कर रहा है। चूंकि मंत्रालय

स्वयं ऐसी परियोजनाओं की स्थापना नहीं करता है, यह योजना दिशानिर्देशों के अनुसार समय-समय पर जारी की जाने वाली अभिरुचि की अभिव्यक्ति (ईओई) के माध्यम से इकाइयों/संगठनों से प्रस्ताव आमंत्रित करता है। योजना को 15वें वित्त आयोग चक्र के दौरान प्रतिबद्ध देयताओं के साथ दिनांक 01.04.2021 से बंद कर दिया गया है। राजस्थान राज्य में दो मेगा फूड पार्कों का अनुमोदन किया गया है। इन मेगा फूड पार्कों की स्थिति सहित ब्यौरा **विवरण** में दिया गया है।

(ख) खाद्य प्रसंस्करण उद्योग मंत्रालय अवसंरचना के निर्माण, बिक्री आधारित प्रोत्साहनों के अनुदान, क्षमता विस्तार और अन्य सहायक उपायों के माध्यम से खाद्य प्रसंस्करण उद्योगों को बढ़ावा देने के लिए योजनाएं लागू कर रहा है। ये योजनाएं हैं: प्रधानमंत्री किसान सम्पदा योजना (पीएमकेएसवाई), प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन (पीएमएफएमई) योजना, और खाद्य प्रसंस्करण उद्योग के लिए उत्पादन से जुड़ी प्रोत्साहन योजना (पीएलआईएसएफपीआई)। खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) प्रधानमंत्री किसान सम्पदा योजना (पीएमकेएसवाई) की विभिन्न घटक योजनाओं को लागू कर रहा है जो खेत से लेकर खुदरा दुकान तक कुशल आपूर्ति श्रृंखला प्रबंधन के साथ आधुनिक अवसंरचना के निर्माण के लिए एक केंद्रीय क्षेत्र की योजना है। प्रधानमंत्री किसान सम्पदा योजना (पीएमकेएसवाई) की घटक योजनाएं हैं - कृषि प्रसंस्करण क्लस्टर (एपीसी) के लिए अवसंरचना का निर्माण, एकीकृत शीत श्रृंखला और मूल्य संवर्धन बुनियादी ढांचा (आईसीसी), खाद्य प्रसंस्करण और परिरक्षण क्षमता का निर्माण/विस्तार (सीईएफपीपीसी) और ऑपरेशन ग्रीन्स (ओजी), जो देश में खाद्य प्रसंस्करण अवसंरचना/इकाइयों की स्थापना के लिए वित्तीय सहायता प्रदान करती हैं। इच्छुक व्यक्तियों/संस्थाओं से समय-समय पर रुचि की अभिव्यक्ति (ईओआई) के माध्यम से प्रस्ताव आमंत्रित किए जाते हैं। पात्रता और मूल्यांकन मानदंडों के आधार पर प्राप्त प्रस्तावों का मूल्यांकन किया जाता है और पात्र पाए गए प्रस्तावों में से योग्यता के आधार पर अनुमोदन दिया जाता है।

विवरण

एसपीवी/आई ए का नाम	राज्य/सं घ राज्य क्षेत्र का नाम	जिले का नाम	अंतिम अनुमोद न की तिथि	कुल परियोज ना लागत (करोड़ रुपये में)	स्वीकृ त अनुदा न (करोड़ रुपये में)	जारी अनुदा न (करोड़ रुपये में)	स्थिति
ग्रीनटेक मेगा फूड पार्क प्राइवेट लिमिटेड	राजस्था न	अजमेर	19- फरवरी- 2014	110.35	49.88	44.9	प्रचालनरत
श्री राम मेगा फूड पार्क प्राइवेट लिमिटेड	राजस्था न	बीकाने र	7- अप्रैल- 2022	132.81	50	5.71	कार्यान्वयनाधी न

LAND FOR TRIBALS IN TAMIL NADU

2446. DR. GANAPATHY RAJKUMAR P:

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

(a) whether the Government has any data on tribal land owned by tribals in Tamil Nadu and if so, the details thereof;

(b) whether there have been several disputes among tribals and forest departments on tribal land and if so, the details thereof; and

(c) the steps taken for permanent solution to award land to tribals in the country?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (c) Land and its management fall under the exclusive legislative and administrative jurisdiction of States as provided under the Constitution of India (Seventh Schedule- List II (State List)- Entry No. (18). Therefore, the data on tribal land owned by tribals in Tamil Nadu is not centrally maintained.

Ministry of Tribal Affairs (MoTA), being the Nodal Ministry for administering the legislative matters of “Scheduled Tribes and Other Forest Dwellers Recognition of Forest Rights Act 2006” (in short FRA), has been issuing directions and guidelines from time to time on various aspects of the Act to ensure proper implementation of the Act. As per FRA and rules made thereunder respective State Governments/UT Administrations are responsible for the implementation of various provisions of the Act. The Act is being implemented in 20 States (including Tamil Nadu) and 1 UT, while the States submit Monthly Progress Report.

As per the information from FRA implementing States/UTs (including Tamil Nadu) up to 28th February, 2025, a total of 25,03,453 titles have been distributed, comprising 23,85,334 individual and 1,18,119 community titles, covering an area of 1,92,42,489.72 acres of forest land- 5,070,496.95 acres for individual titles and 14,171,992.76 acres for community titles.

To resolve issues related to coordination with officials of the forest department MoTA and the Ministry of Environment Forest and Climate Change, have issued advisories addressed to all Chief Secretaries of States/UTs . Further State Level Monitoring Committee headed under the chairmanship of Chief secretary , as detailed under FRA Act and Rules can resolve all field level issues including disputes if any with forest department. Further to address any disputes pertaining to Forest Rights claims in the forest areas, FRA and its rules provide several safeguards to the claimants, which are:

- i. Section 6 (2) of FRA stipulates that *“Any person aggrieved by the resolution of the Gram Sabha may prefer a petition to the Sub-Divisional Level Committee and dispose of such petition. Provided that every such petition shall be preferred within sixty days from the date of passing of the resolution by the Gram Sabha: Provided further that no such petition shall be disposed of against the aggrieved person, unless he has been given a reasonable opportunity to present his case”*.
- ii. Section 6 (4) of FRA stipulates, *“Any person aggrieved by the decision of the Sub-Divisional Level Committee may prefer a petition to the District Level Committee within sixty days from the date of decision of the Sub-Divisional Level Committee and the District Level Committee shall consider and dispose of such petition: Provided that no petition shall be preferred directly before the District Level Committee against the resolution of the Gram Sabha unless the same has been*

preferred before and considered by the Sub-Divisional level Committee: Provided further that no such petition shall be disposed of against the aggrieved person, unless he has been given a reasonable opportunity to present his case”.

iii.FR, Rule 10 stipulates that the function of the State Level Monitoring Committee shall monitor the process of recognition, verification, and vesting of forest rights in the State and address the field-level problems.

iv.FR Rule 12 (3), stipulates that, *“If there are conflicting claims in respect of the traditional or customary boundaries of another village or if a forest area is used by more than one Gram Sabha, the Forest Rights Committees of the respective Gram Sabhas shall meet jointly to consider the nature of enjoyment of such claims and submit the findings to the respective Gram Sabhas in writing: Provided that if the Gram Sabhas are not able to resolve the conflicting claims, it shall be referred by the Gram Sabha to the SubDivisional Level Committee for its resolution.”*

झारखंड में ऊर्जा क्षेत्र को बढ़ावा

2447. श्री बृजमोहन अग्रवाल:

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने झारखंड में ऊर्जा क्षेत्र में आत्मनिर्भरता प्राप्त करने के लिए विशेष ऊर्जा सुरक्षा कोष स्थापित करने की कोई योजना बनाई है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा इससे राज्य के ऊर्जा ढांचे को किस प्रकार लाभ होगा;

(ग) क्या सरकार विशेष रूप से झारखंड में ऊर्जा उत्पादन और आपूर्ति के लिए नवीकरणीय ऊर्जा स्रोतों को बढ़ावा देने के लिए कोई पहल कर रही है, यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा क्या कोई वित्तीय योजना या कोष स्थापित किए जाएंगे, यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) क्या सरकार ने झारखंड में पेट्रोलियम और प्राकृतिक गैस संसाधनों के इष्टतम उपयोग के लिए कोई नीति बनाई है;

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(च) इससे झारखंड में रोजगार के अवसरों और निवेश को किस प्रकार बढ़ावा मिलेगा?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क): जी नहीं।

(ख) उपर्युक्त (क) के आलोक में प्रश्न नहीं उठता।

(ग) सरकार ने झारखण्ड राज्य सहित देश में नवीकरणीय ऊर्जा क्षमता को बढ़ावा देने के लिए कई पहलों की हैं। पीएम-कुसुम, पीएम सूर्य घर मुफ्त बिजली योजना, उच्च दक्षता वाले सौर पीवी मॉड्यूल सम्बन्धी राष्ट्रीय कार्यक्रम, राष्ट्रीय हरित हाइड्रोजन मिशन, अपतटीय पवन ऊर्जा परियोजनाओं के निमित्त व्यवहार्यता अन्तर निधि (वीजीएफ) जैसी योजनाएँ आरम्भ की गई हैं। नवीकरणीय ऊर्जा की निकासी के लिए हरित ऊर्जा गलियारा योजना के अन्तर्गत नई ट्रांसमिशन लाइनें बिछाने और नई सब-स्टेशन क्षमता सृजित करने के निमित्त वित्तपोषण किया गया है।

(घ) से (ङ): झारखंड राज्य सहित देश में कोल बेड मीथेन (सीबीएम) क्षमता का संदोहन करने के निमित्त सरकार ने वर्ष 1997 में सीबीएम नीति तैयार की, जिसमें तेल क्षेत्र (विनियमन और विकास) अधिनियम

1948 और पेट्रोलियम और प्राकृतिक गैस नियम 1959 के प्रावधानों के अन्तर्गत प्राकृतिक गैस होने के कारण सीबीएम की अन्वेषण और संदोहन किया जाता है। वर्ष 2018 में, सरकार ने मौजूदा उत्पादन हिस्सेदारी संविदाओं (पीएससी), कोल बेड मीथेन (सीबीएम) संविदाओं और नामांकन क्षेत्रों के अन्तर्गत मौजूदा रकबे में अपरंपरागत हाइड्रोकार्बन के अन्वेषण और संदोहन के लिए एक नीति की रूपरेखा को अधिसूचित किया।

सरकार ने झारखंड में कोयला-प्रचुर क्षेत्रों से सीबीएम ब्लॉकों की पहचान की और उन्हें पेश किया। बोली के विभिन्न दौरों के अन्तर्गत, झारखंड राज्य में कुल आठ सीबीएम ब्लॉक प्रदान किए गए हैं। इन आठ ब्लॉकों में से वर्तमान में ~1405 वर्ग किलोमीटर क्षेत्र को आच्छादित करने वाले चार सीबीएम ब्लॉक सक्रिय हैं।

(च) सीबीएम गतिविधि प्रत्यक्ष और परोक्ष रूप से रोजगार के अवसरों को बढ़ाती है। एससीबीएम-2021 के दौरान नए आवंटित ब्लॉक के प्रचालकों ने झारखंड में सीबीएम के अन्वेषण के लिए आगामी 3 वर्षों में लगभग 1.4 मिलियन अमेरिकी डॉलर का निवेश करने की परिकल्पना की है। अब तक, सीबीएम प्रचालकों ने झारखंड में कोल बेड मीथेन के अन्वेषण और विकास के लिए लगभग 470 मिलियन अमेरिकी डॉलर का निवेश किया है।

IMPACT OF RCS-UDAN

2448. SHRI SHASHANK MANI:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) whether the Government has implemented measures under the Regional Connectivity Scheme (RCS) -UDAN to ensure the sustainability and operational

efficiency of newly developed airports and expand connectivity to underserved areas and if so, the details thereof;

(b) whether the Government has taken any steps to ensure affordable airfares on RCS routes while supporting the financial viability of airline operators and if so, the details thereof along with the support mechanisms/incentives provided; and

(c) whether it is true that the said scheme has contributed to regional economic development and passenger growth and if so, the details thereof along with the number of routes introduced and economic benefits recorded in the connected regions?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) In order to improve long term sustainability of the routes under the UDAN Scheme, the following approach is adopted:

1. To leverage the expertise of the relevant State Government in their respective regions, they have been requested to identify and prioritize high-potential aerodromes that can be developed and operationalized. This initiative aims to ensure a more efficient and strategic approach to the expansion of aviation infrastructure, capitalizing on local knowledge and available resources.

2. In order to further increase the routes operationalized viz a viz the routes awarded, airlines have been asked to submit business plans for timely operationalization, prior to the award of the route. The Implementing Agency has also been publishing the list of prioritized aerodromes that are ready or ready within 6 months.

Finally, eligible routes that were discontinued in the past rounds due to various reasons such as airline failure, have also been re-bid, awarded and operationalized in the subsequent rounds. This is an evolving process.

(b) Promoting affordability of regional air connectivity is envisioned under UDAN by supporting Selected Airline Operators (SAOs) through concessions by the Central Government, State Governments/UTs and airport operators to reduce the cost of operations on regional routes and providing financial (Viability Gap Funding or VGF) support to meet the gap. The airfare on the RCS seats on which VGF is provided to the Selected Airline Operators (SAOs) for a period of 3-years, is capped at a subsidized rate, and indexed at every quarter.

(c) During the last seven years after commencement of the scheme, 619 RCS routes connecting 88 unserved and underserved airports (including 13 heliports and 02 water aerodromes) have been operationalized till date. Total domestic passengers travelled through RCS-UDAN are more than 149 lakhs connecting 2.97 Lakh RCS flights till date.

UDAN has provided an impetus to economic development of remote regions and contributed to a more equitable and inclusive growth in economic activity across the country. It has provided a boost to businesses with enhanced connectivity to industrial hubs, tourist destinations and made trade more efficient. As per an ICAO study - "Economic Benefits of Civil Aviation: Ripples of Prosperity", the output and employment multipliers of aviation are 3.25 and 6.10 respectively. This implies that every 100 Rupees spent on air transport contributes to 325 Rupees worth of benefits, and every 100 direct jobs in air transport result in 610 jobs in the economy as a whole.

FOBS ON NH-66

2449. **DR. M P ABDUSSAMAD SAMADANI:**

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

- (a) whether the Government is aware of the severe challenges faced by the residents and commuters in various parts of the Ponnani Lok Sabha constituency due to the ongoing development work on National Highway (NH)-66, particularly in areas such as Puthuponnani, Theyyangad Junction, Chamravattam, Madirasseri, Kuttippuram, Kanhippura, Vettichira, Puthanathani, Randathani, Edarikkode, Mele Kozhichena, Venniyur, and Thangalpadi near Kakkad, if so, the details thereof;
- (b) whether the Government will consider the construction of Foot Over Bridges at critical locations like Randathani Town, Puthuponnani, near B.Ed College and

MI School, Theyyangad Junction near Chamravattam, Mele Kozhichena, Thangalpadi near Kakkad and Kazhuthallur near Kuttipuram on NH-66; and

(c) if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Upgradation of NH-66 to six-lane highway with service roads on both sides is being carried out with restricted Right of Way (ROW) of 45 meters acquired in consultation with State Government of Kerala. As crossing facilities such as Vehicle Underpasses (VUPs), flyovers are under construction at the specified locations, road users may experience some difficulties during this period. However, appropriate measures for maintenance and regulation of traffic movement have been ensured to minimize the challenges faced by the local residents.

(b) and (c) Due to the restricted Right of Way (ROW) of 45 meters, adequate space for the landing ramp of the Foot Over Bridge (FOB) is not available within the ROW. Furthermore, at certain locations, due to differences in the elevation profiles of the National Highway and service roads, the installation of a Foot Over Bridge (FOB) is not feasible. However, FOB at the specified locations shall be considered if the State Government is willing to provide land for the purpose.

NEW INITIATIVES FOR TIER-2 AND TIER-3 CITIES

2450. SHRI ZIA UR REHMAN:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) whether the Government agrees with the view that urban planning needs to account for higher growth of population and requisite needs and creation of infrastructure needs to be fast tracked and de-bottlenecked, suburban areas need to be developed to provide more options for the citizens to move towards the Tier-2 and Tier-3 cities and towns to create more opportunities and develop them as hubs for different sectoral, industrial and economic activities;
- (b) if so, the details of the initiatives proposed to be taken by the Government in this regard; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (c) As per 12th Schedule of the Constitution of India, urban planning including town planning is the function of Urban Local Bodies (ULBs)/ Urban Development Authorities. Government of India supplements the efforts of the States through schematic interventions/ advisories.

Government is aware of the urban planning needs and augmentation of urban infrastructure for the growing urban population. For improving infrastructure in urban areas, Ministry of Housing and Urban Affairs (MoHUA) runs various schemes

such as Atal Mission for Rejuvenation and Urban Transformation (AMRUT) with a focus on core infrastructure sectors like water, sewerage, drainage, urban transport and parks in 500 cities. To carry forward the objective of universal coverage of water supply from 500 cities to all the statutory towns/ ULBs in the country, AMRUT 2.0 has been launched on 1st Oct 2021. AMRUT 2.0 focuses on making the cities 'self-reliant' and 'water secure'. Providing universal coverage of sewerage and septage management in 500 AMRUT cities is other major focus of AMRUT 2.0. Rejuvenation of water bodies and development of green spaces and parks are other components of the Mission.

Further, funds have been allocated under various other schemes of the Ministry for development of infrastructure in urban areas such as Swachh Bharat Mission (Urban), Smart Cities Mission (SCM) and Pradhan Mantri Awas Yojana - Urban (PMAY-U) for housing.

The Government has announced the Scheme for Special Assistance to States for Capital Investment (SSASCI) in 2022-23, 2023-24 and 2024-25, under which States are incentivized for taking the urban planning reforms. The details of urban planning reforms under SSACI are as under:

Scheme for Special Assistance to States for Capital Investment 2022-23 – Part – VI (Urban Planning Reforms): The reform components included Modernization of Building Bylaws by removing contradictions and optimizing land use, Adoption of modern urban planning tools like Transferrable Development Rights (TDR),

Implementation of Local Area Plans (LAP) and Town Planning Schemes (TPS), Implementation of Transit-oriented Development (ToD). Further States were incentivized for Creation of Sponge Cities, Removing Taxation for running the Buses for Public Transport.

Scheme for Special Assistance to States for Capital Investment 2023-24 – Part – III (Urban Planning Reforms): The reform components included Augmentation of human resources by hiring qualified urban planners, Implementation of Town Planning Scheme (TPS)/ Land Pooling Scheme, Modernization of Building Bylaws, Promoting in-situ slum rehabilitation, Transit-Oriented Development (TOD), Transferable Development Rights as planning tool, Strengthening natural ecosystems of urban areas through urban planning, development of waterfronts etc.

Scheme for Special Assistance to States for Capital Investment 2024-25–Part–XIII (Urban Planning Reforms): The reform components include implementation of Town planning Schemes / Land Pooling Scheme, rationalization of Building Bye-laws/ Zoning initiatives, comprehensive parking paradigm, creative re-development of cities, Planning of Peri Urban areas, Transit Oriented Development, Technology based reforms, climate sustainability through urban planning, comprehensive mobility plan for ease of transit in NE/ Hilly states etc.

To give further boost to the urban infrastructure sector, in the Budget 2025-26, Government has announced setting up of an Urban Challenge Fund of ₹1 lakh crore

to implement the proposals for 'Cities as Growth Hubs', 'Creative Redevelopment of Cities' and 'Water and Sanitation'. This fund finances up to 25 per cent of the cost of bankable projects with a stipulation that at least 50 per cent of the cost is funded from bonds, bank loans, and Public Private Partnership.

एनएच-322 का पुनर्विकास

2451. श्री गोपाल जी ठाकुर:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या बिहार में दरभंगा से मुसरीघरारी तक राष्ट्रीय राजमार्ग (एनएच)-322 के पुनर्विकास का कोई प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ख) इस प्रयोजनार्थ कितनी धनराशि आवंटित की गई है तथा राष्ट्रीय राजमार्ग के इस सैंतालीस किलोमीटर लंबे हिस्से को किस सीमा तक चौड़ा किए जाने की संभावना है तथा तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (ख) वर्तमान में, दरभंगा से समस्तीपुर तक एनएच-322 दो लेन का है और समस्तीपुर से मुसरीघरारी तक 4 लेन का है। बिहार में एनएच-322 सहित राष्ट्रीय राजमार्गों का विकास और रखरखाव एक सतत प्रक्रिया है जिसे यातायात और इसकी वृद्धि, परस्पर प्राथमिकता और पीएम गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल के अनुसार किया जाता है। एनएच-322 के दरभंगा- समस्तीपुर खंड के रखरखाव के लिए 39.37 करोड़ रुपये के कार्य निष्पादन आधारित रखरखाव विवरण (पीबीएमसी) कार्य को मंजूरी दी गई है।

**GRANTS-IN-AID TO VOLUNTARY ORGANISATIONS WORKING FOR THE
WELFARE OF SCHEDULED TRIBES**

2452. SHRI KESINENI SIVANATH:

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

- (a) the total number of proposals received and accepted under the 'Grants-in-aid to Voluntary Organisations (VOs) working for the welfare of Scheduled Tribes (STs)' scheme from Andhra Pradesh till date, year-wise;
- (b) the total number of VOs/Non-Governmental Organization (NGOs) supported under the said scheme till date in the country, year and State-wise including Andhra Pradesh, district-wise;
- (c) the details of the funds allocated and released under the said scheme, year-wise and NGO-wise for Andhra Pradesh;
- (d) the total number of beneficiaries registered under the scheme till date, State-wise; and
- (e) whether the Government has conducted any studies to examine the overall sectoral progress of the said scheme till date and if so the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) Proposals received and accepted under the 'Grants-in-aid to Voluntary Organisations (VOs) working for the welfare of Scheduled Tribes (STs)' scheme from state wise including Andhra Pradesh from 2022-23 to 2024-25 (as on 07.03.2025) years are as per **Statement-I**.

(b) The total number of VOs/Non-Governmental Organization (NGOs) supported under the scheme of 'Grants-in-aid to Voluntary Organisations (VOs) working for the welfare of Scheduled Tribes (STs)' State-wise, district-wise from 2022-23 to 2024-25 (as on 07.03.2025), is as per **Statement-II**.

(c) Details of funds allocated and released under the said scheme, year-wise and NGO-wise for Andhra Pradesh from 2022-23 to 2024-25 (as on 07.03.2025) is as per **Statement-III**.

(d) Number of beneficiaries under the scheme of 'Grants-in-aid to Voluntary Organisations (VOs) working for the welfare of Scheduled Tribes (STs)' from 2022-23 to 2024-25 (as on 07.03.2025) is as per **Statement-IV**.

(e) Ministry has appointed Bharat Rural Livelihoods Foundation (BRLF), an Independent Society set up by the Government of India, to carry out evaluation study of the scheme. BRLF has submitted evaluation report in the month of December, 2022.

Further, the projects run by Voluntary Organizations (VOs)/NGOs are monitored through the following mechanism is as under:

i. Mandatory annual inspection by District authorities.

- ii.Implementation of the scheme through ‘NGO Grants Online Application and Tracking System’.
- iii.Scrutiny of proposals by Multi-disciplinary State Level Committee for Voluntary Efforts (SLCVE) every year.
- iv.Field inspection by Ministry Officials during tour to States/UT and Inspection by IMA. Mandatory submission of UC and audited statement of previous grant.
- v.Mandatory compliance of TSA Hybrid model from all projects/proposals.

STATEMENT-I

DETAILS OF NUMBER OF PROPOSALS RECEIVED FOR THE YEAR 2022-23 TO 2024-25 UNDER THE SCHEME OF GRANT IN AID TO VOLUNTARY ORGANIZATIONS WORKING FOR THE WELFARE OF SCHEDULED TRIBES			
STATE/UT	2022- 23	2023- 24	2024-25 (as on 07.03.2025)
ANDHRA PRADESH	5	5	5
ARUNACHAL PRADESH	13	14	13
ASSAM	18	16	10
CHHATTISGARH	5	10	8
DELHI	1	1	-
GUJARAT	12	10	12

HIMACHAL PRADESH	7	7	7
JAMMU AND KASHMIR	1	1	1
JHARKHAND	39	34	29
KARNATAKA	12	12	17
KERALA	4	4	4
LADAKH	3	3	3
MADHYA PRADESH	27	27	26
MAHARASHTRA	24	25	28
MANIPUR	17	14	14
MEGHALAYA	11	9	9
MIZORAM	5	4	5
NAGALAND	-	-	2
ODISHA	36	33	31
RAJASTHAN	6	7	7
SIKKIM	3	3	3
TAMIL NADU	8	7	6
TELANGANA	4	4	4
TRIPURA	9	9	9
UTTAR PRADESH	4	4	4
UTTARAKHAND	3	4	3
WEST BENGAL	36	36	36
TOTAL	313	303	296

STATEMENT-II**SUMMARY OF NUMBER OF NGOS, NUMBER OF PROJECTS****SANCTIONED FOR THE YEAR 2022-23 TO 2024-25**

STATE	DISTRICT	2022-23		2023-24		2024-25 (as on 07.03.2025)	
		NO. OF NGOS	NO. OF PROJECTS	NO. OF NGOS	NO. OF PROJECTS	NO. OF NGOS	NO. OF PROJECTS
ANDHRA PRADESH	ANANTAPUR	1	1	1	1	1	1
ANDHRA PRADESH	KRISHNA	1	1	-	-	-	-
ANDHRA PRADESH	NTR	-	-	1	1	1	1
ANDHRA PRADESH	SPSR NELLORE	2	3	2	3	2	3
ARUNACHAL PRADESH	NAMSAI	1	2	1	2	1	2
ARUNACHAL PRADESH	PAKKE KESSANG	1	1	1	1	-	-
ARUNACHAL PRADESH	PAPUM PARE	-	-	-	-	-	-
ARUNACHAL PRADESH	TAWANG	1	1	1	1	-	-
ARUNACHAL PRADESH	TIRAP	2	4	2	4	2	3
ARUNACHAL PRADESH	WEST KAMENG	2	2	2	2	-	-
ARUNACHAL PRADESH	WEST SIANG	1	2	1	2	-	-
ASSAM	CACHAR	2	2	2	2	1	1
ASSAM	KAMRUP	1	2	-	-	-	-
ASSAM	KAMRUP METROPOLITAN	3	4	-	-	2	2

ASSAM	KARBI ANGLONG	1	4	-	-	-	-
ASSAM	MARIGAON	1	1	1	1	-	-
ASSAM	NAGAON	3	3	3	3	-	-
ASSAM	SIBSAGAR	1	1	1	1	-	-
ASSAM	SONITPUR	1	1	1	1	-	-
CHHATTISGARH	JASHPUR	1	1	1	6	-	-
CHHATTISGARH	KORBA	1	1	1	1	-	-
CHHATTISGARH	NARAYANPUR	1	1	1	1	1	1
CHHATTISGARH	RAJNANDAGON	1	1	1	1	-	-
DELHI	CENTRAL	-	-	-	-	-	-
DELHI	EAST	1	1	1	1	-	-
GUJARAT	BANASKANTHA	2	2	2	2	-	-
GUJARAT	DANG	-	-	-	-	-	-
GUJARAT	NARMADA	3	4	1	2	1	2
GUJARAT	NAVSARI	1	6	1	6	1	3
HIMACHAL PRADESH	KANGRA	1	1	1	1	1	1
HIMACHAL PRADESH	KINNAUR	1	1	1	1	1	1
HIMACHAL PRADESH	KULLU	1	1	1	1	-	-
HIMACHAL PRADESH	LAHUL AND SPITI	3	4	3	4	3	4
JAMMU AND KASHMIR	KISHTWAR	1	1	1	1	-	-
JAMMU AND KASHMIR	LEH LADAKH	-	-	-	-	-	-
JHARKHAND	DUMKA	1	4	1	4	-	-
JHARKHAND	GUMLA	1	4	-	-	-	-

JHARKHAN D	JAMTARA	1	1	-	-	-	-
JHARKHAN D	PAKUR	1	3	1	3	1	3
JHARKHAN D	PASCHIM SINGHBHUM	2	7	2	7	-	-
JHARKHAN D	PURBI SINGHBHUM	3	12	3	12	-	-
JHARKHAN D	RANCHI	3	7	3	7	1	1
JHARKHAN D	SAREIKELA AND KHARSAWAN	1	1	1	1	-	-
KARNATAK A	CHAMARAJANA GAR	-	-	-	-	1	2
KARNATAK A	CHIK BALLAPUR	4	4	4	4	1	1
KARNATAK A	DAVANGERE	1	1	1	1	-	-
KARNATAK A	GULBARGA	-	-	-	-	-	-
KARNATAK A	HAVERI	-	-	-	-	-	-
KARNATAK A	MYSORE	1	4	1	4	-	-
KARNATAK A	RAICHUR	1	1	1	1	-	-
KARNATAK A	TUMKUR	1	2	1	2	-	-
KERALA	WAYANAD	3	4	3	4	-	-
LADAKH	LEH LADAKH	2	3	2	3	1	1
MADHYA PRADESH	ALIRAJPUR	2	2	2	2	2	2
MADHYA PRADESH	ANUPPUR	1	2	1	2	-	-
MADHYA PRADESH	BETUL	-	-	-	-	-	-
MADHYA PRADESH	BHOPAL	-	-	-	-	-	-

MADHYA PRADESH	DINDORI	3	4	3	4	3	4
MADHYA PRADESH	HARDA	1	1	1	1	1	1
MADHYA PRADESH	JHABUA	1	1	1	1	1	1
MADHYA PRADESH	RATLAM	1	1	1	1	1	1
MADHYA PRADESH	SATNA	1	1	1	1	1	1
MADHYA PRADESH	SEHORE	3	3	3	3	3	3
MADHYA PRADESH	SHAHDOL	3	10	3	10	3	10
MADHYA PRADESH	SIDHI	1	1	1	1	1	1
MADHYA PRADESH	UJJAIN	1	1	1	1	1	1
MAHARASH TRA	AHEMADNAGA R	3	4	3	4	3	4
MAHARASH TRA	BEED	1	1	1	1	1	1
MAHARASH TRA	DHULE	7	12	7	12	7	11
MAHARASH TRA	NANDED	1	1	1	1	1	1
MAHARASH TRA	NANDURBAR	-	-	1	1	-	-
MAHARASH TRA	NASHIK	3	3	3	3	3	3
MAHARASH TRA	PALGHAR	1	3	1	3	1	1
MANIPUR	BISHNUPUR	-	-	-	-	-	-
MANIPUR	CHANDEL	1	1	-	-	-	-
MANIPUR	CHURACHAND PUR	2	2	2	2	2	2
MANIPUR	IMPHAL EAST	2	2	2	2	2	2
MANIPUR	IMPHAL WEST	2	2	2	2	2	2
MANIPUR	KAKCHING	1	1	1	1	1	1

MANIPUR	KANGPOKPI	2	2	2	2	1	1
MANIPUR	NONEY	1	1	1	1	1	1
MANIPUR	SENAPATI	2	2	2	2	1	1
MANIPUR	TAMENGLONG	1	1	1	1	-	-
MANIPUR	TENGNOUPAL	1	1	1	1	1	1
MANIPUR	THOUBAL	2	2	-	-	-	-
MEGHALAY A	EAST KHASI HILLS	3	11	2	9	1	7
MIZORAM	AIZAWL	3	3	2	2	1	1
MIZORAM	KOLASIB	1	1	1	1	-	-
MIZORAM	MAMIT	1	1	1	1	-	-
ODISHA	ANUGUL	1	1	1	1	1	1
ODISHA	CUTTACK	3	3	3	3	-	-
ODISHA	DHENKANAL	1	2	1	2	1	2
ODISHA	JAJAPUR	1	1	1	1	-	-
ODISHA	KALAHANDI	1	2	1	2	1	1
ODISHA	KANDHAMAL	-	-	1	1	-	-
ODISHA	KENDUJHAR	1	1	1	1	-	-
ODISHA	KHORDHA	4	5	4	5	-	-
ODISHA	KORAPUT	4	4	4	4	3	3
ODISHA	MALKANGIRI	2	2	2	2	-	-
ODISHA	MAYURBHANJ	1	1	1	1	-	-
ODISHA	NUAPADA	1	1	1	1	1	1
ODISHA	PURI	1	1	1	1	1	1
ODISHA	RAYAGADA	4	6	4	6	2	3
ODISHA	SAMBALPUR	1	1	1	1	1	1
ODISHA	SUNDARGARH	2	5	-	-	-	-
RAJASTHA N	BANSWARA	-	-	1	1	-	-
RAJASTHA N	DUNGARPUR	2	2	1	1	-	-
RAJASTHA N	TONK	1	1	-	-	-	-
RAJASTHA N	UDAIPUR	1	2	1	2	-	-
SIKKIM	EAST	1	2	1	1	-	-
SIKKIM	WEST	1	1	1	1	-	-
TAMIL NADU	COIMBATORE	1	3	1	3	1	3

TAMIL NADU	NILGIRIS (HQ: UDHAGAMA	2	2	1	1	-	-
TAMIL NADU	SALEM	1	3	1	3	-	-
TAMIL NADU	TIRUVALLUR	-	-	-	-	-	-
TAMIL NADU	TIRUVANNAMALAI	-	-	-	-	-	-
TAMIL NADU	VILLUPURAM	-	-	-	-	-	-
TELANGANA	ADILABAD	1	1	1	1	1	1
TELANGANA	MAHABUBABAD	1	1	1	1	1	1
TELANGANA	MEDAK	1	1	1	1	-	-
TELANGANA	NIRMAL	1	1	1	1	1	1
TRIPURA	NORTH TRIPURA	-	-	1	1	-	-
TRIPURA	SEPAHIJALA	1	3	1	3	-	-
TRIPURA	SOUTH TRIPURA	2	2	1	1	1	1
TRIPURA	WEST TRIPURA	2	4	2	4	-	-
UTTAR PRADESH	BALRAMPUR	1	1	1	1	1	1
UTTAR PRADESH	KHERI	2	3	2	3	2	3
UTTARAKHAND	CHAMOLI	-	-	-	-	-	-
UTTARAKHAND	DEHRADUN	1	2	1	2	-	-
UTTARAKHAND	UDHAM SINGH NAGAR	1	1	1	1	-	-
WEST BENGAL	BIRBHUM	2	5	2	5	2	5
WEST BENGAL	DAKSHIN DINAJPUR	2	3	2	3	1	2

WEST BENGAL	HOOGLY	1	1	1	1	1	1
WEST BENGAL	JALPAIGURI	1	1	1	1	-	-
WEST BENGAL	JHARGRAM	3	3	3	3	2	2
WEST BENGAL	MALDAH	2	4	2	4	2	4
WEST BENGAL	MURSHIDABAD	4	9	4	9	4	8
WEST BENGAL	NADIA	1	2	1	2	1	2
WEST BENGAL	NORTH 24 PARAGANAS	1	1	1	1	-	-
WEST BENGAL	PURULIA	1	1	1	1	1	1
WEST BENGAL	UTTAR DINAJPUR	2	4	2	4	2	4
WEST BENGAL	WEST MEDINIPUR	2	2	2	2	1	1
Grand Total		202	310	186	286	105	152

STATEMENT-III

DETAILS OF FUND RELEASED FUNDED DURING THE YEAR 2022-23 TO 2024-25 UNDER THE SCHEME OF GRANTS IN AID TO VOLUNTARY ORGANISATIONS WORKING FOR THE WELFARE OF SCHEDULED TRIBES'						
State	District	NGO	Project	2022-23	2023-24	2024-25(as on 07.03.2025)
ANDHRA PRADESH	ANANTAPUR	Grama Abhyudaya Society For Integrated Rural Development	GIA – Residential School	2306745	1730059	5626426
ANDHRA PRADESH	KRISHNA	Sri Lakshmi Mahila Mandali	GIA – Non-Residential School	433682	1664790	4910236

ANDHRA PRADESH	KURNOOL	NICSEVA(Navodaya Integration Cultural Social Education and Voluntary Action)	GIA – Residential School	14810373	-	-
ANDHRA PRADESH	NELLORE	Simhapurivydyasevasamithi	GIA – 10 or more bedded hospital	-	3620922	4750775
ANDHRA PRADESH	NELLORE	Vasantha Lakshmi Charitable Trust and Research Centre	GIA – 10 or more bedded hospital	489080	2203424	6252789
ANDHRA PRADESH	NELLORE	Vasantha Lakshmi Charitable Trust and Research Centre	GIA – Mobile dispensary/multi service mobile units	261427	-	3368110
Grand Total				18301307	9219195	24908336

STATEMENT-IV

DETAILS OF BENEFICIARIES FOR THE YEAR 2022-23 TO 2024-25 UNDER THE SCHEME OF GRANT IN AID TO VOLUNTARY ORGANIZATIONS WORKING FOR THE WELFARE OF SCHEDULED TRIBES

STATE/UT	2022-23	2023- 24	2024-25 (as on 07.03.2025)
ANDHRA PRADESH	35842	39963	38352
ARUNACHAL PRADESH	28965	24655	10514
ASSAM	97733	17727	18024
CHHATTISGARH	9894	11818	192
DELHI	50	50	0

GUJARAT	59723	44223	43775
HIMACHAL PRADESH	1437	1292	957
JAMMU AND KASHMIR	140	140	0
JHARKHAND	167700	162457	11386
KARNATAKA	47461	39309	21195
KERALA	92075	31243	0
LADAKH	502	606	248
MADHYA PRADESH	4408	4364	3217
MAHARASHTRA	26134	27457	15217
MANIPUR	20807	9871	7843
MEGHALAYA	109330	115130	80659
MIZORAM	6769	1713	93
ODISHA	77362	32631	20633
RAJASTHAN	1526	1522	0
SIKKIM	279	90	0
TAMIL NADU	92562	64157	40734
TELANGANA	8006	7979	451
TRIPURA	882	177	288
UTTAR PRADESH	242	234	234
UTTARAKHAND	182	140	0
WEST BENGAL	133044	136637	104798
TOTAL	1023055	775585	418810

INCLUSION OF LAMBADI COMMUNITY IN ST LIST

2453. SHRI SELVAGANAPATHI T.M.:

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

(a) whether it is a fact that there has been long pending demand for the inclusion of Lambadi community in the list of Scheduled Tribes (STs) and if so, the details thereof;

(b) whether it is true that the State Government of Tamil Nadu had requested the Union Government to include Lambadi community in the ST list and if so, the details thereof;

(c) whether it is also true that the National Commission for Scheduled Tribes (NCST) had also recommended that Lambadi community may be declared as STs through a suitable amendment to the Constitution and if so, the details thereof; and

(d) the steps proposed to be taken by the Government for an early inclusion of Lambadi community in ST list?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (d) No proposal is pending with this Ministry for inclusion of Lambadi community in the Scheduled Tribes list. The Government of India on 15.6.1999 (further amended on 25.6.2002 and 14.9.2022) has laid down the modalities for deciding the claims for inclusion in, exclusion from and other modifications in Orders specifying Scheduled Castes and Scheduled Tribes lists. As per the modalities, only those proposals which have been recommended and justified by the concerned State Government / UT Administration and concurred with by

Registrar General of India (RGI) and National Commission for Scheduled Tribes (NCST) are to be considered and legislation amended. All action on the proposals is taken as per these approved modalities. The recommendation of the concerned State Government is pre-requisite to process the case further.

LEVEL OF HEAVY METAL IN GROUNDWATER

2454. DR. MOHAMMAD JAWED:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Government has any data on the levels of heavy metal contamination in groundwater during the last five years in Bihar and the current year and if so, the details thereof;
- (b) the initiatives taken/being taken by the Government to reduce heavy metal contamination in ground water; and
- (c) the steps taken/being taken to mitigate contamination from other sources, particularly in severely affected State like Bihar?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

- (a) Central Ground Water Board (CGWB) generates ground water quality data of the entire country including Bihar on a regional scale as part of its ground water quality monitoring program and various scientific studies. Most of the regular parameters like Electrical Conductivity (EC), Carbonates, Sodium, Nitrate, Fluoride

etc. are monitored annually, however heavy metal analysis is being done periodically. The data on ground water quality for Bihar indicates that the ground water in the state remains largely potable. However, localized occurrence of certain contaminants, including heavy metals like Arsenic, Iron, Lead, Chromium and Uranium, beyond the limits prescribed for drinking water use has been reported in some isolated pockets in the analysis conducted during 2019. Such details of heavy metals observed in ground water samples from Bihar is provided in **Statement.**

(b) and (c) Water is a state subject and the responsibility of ground water management, including taking initiatives for improving ground water quality and mitigate the contamination issue, lies primarily with the state governments. In addition to this, several steps have been taken by the Central Government in this direction. Some of the important ones are mentioned below:-

- i. The ground water quality data generated by CGWB including that for heavy metal contamination, is regularly disseminated through Annual Reports, Half-yearly Bulletins and Fortnightly Alerts for quick action by the stakeholders.
- ii. CGWB has successfully constructed Arsenic free wells in arsenic affected areas using the cement sealing technology for tapping contamination free aquifers and also providing technical assistance to state departments for replicating such

construction. So far, 525 exploratory wells tapping arsenic safe aquifers have been constructed under NAQUIM programme including 40 in Bihar.

- iii. Under the National Aquifer Mapping Programme (NAQUIM) of CGWB, while taking up aquifer studies, special attention is being given to the aspect of ground water quality including contamination by toxic substances such as heavy metals in ground water.
- iv. Government of India in partnership with States, is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal, since August 2019, to make provision of potable tap water supply in adequate quantity, of prescribed quality and on regular and long-term basis to every rural household in the country. Under the JJM, Bureau of Indian Standards' BIS:10500 standards have been adopted as prescribed norms for quality of tap water service delivery. Water safety has been one of the key priorities under the JJM since its inception. Further, under JJM, while allocating the funds to States/ UTs, 10% weightage is given to the population residing in habitations affected by chemical contaminants, including heavy metals.
- v. States/ UTs have been advised to plan and implement piped water supply schemes of bulk water transfer based on safe water sources such as surface water sources or alternative safe ground water sources for the villages with water quality issues.
- vi. Further, the quality of groundwater can be improved to some extent if concerted efforts are made to improve the groundwater resources through appropriate groundwater recharge/rainwater harvesting. Government of India in this regard has

taken up a number of initiatives/schemes like Jal Shakti Abhiyan, PMKSY-Watershed development, MGNREGA, Atal Bhujal Yojana etc.

- vii. The ground water pollution also owes its origin to contamination of surface water sources for which various efforts have been made in the country like installing Sewage Treatment Plants, Effluent Treatment Plants and better system of sewage networks etc. Under National Mission for Clean Ganga (NMCG), the government has initiated several steps for improving the water quality along the river Ganga and its tributaries. Under the project, a total of 203 number of sewerage infrastructure projects costing ₹ 32,613 crores have been taken up for remediation of polluted river areas with treatment capacity of 6,255 Million Liters per Day (MLD). 127 STP projects with a capacity of 3,446 MLD have been completed and made operational. Further, total 41 projects have been completed in Bihar under NMCG.
- viii. Central Pollution Control Board (CPCB) in association with State Pollution Control Boards/Pollution Control Committees (SPCBs/PCCs) is implementing the provisions of the Water (Prevention and Control) Act, 1974 and the Environment (Protection) Act, 1986 to prevent and control pollution in water. CPCB has made a comprehensive programme on water pollution for controlling point sources by developing industry specific standards and general standards for discharge of effluents notified under the Environment (Protection) Act, 1986 for enforcement by SPCBs/PCCs.

STATEMENT

Heavy metal Contamination in groundwater in Bihar

State	Total Samples	Arsenic		Uranium		Lead		Chromium		Iron	
		No. of samples above Permissible Limit	% Above Limit	No. of samples above Permissible Limit	% Above Limit	No. of samples above Permissible Limit	% Above Limit	No. of samples above Permissible Limit	% Above Limit	No. of samples above Permissible Limit	% Above Limit
Bihar	607	72	11.86	11	1.81	14	2.31	11	1.81	184	31.31

LAUNCH OF CENTRES OF EXCELLENCE

2455. SHRI RAJMOHAN UNNITHAN:

will the minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) in light of the four Centres of Excellence (CoE) being launched for the realm of urban planning, the details of the specific areas of expertise that each of them would be designated with;
- (b) the manner in which these CoE effectively integrate ancient Indian knowledge of urban planning with modern AI-based solutions;
- (c) the manner in which this might be applied to address contemporary urban challenges like sustainability, resilience and social equity; and

(d) whether the Government has any plan to make their findings accessible and actionable for city planners and policymakers across the country, particularly in smaller towns and cities and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (d) Ministry of Housing and Urban Affairs (MoHUA) has designated following institutes as Centre of Excellence (CoE) in Urban Planning and Design and has signed Memorandum of Understanding with the Institutes in September, 2024:

- i) School of Planning and Architecture, Delhi
- ii) Indian Institute of Technology, Kharagpur
- iii) CEPT, Ahmedabad and
- iv) NIT Calicut

The objective is to develop these Centres of Excellence as 'Institute of International Repute' in urban planning and design and to maintain the highest standards of leadership in urban planning and design in the country by becoming a catalyst for innovation, knowledge creation, dissemination of best practices, training, capacity building and creating platforms for sustained engagement of academia– industry– government and civil society. The CoEs are mandated to provide support to the States by offering capacity building programmes/ certified courses, expert guidance, sharing of best practices, and innovative solutions tailored to local/

regional needs. The CoEs are also tasked to work with the States and partner with cities on real on-ground projects as per the priority of the States.

All the modern technological tools are used by the CoEs as integral part of research, urban planning and design.

A digital platform has been developed by the Ministry where all the CoEs share training/capacity building program conducted by them and the projects/ research works undertaken by them.

भूजल में खतरनाक रासायनिक घटक

2456. श्रीमती विजयलक्ष्मी देवी:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने भूजल में खतरनाक रासायनिक घटकों की उपस्थिति का संज्ञान लिया है, जिसका उपयोग देश भर में पीने के लिए किया जा रहा है, जबकि यह पीने के लिए अनुपयुक्त है और मानव स्वास्थ्य पर प्रतिकूल प्रभाव डाल रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार ने इस मामले से संबंधित कोई वैज्ञानिक अध्ययन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या ऐसे अध्ययनों का राज्यवार और जिलावार ब्यौरा उपलब्ध है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं, और

(घ) इस संबंध में सरकार द्वारा विभिन्न राज्यों के साथ समन्वय करके क्या उपाय किए गए हैं/किए जा रहे हैं?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) से (ग) उपलब्ध सूचना के अनुसार, देश में बड़े पैमाने पर पेय उद्देश्यों के लिए उपयोग किए जा रहे खतरनाक रसायनों युक्त संदूषित भू-जल की कोई सूचना प्राप्त नहीं हुई है।

केन्द्रीय भूमि जल बोर्ड (सीजीडब्ल्यूबी) द्वारा पूरे देश में नियमित आधार पर कई पैरामीटरों के लिए भूजल गुणवत्ता की मॉनिटरिंग की जाती है और विभिन्न वैज्ञानिक अध्ययनों के दौरान क्षेत्रीय स्तर पर भूजल गुणवत्ता संबंधी आंकड़े भी तैयार किए जाते हैं। मॉनिटरिंग आंकड़ों के आधार पर, केन्द्रीय भूमि जल बोर्ड (सीजीडब्ल्यूबी) द्वारा वार्षिक भूजल गुणवत्ता रिपोर्ट 2024 तैयार की गई है, जिसमें पूरे देश में 15,259 मॉनिटरिंग स्थानों से एकत्र और विश्लेषित किए गए आंकड़े शामिल हैं। सीजीडब्ल्यूबी द्वारा किए गए अन्य अध्ययनों के साथ इस रिपोर्ट में यह पाया गया है कि देश में भूजल अधिकांशतः पेय उद्देश्य के लिए उपयुक्त है। तथापि, कुछ राज्यों/संघ राज्य क्षेत्रों के अलग-अलग पाकेटों में मानव उपभोग के लिए निर्धारित सीमाओं से अधिक नाइट्रेट, फ्लोराइड, आर्सेनिक आदि जैसे कुछ संदूषकों की उपस्थिति की सूचना प्राप्त हुई है।

सीजीडब्ल्यूबी द्वारा राष्ट्रीय जलभूत मैपिंग कार्यक्रम (नैक्यूम) के अंतर्गत भूजल की मात्रा और गुणवत्ता दोनों पहलुओं पर विचार करते हुए पूरे देश के लिए जिला-वार जलभूत मैपिंग का अध्ययन पूरा कर लिया गया है। जलभूत अध्ययन में भूजल में आर्सेनिक और फ्लोराइड जैसे विषैले पदार्थों द्वारा संदूषण सहित भूजल गुणवत्ता के पहलू पर विशेष ध्यान दिया गया है। उपयुक्त उपाय करने के लिए भूजल प्रबंधन योजनाओं के साथ इन अध्ययनों को संबंधित राज्य/जिला प्राधिकरणों के साथ साझा किया गया है।

भूजल गुणवत्ता रिपोर्ट, 2024 के आधार पर, प्रभावित जिलों तथा कुछ महत्वपूर्ण मापदंडों के लिए अनुमात्य सीमा से ऊपर पाए गए नमूनों का राज्यवार ब्यौरा **विवरण** में प्रस्तुत किया गया है।

(घ) जल राज्य का विषय है। भूजल गुणवत्ता में सुधार के लिए पहल और संदूषण के उपशमन सहित भूजल प्रबंधन का दायित्व मुख्यतः राज्य सरकारों का है। इसके अतिरिक्त, देश में भूजल गुणवत्ता के

प्रबंधन और संदूषण के जोखिमों को कम करने की आवश्यकता को देखते हुए, केंद्र सरकार द्वारा राज्यों के साथ समन्वय में कई कदम उठाए गए हैं, जिनका कार्यान्वयन किया जा रहा है। इनमें से कुछ महत्वपूर्ण उपाय निम्नलिखित हैं:

- i. सीजीडब्ल्यूबी के पास उपलब्ध भूजल गुणवत्ता संबंधी आंकड़े विभिन्न हितधारकों के उपयोग हेतु रिपोर्टों के साथ-साथ वेबसाइट (<http://www.cgwb.gov.in>) के माध्यम से भी सार्वजनिक क्षेत्र में उपलब्ध कराए जाते हैं। आवश्यक उपचारात्मक उपाय करने के लिए संबंधित राज्य सरकारों के साथ इन आंकड़ों को साझा भी किया जाता है। हितधारकों द्वारा त्वरित कार्रवाई के लिए अर्द्धवार्षिक बुलेटिन और पाक्षिक चेतावनियां भी जारी की जा रही हैं।
- ii. सीजीडब्ल्यूबी द्वारा सीमेंट सीलिंग प्रौद्योगिकी का उपयोग करते हुए आर्सेनिक प्रभावित क्षेत्रों में आर्सेनिक मुक्त कूपों का सफलतापूर्वक निर्माण किया जा रहा है ताकि संदूषण मुक्त जलभृतों से निष्कर्षण किया जा सके तथा फ्लोराइड उपशमन में राज्य विभागों को तकनीकी सहायता भी प्रदान किया जा रहा है।
- iii. केंद्रीय भूमि जल बोर्ड (सीजीडब्ल्यूबी) द्वारा पंजाब, हरियाणा, आंध्र प्रदेश, उत्तर प्रदेश, बिहार, छत्तीसगढ़, झारखंड और असम राज्यों के कुछ हिस्सों के भूजल में यूरेनियम, सीसा, आर्सेनिक, फ्लोराइड और पारा संदूषण के अध्ययन के लिए वर्ष 2022 में भारतीय भूवैज्ञानिक सर्वेक्षण (जीएसआई) के साथ समझौता ज्ञापन पर हस्ताक्षर किया गया है।
- iv. भारत सरकार द्वारा राज्यों की साझेदारी में, अगस्त 2019 से जल जीवन मिशन (जेजेएम) – हर घर जल योजना का कार्यान्वयन किया जा रहा है ताकि देश के प्रत्येक ग्रामीण परिवार को पर्याप्त मात्रा में, निर्धारित गुणवत्ता और नियमित एवं दीर्घकालिक आधार पर नल के पेय जल की आपूर्ति का प्रावधान किया जा सके। जेजेएम के तहत, भारतीय मानक ब्यूरो के बीआईएस: 10500 मानकों को नल जल सेवा वितरण की गुणवत्ता के लिए निर्धारित मानदंड के रूप में अपनाया गया है। जल जीवन मिशन की शुरुआत

के बाद से ही जल सुरक्षा इसकी प्रमुख प्राथमिकताओं में से एक रही है। इसके अतिरिक्त, जल जीवन मिशन के अंतर्गत, राज्यों/संघ राज्य क्षेत्रों को निधियों का आवंटन करते समय, रासायनिक संदूषकों द्वारा प्रभावित रिहाइशों की जनसंख्या को 10% वेटेज दिया जाता है।

v. राज्यों / संघ राज्य क्षेत्रों को जल गुणवत्ता से प्रभावित गांवों के लिए सतही जल स्रोतों अथवा वैकल्पिक सुरक्षित भूजल स्रोतों जैसे सुरक्षित जल स्रोतों पर आधारित पाइप द्वारा अत्यधिक मात्रा में जल आपूर्ति स्कीमों की आयोजना और कार्यान्वयन करने का परामर्श दिया गया है।

vi. इसके अतिरिक्त, उपयुक्त भूजल पुनर्भरण/वर्षा जल संचयन के माध्यम से ठोस प्रयास करते हुए भूजल की गुणवत्ता में कुछ सीमा तक सुधार किया जा सकता है। इस संबंध में भारत सरकार द्वारा जल शक्ति अभियान, पीएमकेएसवाई-वाटरशेड विकास, मनरेगा, अटल भूजल योजना आदि जैसी कई पहल/योजनाएं शुरू की गई हैं।

विवरण

भूजल गुणवत्ता रिपोर्ट, 2024 के आधार पर, प्रभावित जिलों तथा कुछ महत्वपूर्ण मापदंडों के लिए अनुमात्य सीमा से ऊपर पाए गए नमूनों का राज्यवार ब्यौरा

क्रम संख्या	राज्य	नाइट्रेट			फ्लोराइड			आर्सेनिक			यूरेनियम		
		विश्लेषण किए गए नमूनों की संख्या	45 मिलीग्राम/लीटर से अधिक नाइट्रेट प्रभावित नमूनों का %	45 मिलीग्राम/लीटर से अधिक नाइट्रेट प्रभावित जिलों की संख्या	विश्लेषण किए गए नमूनों की संख्या	1.5 मिलीग्राम/लीटर से अधिक फ्लोराइड से प्रभावित नमूनों का %	1.5 मिलीग्राम/लीटर से अधिक फ्लोराइड प्रभावित जिलों की संख्या	विश्लेषण किए गए नमूनों की संख्या	10 भाग प्रति बिलियन से अधिक आर्सेनिक प्रभावित नमूनों का %	10 भाग प्रति बिलियन से अधिक आर्सेनिक प्रभावित जिलों की संख्या	विश्लेषण किए गए नमूनों की संख्या	30 भाग प्रति बिलियन से अधिक यूरेनियम से प्रभावित नमूनों का %	30 भाग प्रति बिलियन से अधिक यूरेनियम से प्रभावित जिलों की संख्या
1	अंडमान और	113	0	0	113	0	0	0	0	0			

क्रम संख्या	राज्य	नाइट्रेट			फ्लोराइड			आर्सेनिक			यूरेनियम		
		विश्लेषण किए गए नमूनों की संख्या	45 मिलीग्राम/लीटर से अधिक नाइट्रेट प्रभावित नमूनों का %	45 मिलीग्राम/लीटर से अधिक नाइट्रेट प्रभावित जिलों की संख्या	विश्लेषण किए गए नमूनों की संख्या	1.5 मिलीग्राम/लीटर से अधिक फ्लोराइड से प्रभावित नमूनों का %	1.5 मिलीग्राम/लीटर से अधिक फ्लोराइड प्रभावित जिलों की संख्या	विश्लेषण किए गए नमूनों की संख्या	10 भाग प्रति बिलियन से अधिक आर्सेनिक प्रभावित नमूनों का %	10 भाग प्रति बिलियन से अधिक आर्सेनिक प्रभावित जिलों की संख्या	विश्लेषण किए गए नमूनों की संख्या	30 भाग प्रति बिलियन से अधिक यूरेनियम से प्रभावित नमूनों का %	30 भाग प्रति बिलियन से अधिक यूरेनियम से प्रभावित जिलों की संख्या
	निकोबार द्वीप समूह												
2	आंध्र प्रदेश	1149	23.5	26	1149	11.31	17	0	0	0			
3	अरुणाचल प्रदेश	12	0	0	12	0	0	12	0.0	0	12	0	0
4	असम	155	0	0	155	0	0	155	0.65	1	155	0	0
5	बिहार	808	2.35	15	808	4.58	6	0	0.0	0	752	0.1	1
6	चंडीगढ़ यूटी	8	0	0	8	0	0	8	0.0	0	8	0	0
7	छत्तीसगढ़	783	11.49	20	783	1.79	8	0	0	0	783	0.6	3
8	दादरा एवं नगर हवेली तथा दमन और दीव	17	0	0	10	0	0	0	0	0			
9	दिल्ली	103	20.39	7	103	16.5	6	103	2.91	2	103	10.7	6
10	गोवा	10	0	0	10	0	0	6	0.0	0	6	0	0
11	गुजरात	632	18.04	23	632	13.92	25	0	0.0	0			
12	हरियाणा	879	14.56	21	879	23.66	17	857	0.70	5	857	18.7	16
13	हिमाचल प्रदेश	171	9.36	6	171	1.17	2	0	0.0	0			
14	जम्मू और कश्मीर	250	9.2	6	250	0	0	250	0.8	2	250	0	0
15	झारखंड	397	5.79	9	397	2.77	8	0	0.0	0	342	0	0
16	कर्नाटक	345	48.99	27	345	17.68	19	125	3.20	2	125	4.8	3
17	केरल	342	6.73	10	342	0.29	1	0	0.00	0	342	0	0
18	मध्य	589	22.58	39	589	1.02	6	1064	0.0	0	1064	0.5	3

क्रम संख्या	राज्य	नाइट्रेट			फ्लोराइड			आर्सेनिक			यूरेनियम		
		विश्लेषण किए गए नमूनों की संख्या	45 मिलीग्राम/लीटर से अधिक नाइट्रेट प्रभावित नमूनों का %	45 मिलीग्राम/लीटर से अधिक नाइट्रेट से प्रभावित जिलों की संख्या	विश्लेषण किए गए नमूनों की संख्या	1.5 मिलीग्राम/लीटर से अधिक फ्लोराइड से प्रभावित नमूनों का %	1.5 मिलीग्राम/लीटर से अधिक फ्लोराइड प्रभावित जिलों की संख्या	विश्लेषण किए गए नमूनों की संख्या	10 भाग प्रति बिलियन से अधिक आर्सेनिक प्रभावित नमूनों का %	10 भाग प्रति बिलियन से अधिक आर्सेनिक से प्रभावित जिलों की संख्या	विश्लेषण किए गए नमूनों की संख्या	30 भाग प्रति बिलियन से अधिक यूरेनियम से प्रभावित नमूनों का %	30 भाग प्रति बिलियन से अधिक यूरेनियम से प्रभावित जिलों की संख्या
	प्रदेश												
19	महाराष्ट्र	1567	35.74	32	1567	1.91	10	0	0.00	0	1567	0.2	3
20	मेघालय	39	0	0	39	0	0	39	0.0	0	39	0	0
21	मिजोरम	3	0	0	3	0	0	3	0.0	0	3	0	0
22	नागालैंड	6	0	0	6	0	0	6	0.0	0	6	0	0
23	ओडिशा	625	14.4	15	625	4.48	10	904	0.66	3	904	0.3	3
24	पुदुचेरी	4	25	1	4	0	0	0	0	0	4	0	0
25	पंजाब	922	12.58	20	922	13.77	17	908	4.85	12	908	32.6	20
26	राजस्थान	630	49.52	30	630	43.17	31	0	0.0	0	627	21.2	21
27	तमिलनाडु	916	37.77	31	916	9.72	21	0	0.0	0	915	2.3	9
28	तेलंगाना	1150	27.48	32	1150	14.87	28	0	0.0	0			
29	त्रिपुरा	81	2.47	2	81	0	0	81	0.0	0	81	0	0
30	उत्तर प्रदेश	1387	9.37	48	1387	5.7	27	1386	6.70	29	1386	8.3	43
31	उत्तराखंड	207	17.39	5	207	0.48	1	207	3.86	3	206	0.5	1
32	पश्चिमबंगाल	959	8.65	18	959	0.73	3	959	8.76	6			
	कुल योग	15259	19.8	443	15259	9.04	263	7074	3.55	65	11445	6.6	132
		23 राज्यों / संघ राज्य क्षेत्रों के 443 जिलों के भाग			20 राज्यों / संघ राज्य क्षेत्रों के 263 जिलों के भाग			10 राज्यों / संघ राज्य क्षेत्रों के 65 जिलों के भाग			13 राज्यों / संघ राज्य क्षेत्रों के 132 जिलों के भाग		

***मणिपुर, लक्षद्वीप, लद्दाख और सिक्किम राज्यों/संघ राज्य क्षेत्रों से आंकड़े नहीं प्राप्त हुए हैं।**

USE OF WASTE IN HIGHWAY CONSTRUCTION

2457. SUSHRI SAYANI GHOSH:

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

- (a) the details of successful pilot projects that showcase the effective use of waste in highway construction;
- (b) the total volume of waste materials such as fly ash, plastic waste and construction debris utilised in highway construction projects till date, State-wise;
- (c) the length of highways in kilometres constructed using plastic waste and the estimated reduction in environmental pollution due to this initiative; and
- (d) whether there are any incentives for contractors or private players to use waste materials in road construction, if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

- (a) Based on international best practices and outcome of indigenous research including performance evaluation of pilot projects, new standards/guidelines are framed by Indian Roads Congress (IRC) and existing standards/guidelines of IRC are amended from time to time to facilitate use of waste in highway construction. Government has also issued policy guidelines on use of such materials. A few

projects where fly ash/plastic waste/ construction debris have been successfully used are Eastern Peripheral Expressway (EPE), Nagina-Kashipur NH-74, Udaipur-Shamlaji NH-48, and Urban Extension Road (UER-II).

(b) to (d) Adoption of waste materials such as fly ash, plastic waste and construction debris for road construction is a continuous process. National Highway (NH) Projects are generally implemented on Engineering, Procurement and Construction (EPC)/Hybrid Annuity Model (HAM)/Build-Operate-Transfer (BOT) mode where contractor/ concessionaire carry out their own design in accordance with applicable manual, standards/guidelines/codes, etc. and then these are reviewed/ approved by Authority Engineer (AE)/Independent Engineer (IE) before its actual use in a NH project. Various kinds of waste materials such as fly ash, plastic waste, and construction debris are used in different NH projects in embankment/different pavement courses/different concrete items, etc. depending upon availability, suitability and feasibility of use.

SMART LABORATORY ON CLEAN RIVERS (SLCR)

2458. SHRI KRIPANATH MALLAH:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the establishment of the Smart Laboratory on Clean Rivers (SLCR) in Varanasi under the Green Strategic Partnership between India and Denmark aims to enhance river rejuvenation and management, if so, the details thereof; and

(b) whether the SLCR employs specific sustainable approaches to address the challenges faced by the Varuna River, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) The Smart Laboratory for Clean Rivers (SLCR) has been set up under the Green Strategic Partnership between India and Denmark to bring global solutions on current challenges in the field of clean river water, conduct collaborative research and development to fit in real environment through Living lab approach and creation of platform between Government authorities, academic institutions and technology providers for knowledge sharing and co-creation to achieve clean river water.

ESTABLISHMENT OF AGRO PROCESSING PARKS

2459. SHRI VAMSI KRISHNA GADDAM:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) whether the Government has received any proposals to establish food processing units, cold storage facilities, and an Integrate Agro-Processing Park in Peddapalli under the Pradhan Mantri Kisan Sampada Yojana (PMKSY), if so, the details thereof;

- (b) the current status of approvals, fund allocation and implementation timelines for these projects;
- (c) whether the Government is taking any steps to include Peddapalli in the Mega Food Park Scheme to reduce post-harvest losses for crops like rice, maize and cotton, if so, the details thereof; and
- (d) the estimated number of jobs are expected to generate from these initiatives in Peddapalli, and the Government's plans to support local farmers and agro industries?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) and (b) The Ministry of Food Processing Industries (MoFPI) has been implementing an umbrella scheme- Pradhan Mantri Kisan Sampada Yojana (PMKSY) since 2017-18 across the country. PMKSY is a comprehensive package of component schemes, which is aimed at creation of modern infrastructure with efficient supply chain management from farm gate to retail outlet. Under the component schemes of PMKSY, financial support in the form of grants-in-aid is provided for setting up of food processing units across the country. The component schemes of PMKSY are demand driven in nature and applications/proposals are invited through Expression of Interest (Eoi) from time to time from all the States/UTs as per availability of funds.

Since inception of PMKSY, no eligible proposal has been received from Peddapalli district in the State of Telangana to establish food processing units, cold storage facilities, or an Integrated Agro-Processing Park.

(c) and (d) Mega Food Parks (MPF) Scheme has been discontinued w.e.f. 01.04.2021 during the 15th Finance Cycle (FC).

SURVEY ON BANK EROSION

2460. SHRI BISHNU PADA RAY:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Andaman and Nicobar Administration conducted a survey on bank erosion and if so, the details thereof;
- (b) the details of the funds utilised for this purpose;
- (c) whether the permission for the survey was granted by NITI Aayog, Finance Commission or any other authority and if so, the details thereof; and
- (d) the steps taken to prevent bank erosion till date and the details of the amount spent for the same?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (c) Govt. of Andaman and Nicobar has informed that a consultancy work for preparation of Detailed Project Report (DPR) for prevention of Nallah Bank erosion and studying mathematical studies for evolving river training/flood protection

measures of different Nallahs in all 03 Tehsils of North and Middle Andaman” has been entrusted to Central Water and Power Research Station (CWPRS), Pune. As per request of CWPRS field data such as survey of entire nallah, flood details etc have been collected. The proposal for survey was prepared on need for protection of land on the bank of rivers in North and Middle Andaman. As informed by CWPRS, Pune some raw data for mathematical modelling studies have been received

An estimate costing Rs. 15,88,230 for conducting mathematical model studies was submitted by CWPRS Pune on 3.11.2020.

(d) Flood Management and anti-erosion schemes are formulated and implemented by concerned State Governments as per their priority. The Union Government supplements the efforts of the States by providing technical guidance and also promotional financial assistance for management of floods in critical areas.

Govt. of Andaman and Nicobar has informed that due to emergency at various places total 17 works amounting to Rs. 11.058 crores were executed in the last 14 years in the form of construction of Gabion structure, RCC counterfort retaining wall and straightening of Nallahs.

इटावा और फतेहपुर में विद्युतीकरण कार्य

2461. श्री नरेश चंद्र उत्तम पटेल:

श्री जितेंद्र दोहरे:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) उत्तर प्रदेश के फतेहपुर और इटावा जिलों में अब तक किए गए विद्युतीकरण कार्यों का ब्यौरा क्या है;

(ख) ग्रामीण और शहरी क्षेत्रों में बिजली आपूर्ति में सुधार, नए कनेक्शन प्रदान करने, ट्रांसफार्मर लगाने और उच्च/निम्न-तनाव वाली लाइनों का विस्तार करने के लिए क्या कदम उठाए गए हैं/उठाए जा रहे हैं;

(ग) उक्त जिलों में अब तक विद्युतीकरण किए गए गांवों की संख्या का ब्यौरा क्या है और कितने गांवों का विद्युतीकरण होना शेष है;

(घ) उक्त गांवों के लिए प्रस्तावित योजना का ब्यौरा क्या है;

(ङ) उक्त कार्यों के लिए अब तक स्वीकृत और व्यय की गई निधि का ब्यौरा क्या है; और

(च) क्या सरकार बिजली कटौती, कम वोल्टेज और अन्य बिजली आपूर्ति मुद्दों के समाधान के लिए कोई नई योजना लागू करने पर विचार कर रही है और 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) से (च) विद्युत एक समवर्ती विषय है, इसलिए उपभोक्ताओं को विद्युत की आपूर्ति और वितरण संबंधित राज्य सरकार/विद्युत यूटिलिटी के अधिकार क्षेत्र में है। भारत सरकार सभी उपभोक्ताओं तक विद्युत आपूर्ति की पहुँच और गुणवत्ता में सुधार के लिए दीन दयाल उपाध्याय ग्राम ज्योति योजना (डीडीयूजीजेवाई), एकीकृत विद्युत विकास स्कीम (आईपीडीएस), प्रधानमंत्री सहज बिजली हर घर योजना (सौभाग्य) जैसी स्कीमों के माध्यम से राज्यों/संघ राज्य क्षेत्रों को सहायता प्रदान करती आ रही है। ये स्कीमें दिनांक 31.03.2022 तक बंद हो चुकी हैं। इन स्कीमों के तहत, विद्युत वितरण अवसंरचना के सुदृढ़ीकरण के लिए 1.85 लाख करोड़ रुपये की लागत वाली परियोजनाएँ क्रियान्वित की गईं। राष्ट्रीय

स्तर और इटावा और फतेहपुर जिलों में डीडीयूजीजेवाई/सौभाग्य और आईपीडीएस के तहत किए गए अवसंरचना कार्यों और परियोजना लागत का ब्यौरा **विवरण-I** पर दिया गया है।

राज्यों द्वारा दी गई जानकारी के अनुसार, देश के सभी आवासित गैर-विद्युतीकृत जनगणना गांवों को दिनांक 28 अप्रैल, 2018 तक विद्युतीकृत कर दिया गया है। डीडीयूजीजेवाई के तहत उत्तर प्रदेश के 1498 गांवों सहित कुल 18,374 गांवों को विद्युतीकृत किया गया है। उत्तर प्रदेश के फतेहपुर और इटावा जिलों में कोई भी गांव गैर-विद्युतीकृत नहीं पाया गया। राज्य द्वारा दी गई जानकारी के अनुसार, इटावा जिले और फतेहपुर जिले में चिह्नित सभी 692 गांवों और 1552 गांवों को पहले ही विद्युतीकृत किया जा चुका है।

सौभाग्य स्कीम के दौरान राष्ट्रीय स्तर पर कुल 2.86 करोड़ घरों का विद्युतीकरण किया गया है, जिसमें उत्तर प्रदेश के 91,80,571 घर शामिल हैं। सौभाग्य स्कीम के दौरान फतेहपुर और इटावा जिलों में क्रमशः 1,06,185 घरों और 49,892 घरों को विद्युतीकृत किया गया है।

भारत सरकार ने जुलाई, 2021 में संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) की शुरुआत की थी, जिसका उद्देश्य देश में वित्तीय रूप से स्थिर और प्रचालन रूप से दक्ष वितरण क्षेत्र के माध्यम से उपभोक्ताओं को विद्युत आपूर्ति की गुणवत्ता और विश्वसनीयता में सुधार करना है। वितरण अवसंरचना के लिए 1.48 लाख करोड़ रुपये और स्मार्ट मीटरिंग कार्यों के लिए 1.31 लाख करोड़ रुपये की परियोजनाओं को संस्वीकृति दी गई है, जिससे देश में विद्युत आपूर्ति की विश्वसनीयता और गुणवत्ता में सुधार करने में मदद मिलेगी।

इसके अलावा, भारत सरकार सौभाग्य अवधि के दौरान छोटे सभी गैर-विद्युतीकृत घरों के विद्युतीकरण के लिए संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) के तहत सहायता कर रही है। गैर-विद्युतीकृत घरों को चिह्नित करने के लिए वितरण यूटिलिटी द्वारा सर्वेक्षण किया गया है। जहाँ भी संभव पाया गया, वहाँ आरडीएसएस के तहत ग्रिड आधारित विद्युतीकरण कार्यों को संस्वीकृत किया गया है। अब तक, राष्ट्रीय

स्तर पर 10,19,030 घरों के ग्रिड विद्युतीकरण के लिए 4,643 करोड़ रुपये की लागत के कार्यों को संस्वीकृत किया गया है। इटावा और फतेहपुर जिलों के लिए आरडीएसएस के तहत क्रमशः 2.42 करोड़ रुपये की लागत से 625 घरों और 10.28 करोड़ रुपये की लागत से 3,920 घरों के विद्युतीकरण कार्यों को संस्वीकृत किया गया है।

उत्तर प्रदेश के फतेहपुर और इटावा जिलों में आरडीएसएस के अंतर्गत किए जा रहे विद्युतीकरण कार्यों का ब्यौरा **विवरण-II** पर दिया गया है।

आरडीएसएस के तहत निधियों की जिलेवार संस्वीकृति को सहमति प्रदान की गई है। तथापि, निधि वितरण दिशा-निर्देशों के आधार पर निधि डिस्कॉमवार जारी की गई है। इटावा और फतेहपुर जिलों के लिए संस्वीकृत निधि और डिस्कॉम स्तर पर निधि के उपयोग का विवरण इस प्रकार है:

(करोड़ रुपये में)

जिला/डिस्कॉम	संस्वीकृत लागत (स्मार्ट मीटरिंग की लागत सहित)	संस्वीकृत सकल बजटीय सहायता (जीबीएस)
फतेहपुर	637.99	264.00
इटावा	298.5	121.82
पीयूवीवीएनएल	11828.63	4669.05
डीवीवीएनएल	7655.54	2948.91

(करोड़ रुपये में)

डिस्कॉम	जीबीएस (हानि न्यूनीकरण (एलआर), स्मार्ट मीटरिंग (एसएम) और परियोजना प्रबंधन एजेंसी (पीएमए) प्रभार) संस्वीकृत	जीबीएस उपयोग
पीयूवीवीएनएल	4789.88	1,060.68
डीवीवीएनएल	3048.49	935.78

विवरण-I

डीडीयूजीजेवाई (ग्रामीण क्षेत्र के लिए स्कीम) और सौभाग्य के अंतर्गत निष्पादित कार्यों का ब्यौरा:

क्र. सं.	प्रमुख घटक	यूनिट	राष्ट्रीय स्तर	इटावा जिला	फतेहपुर जिला
	परियोजना लागत (डीडीयूजीजेवाई)	करोड़ रुपए	1.16 लाख	214.67	206.5
1	सब-स्टेशन (संवर्द्धन सहित)	सं.	4,289	12	47
2	वितरण ट्रांसफार्मर	सं.	6,36,309	4,225	5,143
3	फीडर पृथक्करण	सीकेएम	1.139 लाख	969.42	00
4	एचटी और एलटी लाइनें	सीकेएम	8 लाख	2,819.96	4,453.22
5	उपभोक्ता मीटर, वितरण ट्रांसफार्मर मीटर, फीडर मीटर	सं.	1,90,41,387	1,959	58,364

* सौभाग्य के अंतर्गत राज्य विद्युत कम्पनियों को निधियाँ जारी कर दी गई है तथा निधियाँ घरों की वास्तविक प्रगति के आधार पर जारी की गई है तथा निधियों का जिलावार आवंटन नहीं किया गया है।
सौभाग्य के अंतर्गत पूर्ण की गई परियोजना लागत का विवरण इस प्रकार है:

(करोड़ रुपये में)

डिस्कॉम	पूर्ण परियोजना लागत
पीयूवीवीएनएल	1,058.15
डीवीवीएनएल	554.46

आईपीडीएस (शहरी क्षेत्र के लिए स्कीम) के अंतर्गत निष्पादित कार्यों का ब्यौरा:

क्र. सं.	प्रमुख घटक	यूनिट	राष्ट्रीय स्तर	ईडीसी इटावा	ईडीसी फतेहपुर
	परियोजना लागत	करोड़ रुपये	58,805	50.13	31.85
1	नया सब-स्टेशन	सं.	994	1	1
2	सब-स्टेशन का विस्तार	सं.	1,609	2	5
3	एचटी और एलटी लाइनें	सीकेएम	33,884	157.42	42.57
4	नए वितरण ट्रांसफार्मर	सं.	59,993	187	57

विवरण-II

इटावा जिले में आरडीएसएस के अंतर्गत संस्वीकृत कार्य

प्रमुख घटक	संस्वीकृत मद (सं.)	संस्वीकृत लागत (करोड़ रुपए में)
उपभोक्ता मीटरिंग	1,72,387	103.43
डीटी मीटरिंग	9,958	22.9
फीडर मीटरिंग	231	0.97
कुल	1,82,576	127.31

प्रमुख घटक	संस्वीकृत लागत (करोड़ रुपए में)
केबलिंग कार्य	155.31
फीडर पृथक्करण/विभाजन	14.05
अतिरिक्त घरेलू विद्युतीकरण	1.83
कुल	171.2

फतेहपुर जिले में आरडीएसएस के अंतर्गत संस्वीकृत कार्य निम्नानुसार हैं:

प्रमुख घटक	संस्वीकृत मद (सं.)	संस्वीकृत लागत (करोड़ रुपए में)
उपभोक्ता मीटरिंग	3,37,356	202.41
डीटी मीटरिंग	26,352	60.61
फीडर मीटरिंग	229	0.96
कुल	3,63,937	263.99

प्रमुख घटक	स्वीकृत लागत (करोड़ रुपए में)
केबलिंग कार्य	40.00
एलटी लाइन की रीकंडक्टिंग/संवर्धन	128.36
11 या 22 केवी लाइन की रीकंडक्टिंग/संवर्धन	19.74
33 या 66 केवी लाइन की रीकंडक्टिंग/संवर्धन	10.13
कैपेसिटर बैंक	0.85
फीडर पृथक्करण/विभाजन	159.27
अतिरिक्त घरेलू विद्युतीकरण	15.64
कुल	374.00

RELAUNCHING OF MEGA FOOD PARK SCHEME

2462. SHRI DHARAMBIR SINGH:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

- (a) the reasons for the Government's decision to discontinue the Mega Food Park Scheme from April 1, 2021;

- (b) whether the Government has assessed the impact of this decision on the food processing industry and farmers, particularly in regions like Bhiwani-Mahendergarh and if so, the details thereof;
- (c) whether there is any proposal to introduce a new scheme or policy to support large-scale food processing infrastructure in the country and if so, the details thereof;
- (d) the details of any alternative initiatives under which food parks or similar projects may be established/implemented in the future;
- (e) whether the Government will reconsider for launching a revised version of the Mega Food Park Scheme to boost food processing and employment opportunities, if no new scheme is planned; and
- (f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) to (f) The Mega Food Park scheme was launched in 2008 to boost food processing in the country with an aim to establish world-class infrastructure and common user facilities adopting cluster approach based on hub and spoke model. Despite the Ministry's efforts to streamline the scheme through appropriate

amendments in the guidelines from time to time to remove the bottlenecks and periodic review meetings with the stakeholders, the pace of implementation of the scheme was slow.

Assessment / impact evaluation study of the scheme was carried out regularly through third party in the years 2012, 2014 and 2015 and the last assessment was done in 2020-21. The Impact evaluation report had recommended to critically review and relaunch the scheme with significant modification or to design a new scheme (in consultation with industry and other stakeholders) that complements the existing Mega Food Park projects and accelerates the promotion of food processing sector in the country.

The scheme had a requirement of at least 50 acres of land, which often was a deterrent in hilly and difficult areas. After taking into account the recommendations of many State Governments and Working Group constituted under 12th FC, a new scheme "Creation of Infrastructure for Agro Processing Clusters" was launched under PMKSY to develop common infrastructure in relatively smaller geographical area of 10 acres. Since the intent behind MFP scheme was already supplanted under APC scheme, hence it was decided to be discontinue the MFP scheme w.e.f. 01.04.2021 with provision for committed liabilities.

No specific impact assessment of discontinuation of the Mega Food Park scheme was done for Bhiwani- Mahendergarh region.

विभिन्न राज्यों में भूजल क्षरण की दर

2463. श्री आशीष दुबे:

श्री धर्मबीर सिंह:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या यह सच है कि देश के अधिकांश क्षेत्रों में भूजल का स्तर लगातार कम होता जा रहा है;
- (ख) यदि हां, तो क्या सरकार ने विगत पांच वर्षों के दौरान देश के विभिन्न राज्यों विशेषकर पंजाब, हरियाणा, राजस्थान और मध्य प्रदेश के जबलपुर संभाग जैसे राज्यों में भूजल स्तर की कमी की दर का आकलन करने के लिए कोई सर्वेक्षण अथवा आकलन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा भूजल स्तर की वर्तमान स्थिति क्या है;
- (ग) अत्यधिक दोहन, वनों की कटाई और अकुशल सिंचाई पद्धतियों सहित भूजल स्तर में तेजी से गिरावट के क्या कारण हैं;
- (घ) सरकार द्वारा शहरी और ग्रामीण क्षेत्रों में वर्षा जल संचयन और भूजल पुनर्भरण को बढ़ावा देने के लिए क्या उपाय किए गए/किए जा रहे हैं;
- (ङ) क्या सरकार अत्यधिक भूजल दोहन करने वाले उद्योगों और व्यवसायों पर सख्त नियम लागू कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (च) किसानों को ड्रिप और स्प्रिंकलर सिंचाई जैसी जल-किफ़ायती सिंचाई पद्धतियां अपनाने के लिए प्रोत्साहित करने हेतु किसी वित्तीय योजना या प्रोत्साहन का ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

- (क) केन्द्रीय भूमि जल बोर्ड (सीजीडब्ल्यूबी) और संबंधित राज्य नोडल/भूजल विभाग द्वारा संयुक्त रूप से वार्षिक आधार पर देश के डॉयनेमिक भूमि जल संसाधनों का आकलन किया जा रहा है। वर्ष 2017 के आकलन और वर्ष 2024 के आंकड़ों की तुलना करने पर यह पाया गया है कि देश में कुल वार्षिक

भूजल पुनर्भरण 432 बिलियन क्यूबिक मीटर (बीसीएम) से बढ़कर 446.9 बीसीएम हो गया है तथा इसी अवधि के दौरान देश में कुल निष्कर्षण योग्य भूजल 393 बिलियन क्यूबिक मीटर (बीसीएम) से बढ़कर 406 बीसीएम हो गया है। इसके अतिरिक्त, भूमि जल निष्कर्षण (एसओई) का चरण, जिसे कुल वार्षिक निष्कर्षण योग्य भूमि जल संसाधनों की तुलना में सभी प्रयोजनों के लिए कुल वार्षिक भूजल निष्कर्षण के अनुपात के रूप में परिभाषित किया गया है, इसी अवधि के दौरान 63% से घटकर 60.47% हो गया है, जो क्षेत्रीय विविधताओं के बावजूद देश में भूजल की समग्र स्थिति में सुधार का संकेत है।

(ख) पंजाब, हरियाणा, राजस्थान और मध्य प्रदेश के जबलपुर प्रभाग में वर्ष 2017 और 2024 के लिए उपलब्ध कुल निष्कर्षण योग्य भूजल के तुलनात्मक आंकड़े **विवरण-I** में दिए गए हैं। इसके अतिरिक्त मानसून पश्चात वर्ष 2024 के जल स्तर की तुलना पिछले पांच वर्षों के औसत से करते हुए उक्त राज्यों में भूजल स्तर के उतार-चढ़ाव का ब्यौरा **विवरण-II** में दिया गया है।

(ग) तीव्र गति से औद्योगिकीकरण की बढ़ती आवश्यकता, निरंतर शहरीकरण, जनसंख्या में वृद्धि, जल की अधीत खपत वाली फसलों के प्रति किसानों का रुझान, जलवायु परिवर्तन के प्रभाव आदि घटक देश के भूजल संसाधनों पर दबाव डालने वाले प्रमुख कारक हैं।

(घ) जल राज्य का विषय है, भूजल संसाधनों का सतत विकास और प्रबंधन मुख्यतः राज्य सरकारों का दायित्व है। तथापि, केन्द्र सरकार अपनी विभिन्न स्कीमों और परियोजनाओं के माध्यम से तकनीकी और वित्तीय सहायता के माध्यम से राज्य सरकारों के प्रयासों को समर्थन प्रदान करती है। इस दिशा में जल शक्ति मंत्रालय और अन्य केंद्रीय मंत्रालयों द्वारा देश में भूजल स्तर में सुधार और भूजल संसाधनों के सतत विकास के लिए उठाए गए महत्वपूर्ण कदम निम्नलिखित हैं: –

I. सरकार वर्ष 2019 से देश में जल शक्ति अभियान (जेएसए) का कार्यान्वयन कर रही है जो वर्षा जल संचयन और जल संरक्षण गतिविधियों के लिए मिशन मोड पर एक समयबद्ध कार्यक्रम है। वर्तमान में, देश में जेएसए का कार्यान्वयन वर्ष 2024 से किया जा रहा है, जिसमें देश के जल संकट का सामना

करने वाले 151 जिलों पर विशेष ध्यान दिया जा रहा है। जेएसए एक व्यापक अभियान है जिसके तहत विभिन्न केंद्रीय और राज्य योजनाओं के अभिसरण में विभिन्न भूजल पुनर्भरण और संरक्षण संबंधी कार्य किए जा रहे हैं।

II. सीजीडब्ल्यूबी द्वारा पूरे देश के लिए भूजल के कृत्रिम पुनर्भरण के लिए मास्टर प्लान-2020 तैयार किया गया है और इसे राज्यों/ संघ राज्य क्षेत्रों के साथ साझा किया गया है। इस मास्टर प्लान में 185 बीसीएम (बिलियन क्यूबिक मीटर) भूजल का दोहन करने के लिए देश में लगभग 1.42 करोड़ वर्षा जल संचयन और कृत्रिम पुनर्भरण संरचनाओं के निर्माण की एक व्यापक रूपरेखा का प्रावधान किया गया है।

III. सीजीडब्ल्यूबी द्वारा जलभूत विन्यास और इसके विशिष्टीकरण की रूपरेखा तैयार करने के उद्देश्य से राष्ट्रीय जलभूत मैपिंग और प्रबंधन कार्यक्रम (एनएक्यूआईएम) की शुरुआत की गई है। इस योजना के तहत देश के लगभग 25 लाख वर्ग किलोमीटर के समस्त मैपिंग योग्य क्षेत्र का मैपिंग किया गया है और कृत्रिम पुनर्भरण के लिए इसे सिफारिशों सहित प्रबंधन योजनाओं को कार्यान्वयन के लिए संबंधित राज्य सरकारों के साथ साझा किया गया है।

IV. भारत सरकार द्वारा मिशन अमृत सरोवर की शुरुआत की गयी थी, जिसका उद्देश्य देश के प्रत्येक जिले में कम से कम 75 जल निकायों का विकास और पुनरुद्धार करना था। इसके परिणामस्वरूप देश में लगभग 69,000 अमृत सरोवर का निर्माण/पुनरुद्धार किया गया है।

V. जल शक्ति अभियान की गति में और अधिक तेजी लाने के उद्देश्य से जल संचय जन भागीदारी, भारत में जल संस्कार, जल की स्थायित्वता के लिए समुदाय-आधारित आंदोलन का माननीय प्रधान मंत्री नरेंद्र मोदी द्वारा दिनांक 6 सितंबर, 2024 को सूरत, गुजरात में देश में वर्षा जल संचयन को एक जन आंदोलन बनाने की दृष्टि से शुभारंभ किया गया है। इस पहल के माध्यम से सामुदायिक स्वामित्व और जिम्मेदारी को बढ़ावा देते हुए विभिन्न क्षेत्रों में विशिष्ट जल चुनौतियों के अनुरूप लागत प्रभावी, स्थानीय समाधान विकसित करने का प्रयास किया गया है।

VI. आवासन और शहरी कार्य मंत्रालय (एमओएचयूए) द्वारा राज्यों/ संघ राज्य क्षेत्रों के लिए मॉडल भवन उप नियम (एमबीबीएल), 2016 तैयार किए हैं, जिसमें वर्षा जल संचयन और जल संरक्षण उपायों की आवश्यकता पर पर्याप्त ध्यान दिया गया है। एमबीबीएल के अनुसार 100 वर्गमीटर या उससे अधिक के भूखंड के आकार वाले सभी भवनों में वर्षा जल संचयन के समग्र प्रस्ताव को अनिवार्य रूप से शामिल किया जाना होगा। 35 राज्यों/संघ राज्य क्षेत्रों द्वारा मॉडल उप-नियमों को अपना लिया गया है।

VII. जल शक्ति मंत्रालय द्वारा सभी राज्यों/संघ राज्य क्षेत्रों को एक माडल बिल परिचालित किया गया है ताकि वे भूजल के विकास के विनियमन के लिए उपयुक्त भूजल कानून का अधिनियमन कर सकें, जिसमें वर्षा जल संचयन और भूजल पुनर्भरण के प्रावधान भी शामिल हैं। अब तक 21 राज्यों/संघ राज्य क्षेत्रों द्वारा भूजल कानून को अपनाया और इसका कार्यान्वयन किया गया है।

(ड) केंद्रीय भूजल प्राधिकरण (सीजीडब्ल्यूए) द्वारा अधिकांश राज्यों में अपने दिनांक 24.09.2020 के दिशानिर्देशों, जिनकी अखिल भारतीय प्रयोज्यता है, के प्रावधानों के अनुसार देश में भूजल के निष्कर्षण एवं उपयोग को एनओसी जारी कर विनियमित किया जाता है। इन दिशा-निर्देशों के अनुसार वैध अनापत्ति प्रमाण-पत्र के बिना भूजल का निष्कर्षण करने वाली परियोजनाओं पर पर्यावरणीय क्षतिपूर्ति (ईसी) प्रभार लगाए जा रहे हैं। इसके अतिरिक्त, अनापत्ति प्रमाणपत्र की शर्तों के उल्लंघन, भूजल के अधिक निष्कर्षण, निष्कर्षण किए गए भूजल को मापने के लिए पीजोमीटरों/जल प्रवाह मीटरों की स्थापना न करने आदि पर कठोर दंड का भी प्रावधान किया गया है।

(च) भारत सरकार द्वारा राज्यों को भूजल के संरक्षण के लिए जल कुशल सिंचाई तकनीकों को अपनाने के लिए अपने किसानों पर जोर देने के लिए निरंतर प्रोत्साहित किया जा रहा है। इस संबंध में, इस समय सूक्ष्म सिंचाई को अपनाने के लिए प्रोत्साहन के उद्देश्य से निम्नलिखित योजनाएं कार्यान्वित की जा रही हैं:

- i. केंद्र सरकार द्वारा गुजरात, हरियाणा, कर्नाटक, मध्य प्रदेश, महाराष्ट्र, राजस्थान और उत्तर प्रदेश राज्यों में जल की कमी वाले 80 जिलों में अटल भूजल योजना का कार्यान्वयन किया जा रहा है। इस स्कीम का मुख्य उद्देश्य ग्रामीण स्तरों पर स्थानीय समुदायों को शामिल करते हुए क्षेत्र के जल बजट पर आधारित वैज्ञानिक साधनों के माध्यम से मांग पक्ष प्रबंधन करना है जिससे लक्षित क्षेत्रों में स्थायी भूजल प्रबंधन संभव हो सके। अटल जल योजना के तहत ड्रिप और स्प्रिंकलर के उपयोग जैसी जल कुशल सिंचाई प्रथाओं को बढ़ावा देना और किसानों को कम जल की आवश्यकता वाली फसलों को अपनाने के लिए प्रोत्साहित करना इसके प्रमुख लक्षित क्षेत्र हैं।
- ii. कृषि और किसान कल्याण विभाग (डीए एंड एफडब्ल्यू), भारत सरकार, द्वारा वर्ष 2015-16 से देश में प्रति बूंद अधिक फसल योजना का कार्यान्वयन किया जा रहा है। यह योजना सूक्ष्म सिंचाई के माध्यम से खेत स्तर पर जल उपयोग दक्षता बढ़ाने और उपलब्ध जल संसाधनों के इष्टतम उपयोग के लिए बेहतर ऑन-फार्म जल प्रबंधन प्रथाओं पर केंद्रित है।

विवरण-I

पंजाब, हरियाणा, राजस्थान और मध्य प्रदेश के जबलपुर प्रभाग के लिए तुलनात्मक भूजल संसाधन आकलन (वर्ष 2017 और 2024)

क्रम संख्या	राज्य/ क्षेत्र	वार्षिक भूजल पुनर्भरण (बीसीएम)		वार्षिक निष्कर्षण योग्य भूजल संसाधन (बीसीएम)		सभी उपयोगों के लिए वार्षिक भूजल निष्कर्षण (बीसीएम)		निष्कर्षण का चरण (एसओई) (%)	
		2017	2024	2017	2024	2017	2024	2017	2024
1	पंजाब	23.93	19.19	21.58	17.63	35.78	27.66	165.77	156.87
2	हरियाणा	10.15	10.32	9.13	9.36	12.50	12.72	136.91	135.96
3	राजस्थान	13.21	12.58	11.99	11.37	16.77	17.05	139.88	149.86

4	जबलपुर प्रभाग	6.19	5.68	5.83	5.38	2.38	2.52	40.82	46.88

जबलपुर प्रभाग में मध्य प्रदेश के बालाघाट, छिंदवाड़ा, डिंडोरी, जबलपुर, कटनी, मंडला, नरसिंहपुर और सिवनी जिले शामिल हैं।

विवरण-II

हरियाणा, पंजाब और राजस्थान के लिए औसत (मानसून पश्चात वर्ष 2019 से 2023) और मानसून पश्चात 2024 (अपरिरुद्ध जलभृत) के साथ राज्यवार जल स्तर में उतार-चढ़ाव (मीटर में)

क्रम संख्या	राज्य/क्षेत्र	विश्लेषण किए गए कूपों की संख्या	विभिन्न उतार-चढ़ाव मीटर की सीमा में कूपों की संख्या												कुओं की कुल संख्या			
			उतार						चढ़ाव									
			0 से 2 (मीटर)	%	2 से 4 (मीटर)	%	> 4 (मीटर)	%	0 से 2 (मीटर)	%	2 से 4 (मीटर)	%	> 4 (मीटर)	%	चढ़ाव	%	उतार	%
1	हरियाणा	163	61	37.4	11	6.7	7	4.3	57	35	19	11.7	8	4.9	79	48.5	84	51.5
2	पंजाब	174	43	24.7	9	5.2	4	2.3	74	42.5	30	17.2	13	7.5	56	32.2	117	67.2
3	राजस्थान	824	263	31.9	120	14.6	132	16	163	19.8	61	7.4	85	10.3	515	62.5	309	37.5
4	जबलपुर प्रभाग	179	53	29.6	6	3.4	5	2.8	102	57	9	5	3	1.7	64	35.8	114	63.7

जबलपुर प्रभाग में मध्य प्रदेश के बालाघाट, छिंदवाड़ा, डिंडोरी, जबलपुर, कटनी, मंडला, नरसिंहपुर और सिवनी जिले शामिल हैं।

‘JAL HI AMRIT’ SCHEME IN MAHARASHTRA**2464. DR. BACHHAV SHOBHA DINESH:**

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) whether the Government is implementing the ‘Jal Hi Amrit’ scheme across the country;
- (b) if so, the details thereof including the main features and the procedure under the said scheme;
- (c) the details of the sanctioned/ongoing projects and allocation of funds under the said scheme in the country, State-wise including district-wise in Maharashtra;
- (d) the details of the action taken/being taken for Nashik, Dhule and Malegaon, Maharashtra under the said scheme;
- (e) whether Union Government has received any proposals from the State Government of Maharashtra or any public representative for Nashik, Dhule and Malegaon during the last five years; and
- (f) if so, the response of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

- (a) to (f) Sanitation being a state subject, management of sewerage and septage system in the cities/towns is the responsibility of the State Governments and the Urban Local Bodies (ULBs)/Urban Development Authorities. However,

Government of India supplements the efforts of the States and Urban Local Bodies (ULBs) in providing infrastructure for basic services such as sewerage and septage infrastructure in urban areas through its various flagship Missions like Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and AMRUT 2.0.

"Jal Hi AMRIT" is a sub-scheme under AMRUT 2.0 reforms launched in the year 2024-25, which aims to incentivize States and Union Territories (UTs) to efficiently manage sewage treatment plants for recyclable treated water meeting environmental standards on sustained basis. The focus of this sub-scheme is to build capacity and incentivizing qualitative improvements in the treated discharge effluent. This initiative is targeted to create opportunities for suitable reuse of water, contributing to the overall goal of water security through increasing water availability under the Mission.

This initiative is for award of incentives to the existing Sewage Treatment Plants (STPs) and not for sanction of new projects. Participation of existing STPs under this sub-scheme is voluntary.

Under this programme, provision has been made for assessment of participating STPs based on the desktop assessment, field verification, water quality testing and thereafter issue of Star-rating certificate with six months validity to the eligible STPs based on the final assessment. The amount of incentive for the STPs with 3-Star and above rating in different groups is as below:

Star rating	Group - 1	Group - 2	Group - 3	Group – 4	Group – 5
	STPs with treatment capacity				
	< 5 MLD	5 to <10 MLD	10 to <50 MLD	50 to <100 MLD	100 MLD and above
*****	0.75 Crore	1.5 Crore	4 Crore	6 Crore	8 Crore
****	0.5 Crore	1 Crore	2 Crore	3 Crore	5 Crore
***	0.25 Crore	0.75 Crore	1 Crore	2 Crore	2 Crore

A 70:30 incentive release structure has been adopted for this program with release of 70% of the incentive upfront to the STPs after meeting the required conditions and remaining 30% of incentive upon maintaining their star rating for another six months. 4 Star and 3 Star-rated STPs becomes eligible for balance incentive as earmarked for higher rating, upon upgradation of their Standards to 5 Star and 4 Star rating respectively by next year.

Concerned STPs are to utilize the incentive released under the sub scheme for improvement of operating efficiencies, technology upgradation, capital expenditures for reuse infrastructure, setting up of real time data management system (OCEMS and SCADA etc.) and capacity building of staff.

An online module has been developed by MoHUA and ULBs/ STPs have submitted their information/ details on this module on AMRUT 2.0 portal. A total of 860 Sewage Treatment Plants have submitted information on the online platform for assessment. State-wise number of districts and STPs enrolled for the incentive under this scheme is given in **Statement**. 84 Sewage Treatment Plants from

Maharashtra have submitted information on the online portal, which includes 11 STPs from Nashik District/ ULB. However, No STP from Malegaon and Dhule town/ city have submitted information for assessment under this scheme.

STATEMENT

State-wise number of districts and STPs enrolled for the incentive under this Jal Hi AMRIT scheme

Sl No	State/UT's	No. of Districts	No of STPs enrolled (submitted information) via online platform for assessment
1	ANDHRA PRADESH	3	9
2	BIHAR	4	7
3	CHANDIGARH	1	6
4	CHHATTISGARH	6	11
5	DADRA AND NAGAR HAVELI AND DAMAN AND DIU	1	1
6	DELHI	1	15
7	GUJARAT	4	41
8	HARYANA	12	52
9	HIMACHAL PRADESH	2	7
10	JAMMU AND KASHMIR	4	14
11	JHARKHAND	2	10
12	KARNATAKA	30	162
13	KERALA	8	19
14	MADHYA PRADESH	14	35

15	MAHARASHTRA	12	84
16	MANIPUR	1	1
17	ODISHA	5	10
18	PUNJAB	21	90
19	RAJASTHAN	25	92
20	TAMIL NADU	14	45
21	TELANGANA	8	48
22	TRIPURA	1	1
23	UTTAR PRADESH	23	45
24	UTTARAKHAND	7	21
25	WEST BENGAL	5	34
	Total	214	860

राजस्थान में क्रियाशील एमएसएमई इकाइयां

2465. श्री भजन लाल जाटव:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

(क) देश में पंजीकृत सूक्ष्म, लघु एवं मध्यम उद्यमों (एमएसएमई) की राज्य-वार संख्या कितनी है;

(ख) राजस्थान में संचालित एमएसएमई इकाइयों की संख्या कितनी है तथा विगत दस वर्षों में बैंकों द्वारा उक्त इकाइयों को स्वीकृत ऋणों का जिलावार ब्यौरा क्या है; और

(ग) सरकार द्वारा राजस्थान के करौली-धौलपुर एवं भरतपुर जिलों में एमएसएमई को बढ़ावा देने के लिए क्या योजनाएं कार्यान्वित की गई हैं?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) उद्यम पंजीकरण पोर्टल दिनांक 01.07.2020 को शुरू किया गया था। दिनांक 28.02.2025 तक, देशभर में उद्यम पंजीकरण पोर्टल और उद्यम असिस्ट प्लेटफॉर्म पर पंजीकृत एमएसएमई की कुल संख्या 6.05 करोड़ है। राजस्थान सहित राज्य-वार ब्यौरा **विवरण-I** में दिया गया है।

(ख) राजस्थान राज्य में पंजीकृत एमएसएमई की कुल संख्या का जिला-वार ब्यौरा **विवरण-II** में दिया गया है। भारतीय रिजर्व बैंक से प्राप्त सूचना के अनुसार, अनुसूचित वाणिज्यिक बैंकों (एससीबी) द्वारा राजस्थान राज्य में एमएसएमई क्षेत्र को संवितरित ऋण से संबंधित राज्य-वार आंकड़ा, जो वित्त वर्ष 2017 से उपलब्ध है, निम्नानुसार है:-

राजस्थान राज्य में एससीबी द्वारा संवितरित ऋण			
(खातों की संख्या लाख में; राशि करोड़ रु. में)			
क्र.सं.	वित्त वर्ष	खातों की संख्या	संवितरित राशि
1	मार्च-17	4.49	34274.80
2	मार्च -18	5.61	43190.06
3	मार्च -19	6.97	51064.38
4	मार्च -20	8.95	51393.60
5	मार्च -21	8.70	51974.94
6	मार्च -22	3.33	61246.41
7	मार्च -23	3.01	90593.89
8	मार्च -24	5.29	113955.45

स्रोत : एससीबी द्वारा प्रस्तुत प्राथमिकता प्राप्त क्षेत्र से संबंधित रिटर्न
(क्षेत्रीय ग्रामीण बैंकों को छोड़कर)

(ग) भारत सरकार, सूक्ष्म, लघु और मध्यम उद्यम (एमएसएमई) मंत्रालय ऐसी विभिन्न स्कीमों और कार्यक्रमों का कार्यान्वयन करता है जिनका उद्देश्य राजस्थान के करौली-धौलपुर और भरतपुर जिले सहित देशभर में एमएसएमई क्षेत्र का संवर्धन और विकास करना है।

इन स्कीमों/कार्यक्रमों में प्रधान मंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी), सूक्ष्म और लघु उद्यमों के लिए क्रेडिट गारंटी स्कीम (सीजीटीएमएसई), सूक्ष्म और लघु उद्यम – क्लस्टर विकास कार्यक्रम (एमएसई-सीडीपी), उद्यमिता कौशल विकास कार्यक्रम (ईएसडीपी), खरीद और विपणन सहायता स्कीम (पीएमएसएस), एमएसएमई के कार्यनिष्पादन में वृद्धि और गतिवर्धन (रैम्प), अंतर्राष्ट्रीय सहयोग स्कीम, टूल रूम, प्रौद्योगिकी केन्द्र प्रणाली कार्यक्रम (टीसीएसपी), राष्ट्रीय अ.जा./अ.ज.जा. हब (एनएसएसएच), एमएसएमई चैम्पियंस, पीएम विश्वकर्मा आदि शामिल हैं।

i. राजस्थान राज्य के करौली, धौलपुर और भरतपुर जिलों में पीएमईजीपी के अंतर्गत सहायता प्राप्त इकाइयों की संख्या तथा इन इकाइयों को संवितरित मार्जिन मनी (एमएम) सब्सिडी तथा अनुमानित सृजित रोजगार के रूप में प्रदत्त सहायता का ब्यौरा नीचे दिया गया है:

पीएमईजीपी के अंतर्गत प्रदान की गई सहायता				
वित्त वर्ष		भरतपुर	धौलपुर	करौली
2021-22	सहायता प्राप्त इकाइयों की संख्या	90	34	117
	मार्जिन मनी (लाख रु. में)	322.61	72.9	331.02
	अनुमानित रोजगार	720	272	936
2022-23	सहायता प्राप्त इकाइयों की संख्या	100	49	90
	मार्जिन मनी (लाख रु. में)	371.47	117.58	254.72
	अनुमानित रोजगार	800	392	720
2023-24	सहायता प्राप्त इकाइयों की संख्या	106	46	47
	मार्जिन मनी (लाख रु. में)	456.79	115.24	145.42

	अनुमानित रोजगार	848	368	376
2024-25 (दिनांक 10.03.2025 तक)	सहायता प्राप्त इकाइयों की संख्या	35	11	33
	मार्जिन मनी (लाख रु. में)	151.59	36.93	204.1
	अनुमानित रोजगार	280	88	264

ii. क्रेडिट गारंटी स्कीम के अंतर्गत सूक्ष्म और लघु उद्यमों के लिए क्रेडिट गारंटी फंड ट्रस्ट (सीजीटीएमएसई) के जरिए ऋण की विभिन्न श्रेणियों के लिए 90 प्रतिशत तक के गारंटी कवरेज के साथ एमएसई को 500 लाख रुपए तक की सीमा का कोलेटरल मुक्त ऋण (दिनांक 01.04.2023 से प्रभावी) प्रदान करना। राजस्थान राज्य में जिला-वार प्रदान की गई क्रेडिट गारंटी का ब्यौरा नीचे दिया गया है:-

सीजीटीएमएसई – अनुमोदित गारंटी – राजस्थान				
[राशि करोड़ रु. में]				
		भरतपुर	धौलपुर	करौली
वित्त वर्ष 2021-22	अनुमोदित गारंटियों की संख्या	1025	247	293
	अनुमोदित राशि	50.46	19.29	11.98
वित्त वर्ष 2022-23	अनुमोदित गारंटियों की संख्या	2306	948	742
	अनुमोदित राशि	88.05	34.43	25.70
वित्त वर्ष 2023-24	अनुमोदित गारंटियों की संख्या	2515	1398	873
	अनुमोदित राशि	190.06	82.71	48.43
वित्त वर्ष 2024-25 दिनांक 28 फरवरी, 2025 तक	अनुमोदित गारंटियों की संख्या	2251	1354	807
	अनुमोदित राशि	212.65	76.32	50.02

iii. दिनांक 17.09.2023 को पीएम विश्वकर्मा स्कीम की शुरुआत से लेकर अब तक इसमें शामिल किए गए 18 व्यापारों के अंतर्गत सफलतापूर्वक पंजीकृत लाभार्थियों की कुल संख्या नीचे दी गई है:

जिले का नाम	सफलतापूर्वक पंजीकृत लाभार्थियों की संख्या
करौली, राजस्थान	8,980
धौलपुर, राजस्थान	3,655
भरतपुर, राजस्थान	9,287

विवरण-I

दिनांक 01.07.2020 से 28.02.2025 तक उद्यम पंजीकरण और उद्यम असिस्ट पोर्टल के अंतर्गत राज्य-वार पंजीकृत कुल उद्यम					
क्र.सं.	राज्य	सूक्ष्म	लघु	मध्यम	कुल
1	अंडमान और निकोबार द्वीप समूह	17,719	275	14	18,008
2	आंध्र प्रदेश	30,58,502	25,255	1,995	30,85,752
3	अरुणाचल प्रदेश	33,988	413	36	34,437
4	असम	10,54,941	10,069	885	10,65,895
5	बिहार	32,93,890	19,581	1,036	33,14,507
6	चंडीगढ़	61,472	2,000	210	63,682
7	छत्तीसगढ़	10,36,108	12,168	1,297	10,49,573
8	दिल्ली	10,65,199	41,478	5,028	11,11,705
9	गोवा	1,04,212	1,736	160	1,06,108
10	गुजरात	33,64,770	84,030	8,583	34,57,383
11	हरियाणा	14,99,272	34,732	3,330	15,37,334

12	हिमाचल प्रदेश	2,64,598	3,976	448	2,69,022
13	जम्मू और कश्मीर	6,99,256	5,272	358	7,04,886
14	झारखंड	12,23,142	9,068	666	12,32,876
15	कर्नाटक	39,79,308	47,115	4,420	40,30,843
16	केरल	14,31,273	19,300	1,478	14,52,051
17	लद्दाख	17,125	146	4	17,275
18	लक्षद्वीप	2,071	1	-	2,072
19	मध्य प्रदेश	38,31,061	30,316	2,303	38,63,680
20	महाराष्ट्र	78,11,123	1,07,920	12,453	79,31,496
21	मणिपुर	1,33,333	690	39	1,34,062
22	मेघालय	43,257	509	63	43,829
23	मिजोरम	42,285	210	11	42,506
24	नागालैंड	53,929	250	18	54,197
25	ओडिशा	18,93,120	15,073	1,107	19,09,300
26	पुडुचेरी	87,394	967	128	88,489
27	पंजाब	16,60,523	27,446	2,470	16,90,439
28	राजस्थान	33,97,673	43,103	3,448	34,44,224
29	सिक्किम	25,151	202	19	25,372
30	तमिलनाडु	48,37,304	60,304	5,355	49,02,963
31	तेलंगाना	22,95,132	28,416	3,164	23,26,712
32	दादरा और नगर हवेली तथा दमन और दीव	27,136	1,291	237	28,664
33	त्रिपुरा	2,56,807	1,012	73	2,57,892
34	उत्तर प्रदेश	63,94,281	63,373	4,893	64,62,547
35	उत्तराखंड	4,91,111	6,404	543	4,98,058
36	पश्चिम बंगाल	42,57,293	36,889	3,322	42,97,504
	कुल:-	5,97,44,759	7,40,990	69,594	6,05,55,343

* उद्यम असिस्ट पोर्टल दिनांक 11.01.2023 को शुरू किया गया

विवरण-II

दिनांक 01.07.2020 से 28.02.2025 तक राजस्थान राज्य के लिए उद्यम और यूएपी के अंतर्गत पंजीकृत कुल उद्यमों का जिला-वार ब्यौरा						
क्र.सं.	जिला	सूक्ष्म	लघु	मध्यम	कुल	रोजगार
1	अजमेर	182,791	2,397	151	185,339	666,389
2	अलवर	168,672	2,625	270	171,567	915,399
3	अनूपगढ़	4,223	18	1	4,242	18,562
4	बालोतरा	4,444	74	2	4,520	30,531
5	बांसवाड़ा	57,684	310	11	58,005	201,017
6	बारां	45,838	393	29	46,260	190,556
7	बाड़मेर	75,503	1,450	103	77,056	366,197
8	ब्यावर	6,430	50	1	6,481	25,848
9	भरतपुर	64,522	733	66	65,321	312,376
10	भीलवाड़ा	147,633	1,911	167	149,711	1,179,480
11	बीकानेर	134,843	2,142	154	137,139	453,776
12	बूंदी	56,488	334	26	56,848	201,866
13	चित्तौड़गढ़	82,873	819	47	83,739	358,810
14	चुरू	92,880	563	23	93,466	302,530
15	दौसा	69,040	443	22	69,505	257,344
16	डीग	2,663	16	-	2,679	12,417
17	धौलपुर	27,101	258	16	27,375	110,328
18	डीडवाना कुचामन	8,437	37	4	8,478	32,863
19	दूदू	1,230	5	-	1,235	4,801
20	डूंगरपुर	47,634	179	1	47,814	146,834
21	गंगानगर	106,543	1,350	127	108,020	375,033
22	गंगापुरसिटी	2,164	14	-	2,178	10,002
23	हनुमानगढ़	88,407	705	71	89,183	332,501
24	जयपुर	553,270	11,306	1,165	565,741	2,613,927
25	जयपुर ग्रामीण	18,719	74	2	18,795	99,290
26	जैसलमेर	28,023	220	9	28,252	104,204

27	जालौर	42,851	472	9	43,332	152,692
28	झालावाड़	61,977	463	18	62,458	213,446
29	झुझुनूं	93,189	639	27	93,855	336,591
30	जोधपुर	192,171	3,589	313	196,073	824,932
31	जोधपुर ग्रामीण	5,713	38	4	5,755	42,359
32	करौली	33,988	250	7	34,245	100,287
33	केकड़ी	1,721	10	-	1,731	10,415
34	खैरथल-तिजारा	3,405	24	2	3,431	73,280
35	कोटा	132,618	1,718	148	134,484	494,178
36	कोटपूतली- बहरोड़	6,495	35	4	6,534	35,864
37	नागौर	136,830	1,149	68	138,047	438,778
38	नीम का थाना	3,570	15	1	3,586	13,775
39	पाली	95,998	1,187	66	97,251	322,520
40	फलौदी	3,548	23	-	3,571	22,284
41	प्रतापगढ़	30,576	168	2	30,746	113,037
42	राजसमंद	57,665	504	15	58,184	282,459
43	सलूंबर	1,502	4	-	1,506	4,071
44	सांचौर	1,941	13	1	1,955	7,741
45	सवाई माधोपुर	42,141	367	13	42,521	131,286
46	शाहपुरा	1,389	7	-	1,396	7,486
47	सीकर	129,416	1,087	45	130,548	608,959
48	सिरोही	39,064	418	25	39,507	139,157
49	टोंक	65,120	569	37	65,726	227,479
50	उदयपुर	136,730	1,928	175	138,833	581,143
	कुल	3,397,673	43,103	3,448	3,444,224	14,507,100

* उद्यम असिस्ट पोर्टल दिनांक 11.01.2023 को शुरू किया गया

STATUS OF PRAYAGRAJ AIRPORT

2466. SHRI PRAVEEN PATEL:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) whether the Government has any plan to give international airport status to Prayagraj Airport and if so, the details thereof;
- (b) the number of flights from different countries landed and taken off during the Maha Kumbh at the said Airport;
- (c) the number of pilgrims travelled to Prayagraj airport through domestic flights; and
- (d) whether the Government has any further plan to connect Prayagraj airport with more cities through direct domestic flights and if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

- (a) Prayagraj Airport is a domestic airport. Declaration of an airport as an International Airport depends upon traffic potential, demand from airlines for the operation of international flights and bilateral Air Services Agreement besides provision of Ground Lighting facilities, Instrument Landing System, runway length, Immigration, Health and Animal and Plant Quarantine services etc. Currently, no

such proposal for declaration of Prayagraj Airport as an International Airport is under consideration in the Ministry of Civil Aviation.

(b) The no. of flights from different countries, operated from Prayagraj Airport during Maha Kumbh is given at **Statement-I**.

(c) The total passengers handled by scheduled airlines at Prayagraj airport during Maha Kumbh (13th January 2025 to 26th February 2025) is 5.43 lakh.;

(d) The present flight connectivity of Prayagraj airport is given at **Statement-II**.

Further, with the repeal of Air Corporations Act in March, 1994, the Indian domestic aviation has been deregulated. It is therefore up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability subject to compliance with the extant guidelines in this regard. Airlines plan their domestic flight schedule on a specific route/city based on market demand, commercial feasibility, and their company policy on which Government has no control.

STATEMENT-I

The number of flights from different countries, operated from Prayagraj Airport during Mahakumbh

Arrival aircraft movement (Landing)	Departure aircraft movement (Take off)	Sector, Country
1	2	Paro, Bhutan
2	1	Dubai, UAE

1	0	Rome, Italy
1	1	Bangkok, Thailand

STATEMENT-II

The present flight connectivity of Prayagraj airport

Airlines operating	Airports connected	Weekly schedule aircraft movements (Arr. + Dep.)
Indigo, Alliance Air, Akasa	Bhubaneswar, Bangalore, Mumbai, Delhi, Shamshabad, Raipur, Bilaspur	88

MARINE PRODUCTS PROCESSED BY FPI

2467. DR. THOL THIRUMAAVALAVAN:

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

(a) whether the Government could provide the quantity of total Marine products processed by the Food processing industry in the country;

(b) if so, the details thereof;

(c) whether the Government has the data about the quantity/volume of processed Marine products that are consumed locally and the quantity exported; and

(d) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI RAVNEET SINGH):**

(a) to (d) As per the information furnished by Department of Fisheries, Government of India, the total marine fisheries production during 2023-24 is 44.95 lakh tonnes. As per the study conducted by NABARD Consultancy Service Pvt. Ltd (NABCONS) in 2022 titled “Study to Determine Post-Harvest Losses of Agri Produces in India” for Ministry of Food Processing Industries, the post-harvest losses for Fisheries (Marine) in India is estimated at 8.76%. It is presumed that remaining marine produce is processed for local consumption and export.

Further, as per the data furnished by the “Marine Products Export Development Authority (MPEDA), during the financial year 2023-24, India exported 17,81,602 metric tonnes of marine products valued at ₹60,523.89 crore and the remaining quantity of the processed marine products was available for domestic consumption in the country.

बिहार में पीएमकेएसवाई के अंतर्गत परियोजनाएं

2468. श्री रामप्रीत मंडल:

क्या जल शक्ति मंत्री यह बताने की कृपा करेंगे कि:

(क) प्रधानमंत्री कृषि सिंचाई योजना (पीएमकेएसवाई) के अंतर्गत बिहार में कार्यान्वित की जा रही विभिन्न परियोजनाओं के नाम क्या हैं;

(ख) उक्त परियोजनाओं के अंतर्गत उपयोग की जा रही निधि का ब्यौरा क्या है;

(ग) पानी की कमी का सामना कर रहे बिहार के जिलों में सरकार द्वारा कार्यान्वित की जा रही विभिन्न परियोजनाओं के नाम क्या हैं; और

(घ) क्या सरकार उपर्युक्त योजना के अंतर्गत निर्धारित लक्ष्यों को प्राप्त करने के लिए देश भर में कोई आकलन कर रही है और यदि हां, तो तत्संबंधी राज्य/संघ राज्यक्षेत्रवार ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) से (ग) प्रधान मंत्री कृषि सिंचाई योजना (पीएमकेएसवाई) वर्ष 2015-16 के दौरान शुरू की गई थी। इस योजना का उद्देश्य खेत पर पानी की भौतिक पहुंच बढ़ाना और सुनिश्चित सिंचाई के अंतर्गत कृषि योग्य क्षेत्र का विस्तार करना, खेत पर जल उपयोग दक्षता में सुधार करना, स्थायी जल संरक्षण प्रथाओं आदि को शुरू करना था।

पीएमकेएसवाई एक अम्ब्रेला योजना है, जिसमें इस मंत्रालय द्वारा कार्यान्वित किए जा रहे दो प्रमुख घटक शामिल हैं, अर्थात् त्वरित सिंचाई लाभ कार्यक्रम (एआईबीपी) और हर खेत को पानी (एचकेकेपी)। एचकेकेपी उप-घटक में चार शामिल हैं, कमांड क्षेत्र विकास और जल प्रबंधन (सीएडी और डब्ल्यूएम), सतही लघु सिंचाई (एसएमआई), जल निकायों की मरम्मत, नवीनीकरण और पुनर्स्थापना (आरआरआर), और भूजल (जीडब्ल्यू) विकास घटक। तथापि, एचकेकेपी का उप-घटक सीएडी और डब्ल्यूएम एआईबीपी के साथ-साथ कार्यान्वित किया जा रहा है। इसके अलावा, पीएमकेएसवाई में दो घटक भी शामिल हैं जिन्हें अन्य मंत्रालयों द्वारा कार्यान्वित किया जा रहा है। प्रति बूंद अधिक फसल (पीडीएमसी) घटक कृषि, सहकारिता और किसान कल्याण विभाग, कृषि एवं किसान कल्याण मंत्रालय

द्वारा कार्यान्वित किया जा रहा है। पीएमकेएसवाई के वाटरशेड विकास घटक (डब्ल्यूडीसी) को भूमि संसाधन विभाग, ग्रामीण विकास मंत्रालय द्वारा कार्यान्वित किया जा रहा है।

पीएमकेएसवाई-एआईबीपी के अंतर्गत, दुर्गावती जलाशय परियोजना और पुनपुन बैराज परियोजना को कार्यान्वित किया जा रहा है, जिससे बिहार के कैमूर, रोहतास और औरंगाबाद जिले को लाभ मिलेगा। दुर्गावती जलाशय परियोजना में सीएडीडब्ल्यूएम को एआईबीपी के साथ-साथ कार्यान्वित किया जा रहा है। बिहार में कार्यान्वित किए जा रहे पीएमकेएसवाई के विभिन्न घटकों के संबंध में जारी केंद्रीय सहायता का ब्यौरा **विवरण** में दिया गया है।

(घ) नीति आयोग के अंतर्गत विकास अनुवीक्षण और मूल्यांकन कार्यालय (डीएमईओ) ने वर्ष 2015-2020 की अवधि के लिए पीएमकेएसवाई का मूल्यांकन किया है। पीएमकेएसवाई के अधिकांश घटकों को कार्यनिष्पादन की प्रासंगिकता, दक्षता, प्रभाव और इक्विटी मापदंडों के संदर्भ में संतोषजनक माना गया है।

विवरण

बिहार में कार्यान्वित किए जा रहे पीएमकेएसवाई के विभिन्न घटकों के संबंध में जारी केंद्रीय सहायता का ब्यौरा

पीएमकेएसवाई घटक/परियोजना	बिहार को जारी केंद्रीय सहायता (करोड़ रुपए में)
पीएमकेएसवाई-एआईबीपी-दुर्गावती जलाशय परियोजना	176.26
पीएमकेएसवाई-एआईबीपी- पुनपुन बैराज परियोजना	84.48
पीएमकेएसवाई- सीएडीडब्ल्यूएम- दुर्गावती जलाशय परियोजना	40.73
पीएमकेएसवाई - प्रति बूंद अधिक फसल	112.21
पीएमकेएसवाई - वाटरशेड विकास घटक	154.95

MSMEs IN GLOBAL MARKET

2469. SHRIMATI BIJULI KALITA MEDHI:

Will the Minister of **MICRO, SMALL AND MEDIUM ENTERPRISES** be pleased to state:

- (a) the manner in which the policy of the Government can be improved to enhance the competitiveness of MSMEs in the Global Market; and
- (b) the details of the strategies to promote innovation and RandD within the MSME sector?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

- (a) Ministry of MSME implements several Schemes and initiatives to enhance competitiveness of MSME in global market which are:
 - (i) International Cooperation (IC) Scheme facilitates MSMEs to participate in international Fairs/Exhibitions which give opportunity to understand the global market ecosystem, create network and exposure to the latest technologies available in the market. The IC Scheme also has the Capacity Building for First Time Exporters components which facilitates MSMEs (on reimbursement) to

register with various Export Promotion Councils for membership, Export Insurance Premium and fees towards Testing and Quality Certification for products and services. The IC Scheme also facilitates Industry Associations to organize Conferences/ Seminars/ Workshops in India by inviting foreign speakers and experts from industry sector to share best practices, share knowledge of new emerging markets, latest technology etc with the MSMEs.

(ii) Ministry of MSME has set up a dedicated support system for export promotion in MSME sector by establishing 65 Export Facilitation Centres (EFCs). These EFCs support MSMEs by disseminating information on various Schemes and supports available for the MSMEs, assisting exports in linking them with financial institutions such as NBFCs, new fintech start-ups etc, to avail credit at competitive rates etc.

(iii) Ministry of MSME undertakes periodic review of existing policies/ Schemes/Programs to ensure that policies remain relevant and responsive to the dynamic business environment. The Ministry also engages Industry Associations/Chambers for their inputs and feedback in policy framework which helps in timely identification of challenges and opportunities to remain adaptable to the dynamic demands of the market. Through these actions, the Ministry fosters a conducive environment for MSMEs to enhance their competitiveness in international markets.

(b) For promotion of Innovation and RandD within the MSME sector, Ministry is implementing MSME Champions Scheme with the objective to modernize MSMEs' manufacturing processes, reduce wastages, encourage innovativeness, sharpen business competitiveness and facilitate their national and global reach and excellence. Components under the MSME Champions scheme are MSME-Sustainable - Zero Effect, Zero Defect (ZED) Scheme, MSME-Innovative Scheme and MSME-Competitive (Lean) Scheme.

MSME-Sustainable (ZED) Scheme focuses on enhancing MSME competitiveness, making them sustainable and transforming them as national and international champions.

MSME Innovative Scheme is a combination of innovation in incubation, design intervention and protection of IPR in a single mode approach to create awareness amongst MSMEs and to motivate them to become MSME Champions.

MSME Competitive (Lean) aims to enhance the domestic and global competitiveness of MSMEs through the application of various Lean Techniques.

SWACHH BHARAT MISSION-GRAMEEN IN SURAT

2470. SHRI MUKESHKUMAR CHANDRAKAANT DALAL:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) the details of the funds allocated under the Swachh Bharat Mission-Grameen (SBM-G) for Surat district since the inception of the mission;
- (b) whether the Government would provide the status of implementation of SBM-G in these districts, including the number of Individual Household Latrines (IHHLs), community toilets and solid-liquid waste management projects completed so far, if so, the details thereof;
- (c) the total number of beneficiaries in Surat parliamentary constituency have gained access to sanitation facilities under SBM-G;
- (d) whether the Government would provide the projected timeline for achieving complete Open Defecation Free (ODF) Plus status and the key challenges faced during its implementation and if so, the details thereof; and
- (e) whether the Government has conducted any evaluation of the mission's impact in these districts and if so, the details thereof along with the key findings and recommendations for improving sanitation coverage and sustainability?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

- (a) Under Swachh Bharat Mission (Grameen) [SBM(G)], funds are released to State/UT. Centre share allocated and released to the State of Gujarat under SBM(G) since 2014-15 is as under:

Rs. In crore

Financial year	Allocation	Released
2014-15	312.13	156.07
2015-16	478.22	478.22
2016-17	1302.46	751.23
2017-18	466.04	466.04
2018-19	465.83	192.92
2019-20	314.83	238.45
2020-21	499.20	312.57
2021-22	342.73	171.37
2022-23	284.68	53.62
2023-24	109.61	109.61
2024-25	200.00	150.00
Total	4775.73	3080.10

(b) 1,11,966 Individual Household Latrines (IHHLs) and 261 Community Sanitary Complexes (CSCs) have been constructed under SBM(G) in Surat district of Gujarat. Also 641 and 652 villages have been covered with Solid Waste Management (SWM) and Grey Water Management (GWM) respectively.

(c) 1,11,966 Beneficiaries have been provided Individual Household Latrines (IHHLs) in Surat district under SBM(G)

(d) It is expected that by 2025-26, all villages in Surat district will be declared Open Defecation Free (ODF) Plus (Model). The following are key challenges being faced :-

- Capacity building of the implementing agencies and functionaries at various levels with respect to planning and implementation of SLWM activities
- Technology solutions for various interventions
- Coordination between different departments/organisation for convergence of resources e.g. Rural Local Bodies, Urban Local Bodies, Rural Development, Panchayati Raj, etc.

(e) “Swachh Survekshan Grameen (SSG)- 2023-24” was conducted by the Department of Drinking Water and Sanitation (DDWS), through a third-party survey agency which carried out the assessment of household sanitation parameters, including Faecal Sludge Management (FSM), biodegradable and non-biodegradable waste management, and Grey Water Management (GWM). The main findings of SSG 2023-24 pertaining to the Surat District are:

- 100% of surveyed households have access to Toilet
- 15.6% households reported segregating their waste into biodegradable (organic) and non-biodegradable (inorganic) categories

- 99% of households reported to have some arrangement in place for the disposal of Biodegradable (organic) Waste
- 97.4% of households had some arrangement in place for disposal of greywater
- 42.0% of villages had either exclusive or shared vehicles for the collection and transportation of solid waste
- 19% of villages had storage and segregation sheds
- 87.5% of villages were observed to have forward linkage for plastic waste
- 90.0% of public places had minimal stagnant water within their premises
- 99% of surveyed public places have access to toilet

The findings of the SSG 2023-24 were shared with the State Government and the State was requested to take the remedial measures wherever required.

ब्रह्मपुत्र में पानी के नीचे चार लेन वाली सुरंग का निर्माण

2471. श्री रंजीत दत्ता:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) असम में गोहपुर और नुमालीगढ़ को जोड़ने वाली ब्रह्मपुत्र नदी में पानी के नीचे चार लेन की सुरंग के निर्माण की वर्तमान स्थिति क्या है; और

(ख) क्या सरकार ने उक्त परियोजना को पूरा करने के लिए कोई समय-सीमा तय की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) और (ख) असम राज्य में गोहपुर (एनएच-15 पर) और नुमालीगढ़ (एनएच-715 पर) के बीच ब्रह्मपुत्र नदी पर पानी के नीचे चार लेन वाली सुरंग संपर्कता के निर्माण के लिए विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार की गई है और राष्ट्रीय राजमार्ग एवं अवसंरचना विकास निगम लिमिटेड (एनएचआईडीसीएल) में परियोजना मूल्यांकन और तकनीकी जांच समिति (पीएटीएससी) द्वारा तकनीकी रूप से मूल्यांकन किया गया है। परियोजना के पैमाने और जटिलता को ध्यान में रखते हुए, परियोजना के सौंपे जाने के बाद पांच साल की निर्माण अवधि की परिकल्पना की गई है। किसी भी परियोजना के कार्यान्वयन के बारे में निर्णय डीपीआर के परिणाम, मानदंडों की पूर्ति, संपर्कता की आवश्यकता, परस्पर प्राथमिकता और पीएम गति शक्ति राष्ट्रीय मास्टर प्लान के साथ तालमेल के आधार पर लिया जाता है।

बिहार के औरंगाबाद जिले में जल संकट

2472. श्री अभय कुमार सिन्हा:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को बिहार के औरंगाबाद जिले में गर्मी के महीनों के दौरान गंभीर जल संकट की जानकारी है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) सरकार द्वारा उत्तरी बिहार में बाढ़ की आवृत्ति और प्रभाव तथा दक्षिणी बिहार में सूखे को ध्यान में रखते हुए सुरक्षित और स्वच्छ पेयजल तक पहुंच सुनिश्चित करने के लिए उठाए गए कदमों का ब्यौरा क्या है;

(ग) औरंगाबाद जिले में जल जीवन मिशन के अंतर्गत परियोजनाओं की वर्तमान स्थिति क्या है और उक्त योजना के अंतर्गत अब तक कितने गांवों को शामिल किया गया है; और

(घ) सरकार द्वारा जल निकायों के पुनरुद्धार और वर्षा जल संचयन को बढ़ावा देने विशेष रूप से सूखाग्रस्त दक्षिणी बिहार और बाढ़ग्रस्त उत्तरी बिहार में जल प्रबंधन को मजबूत करने के लिए क्या कदम उठाए गए हैं?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) बिहार राज्य सरकार द्वारा सूचित किए गए अनुसार, औरंगाबाद के ग्रामीण क्षेत्रों में कोई गंभीर जल संकट नहीं है। तथापि, भीषण गर्मी के दौरान कुछ क्षेत्र ऐसे होते हैं जहां मौसमी भूजल गिरावट और कुछ बोरवेल में कम मात्रा में जल प्राप्त होने के कारण जल संकट का सामना करना पड़ता है। लेकिन जिले के हर ग्रामीण घर में नल जल की आपूर्ति के प्रावधान के साथ, इसका भी समाधान किया गया है।

(ख) अगस्त, 2019 से, भारत सरकार राज्यों/संघ राज्य क्षेत्रों के साथ भागीदारी में जल जीवन मिशन (जेजेएम) को लागू कर रही है, ताकि बाढ़ प्रभावित और सूखाग्रस्त क्षेत्रों सहित देश के प्रत्येक ग्रामीण परिवार के लिए नल जल आपूर्ति का प्रावधान किया जा सके। बिहार राज्य सरकार द्वारा सूचित किए गए अनुसार, गर्मी के मौसम के दौरान किसी संकट को कम करने के लिए आपदा प्रबंधन स्कीम के तहत प्रत्येक वर्ष गहरे बोरवेल हैंडपंपों के निर्माण के लिए वैकल्पिक व्यवस्था की जाती है।

इसके अतिरिक्त, जल जीवन मिशन के कार्यान्वयन के दौरान बाढ़, लू आदि जैसी विषम स्थितियों के दौरान पेयजल आपूर्ति के प्रबंधन पर जोर दिया जाता है। राज्यों/संघ राज्य क्षेत्रों को सलाह दी गई है कि वे बाढ़, चक्रवात, भूस्खलन, जमीन धसकने, भूकंप के प्रभाव से सुरक्षा के लिए ग्रामीण जल आपूर्ति अवसंरचना के स्थानों का सावधानीपूर्वक चयन करें; लचीला बुनियादी ढांचा तैनाती; भूकंप/बाढ़ अथवा चक्रवात/भू-स्खलन संभावित क्षेत्रों के लिए जारी नियम संबंधी प्रावधानों का अनुपालन करें। तटीय क्षेत्रों, बाढ़ प्रवण क्षेत्रों, हिमालयी राज्यों आदि जैसे आपदा प्रवण क्षेत्रों के लिए राज्यों को हैंडपंपों/नल कनेक्शनों

के लिए प्लेटफार्म उंचा करने, प्राकृतिक आपदाओं की स्थिति में अंतरिम समाधान के रूप में कार्य करने के लिए समय-समय पर उनकी कार्यक्षमता सुनिश्चित करने की भी सलाह दी गई है।

(ग) पेयजल राज्य का विषय है और इसलिए जल जीवन मिशन के अंतर्गत आने वाली स्कीमों सहित पेयजल आपूर्ति योजनाओं की आयोजना, अनुमोदन, कार्यान्वयन, प्रचालन और रखरखाव का उत्तरदायित्व राज्य/संघ राज्य क्षेत्र सरकारों का है। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्यों की सहायता करती है। ग्रामीण जल आपूर्ति परियोजनाओं के लिए अलग-अलग परियोजनाओं/स्कीमों के ब्यौरे भारत सरकार स्तर पर नहीं रखे जाते हैं। जैसा कि बिहार के औरंगाबाद जिले में जेजेएम-आईएमआईएस पर बिहार राज्य सरकार द्वारा रिपोर्ट किया गया है, 15.08.2019 तक, केवल 1,014 (0.25%) ग्रामीण परिवारों में नल जल कनेक्शन होने की सूचना मिली थी। तब से, जिले में 3,80,557 अतिरिक्त ग्रामीण परिवारों को नल जल कनेक्शन प्रदान किए गए हैं। इस प्रकार, 10.03.2025 तक, जिले के 3,98,372 ग्रामीण परिवारों में से 3,81,571 (95.78%) परिवारों में नल जल आपूर्ति होने की सूचना है। जिले के 1,721 गांवों में से 1,398 गांवों में जेजेएम आईएमआईएस पर राज्य द्वारा हर घर जल गांव होने की सूचना है।

(घ) बिहार राज्य सरकार द्वारा सूचित किए गए अनुसार, जल संसाधनों, जल संरक्षण, हरित क्षेत्रों के विस्तार और जलवायु परिवर्तन के दुष्प्रभावों को कम करने के लिए अन्य विभागों के सहयोग से विभिन्न उपाय किए जाते हैं जिससे राज्य में जल प्रबंधन सुदृढ़ होता है। इनमें से कुछ उपायों में निम्नलिखित शामिल हैं:

- i.) तालाबों, अहर-पाइन, कुओं जैसी जल भंडारण संरचनाओं का कायाकल्प और सोखता गड्ढों का निर्माण।
- ii.) चेक बांधों, गारलैंड ट्रेंच और नए वर्षा जल संरक्षण और संचयन संरचनाओं का निर्माण।
- iii.) सरकारी भवनों में छत पर वर्षा जल संचयन संरचनाओं का निर्माण।

- iv.) प्रचुर जल वाले क्षेत्रों से जल की कमी वाले क्षेत्रों में जल का परिवहन।
- v.) भूजल की खपत को कम करने के लिए जैविक खेती, स्प्रिंकलर, ड्रिप सिंचाई आदि जैसी वैकल्पिक कृषि विधियों का उपयोग।

संघ राज्य क्षेत्र दीव में राष्ट्रीय राजमार्ग का निर्माण

2473. श्री उमेशभाई बाबूभाई पटेल:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का संघ राज्यक्षेत्र दीव में दीव नगरपालिका क्षेत्र से गुजरने वाले राष्ट्रीय राजमार्ग (एनएच) के एक हिस्से का निर्माण करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या किसी राज्य में नगरपालिका क्षेत्र से गुजरने वाले राष्ट्रीय राजमार्ग का कोई अन्य उदाहरण है और यदि हां, तो उस राज्य का नाम क्या है;
- (ग) क्या सरकार ने दीव में उक्त राष्ट्रीय राजमार्ग का निर्माण करते समय तटीय विनियमन क्षेत्र अधिनियम में दिए गए मानदंडों का पालन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) सरकार ने किस तरह से सुनिश्चित किया है कि इस निर्णय से समुद्री पर्यावास, दीव के निवासियों, पशुधन (जानवरों), स्थानीय जल निकायों और दीव के तटीय पारिस्थितिकी तंत्र पर कोई प्रभाव नहीं पड़ेगा; और
- (ङ) इस संदर्भ में तैयार की गई पर्यावरणीय प्रभाव आकलन रिपोर्ट, यदि कोई हो, का ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

- (क) सरकार ने संघ राज्य क्षेत्र दीव में 101.77 करोड़ रूपए की अनुमानित लागत से एनएच-251 के 11.70 किमी के चौड़ीकरण और सुदृढीकरण कार्य को स्वीकृत किया है।

(ख) लगभग प्रत्येक राज्य और संघ राज्य क्षेत्र में कई राष्ट्रीय राजमार्ग हैं जो नगरपालिका क्षेत्र से गुजरते हैं और इन क्षेत्रों से गुजरने वाले राष्ट्रीय राजमार्गों के इन खंडों के विकास और रखरखाव कार्यों के लिए डीपीआर के परिणाम, पारस्परिक प्राथमिकता और संसाधनों की उपलब्धता के आधार पर सरकार द्वारा स्वीकृति दी जाती है।

(ग) से (ड.) एनएच-251 के 11.70 किमी के चौड़ीकरण और सुदृढीकरण कार्यों को लोक निर्माण विभाग, संघ राज्य क्षेत्र दीव द्वारा तैयार की गई विस्तृत परियोजना रिपोर्ट (डीपीआर) के अनुसार स्वीकृत किया गया है और प्रस्तावित चौड़ीकरण और सुदृढीकरण कार्य राष्ट्रीय राजमार्ग के उपलब्ध मार्गाधिकार के अंतर्गत हैं। संघ राज्य क्षेत्र प्रशासन को सलाह दी गई है कि वह सीआरजेड मंजूरी, यदि लागू हो सहित प्रयोज्य कानूनों का अनुपालन सुनिश्चित करें।

DEVELOPMENT OF NHS IN TAMIL NADU

2474. SHRI T R BAALU:

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

- (a) the time by which the ongoing development project of the Sriperumbudur – Sunguwarchatram - Walajabad stretch of the National Highways (NHs) in Tamil Nadu would be completed;
- (b) the reasons for the inordinate delay in completion of works even after lapse of five years; and

(c) whether the Government would pay special attention to expedite the work as this highway stretch links several industrial and pilgrimage cities like Vellore, Sriperumbudur, Kancheepuram?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (c) 6-laning project of Poonamallee - Sriperumbudur – Walajahpet was initially taken up on BOT (Toll) and awarded in June 2012 to M/s. Essel. However due to poor progress and other defaults of Concessionaire including maintenance of the existing highway, the Contract was terminated in July 2016. The section of Sriperumbudur-Walajahpet (part of terminated BOT project) was then taken up in 2 package. The revised scheduled completion date for Karaipettai – Walajapet Stretch is October 2026, whereas the section from Sriperumbudur – Karaipettai is scheduled for completion by 30.04.2025. Government has taken various initiatives for expediting project on National Highways in the country including the state of Tamil Nadu, like streamlining and expediting of land acquisition, revamping Parivesh Portal for forest and environment clearances, online approval of General Arrangement Drawing(GAD) of Road Over Bridge/Road Under Bridge (ROB/RUB) from Railways, review meetings at various levels with all stake holders including State Governments.

इलेक्ट्रिक वाहनों का पंजीकरण

2475. श्रीमती लवली आनंद:

श्री कौशलेन्द्र कुमार:

श्री दिनेश चंद्र यादव:

श्री गिरिधारी यादव:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) इलेक्ट्रिक वाहनों (ईवी) का पंजीकरण केवल दस वर्ष के लिए करने के क्या कारण हैं;

(ख) क्या सरकार किसी भी वाहन का प्रयोग काल केवल दस वर्ष तक ही मानती है; और

(ग) क्या आम जनता को वाहन केवल दस वर्ष तक रखने के लिए बाध्य करना न्यायोचित है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) से (ग) जी नहीं। मोटर यान अधिनियम, 1988 की धारा 41 की उप-धारा (7) के अनुसार, किसी मोटर वाहन के संबंध में जारी पंजीकरण प्रमाणपत्र, ऐसे प्रमाणपत्र जारी करने की तारीख से केवल पंद्रह वर्ष की अवधि के लिए या केंद्र सरकार द्वारा निर्धारित अवधि के लिए वैध होगा और नवीकरणीय होगा। इसके अतिरिक्त, केंद्रीय मोटर यान नियम, 1989 के नियम 52 के उप-नियम (2) के अनुसार, पंजीकरण प्राधिकारी फिटनेस प्रमाणपत्र प्राप्त करने के बाद, पंजीकरण प्रमाणपत्र को पांच साल की अवधि के लिए नवीनीकृत करेगा। इसके अलावा, परिवहन वाहनों के मामले में, पंजीकरण प्रमाणपत्र की वैधता फिटनेस प्रमाणपत्र की वैधता के साथ समाप्त होगी।

लघु उद्योग

2476. श्री बृजेन्द्र सिंह ओला:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने ग्रामीण क्षेत्रों में लघु उद्योग स्थापित करने के लिए कोई विशेष प्रयास किए हैं और यदि हां, तो राजस्थान में झुंझुनू जिले सहित तत्संबंधी जिलावार ब्यौरा क्या है;

(ख) राजस्थान में झुंझुनू जिले सहित वर्तमान में चालू विनिर्माण लघु उद्योगों की संख्या कितनी है तथा कितने बंद हो चुके हैं;

(ग) विनिर्माण उद्योगों के बंद होने के क्या कारण हैं; और

(घ) झुंझुनू जिले सहित राजस्थान में सूक्ष्म, लघु एवं मध्यम उद्योगों की स्थापना के लिए प्रदान की गई सहायता का ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) एमएसएमई मंत्रालय, खादी और ग्रामोद्योग आयोग (केवीआईसी) के माध्यम से, गैर-कृषि क्षेत्र में नए सूक्ष्म उद्यम स्थापित करने में उद्यमियों की सहायता के लिए प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) को कार्यान्वित कर रहा है। इस स्कीम के अंतर्गत, सामान्य श्रेणी के लाभार्थियों को ग्रामीण क्षेत्रों में परियोजना लागत का 25% और शहरी क्षेत्रों में 15% मार्जिन मनी (एमएम) सब्सिडी प्रदान की जाती है। अनुसूचित जाति, अनुसूचित जनजाति, अन्य पिछड़ा वर्ग, अल्पसंख्यक, महिलाएं, पूर्व सैनिक, शारीरिक रूप से विकलांग, ट्रांसजेंडर जैसे विशेष श्रेणियों के लाभार्थियों के लिए, पूर्वोत्तर क्षेत्र, पहाड़ी और सीमावर्ती क्षेत्रों और आकांक्षी जिलों के लाभार्थियों के लिए, मार्जिन मनी सब्सिडी ग्रामीण क्षेत्रों में 35% और शहरी क्षेत्रों में 25% है।

पिछले तीन वर्षों अर्थात वित्तीय वर्ष 2021-22 से वित्त वर्ष 2024-25 (दिनांक 10.03.2025 तक) से झुंझुनू जिले सहित राजस्थान के ग्रामीण क्षेत्रों में जिला-वार पीएमईजीपी कार्य-निष्पादन का ब्यौरा **विवरण-I** में दिया गया है।

(ख) और (ग) उद्यम पोर्टल पर उद्यमों का पंजीकरण कई कारणों से समाप्त हो जाता है, जैसे कि कंपनी के मालिक में परिवर्तन, प्रमाण-पत्र की आवश्यकता नहीं होना, दोहरा पंजीकरण, उद्यमों का बंद होना आदि। विनिर्माण क्षेत्र में वर्तमान में संचालित एमएसएमई और विभिन्न कारणों से बंद हुए एमएसएमई की संख्या का ब्यौरा **विवरण-II** में दिया गया है।

(घ) सहायता प्राप्त इकाइयों की संख्या और संवितरित मार्जिन मनी (एमएम) सब्सिडी के संदर्भ में झुंझुनू जिले सहित राजस्थान में पीएमईजीपी के अंतर्गत जिला-वार प्रदान की गई सहायता का ब्यौरा **विवरण-III** में दिया गया है।

विवरण- I

पिछले तीन वर्षों अर्थात वित्तीय वर्ष 2021-22 से वित्तीय वर्ष 2024-25 (दिनांक 10.03.2025 तक) के लिए सहायता प्राप्त इकाइयों की संख्या और संवितरित मार्जिन मनी (एमएम) सब्सिडी के संदर्भ में राजस्थान के ग्रामीण क्षेत्रों में पीएमईजीपी के जिला-वार कार्य-निष्पादन का ब्यौरा :

क्र. सं.	जिला	2021-22		2022-23		2023-24		2024-25 (दिनांक 10.03.2025 तक)	
		सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)	सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)	सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)	सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)
1	अजमेर	54	250.66	72	588.35	63	639.24	20	306.87
2	अलवर	48	192.26	25	106.58	40	293.51	13	106.08
3	बांसवाड़ा	57	134.88	44	100.71	28	103.10	12	65.86
4	बरन	31	38.02	25	103.46	25	103.50	8	14.31
5	बाड़मेर	61	180.17	16	55.38	19	169.23	5	17.60
6	भरतपुर	69	284.27	93	348.65	106	456.79	32	138.96
7	भीलवाड़ा	45	297.81	54	554.29	53	688.14	23	320.24
8	बीकानेर	47	138.24	28	216.01	39	351.16	8	98.02
9	बूंदी	68	168.47	37	109.88	23	74.34	16	55.84
10	चित्तौड़गढ़	27	134.18	31	163.50	28	216.32	7	53.83
11	चुरू	55	193.79	37	127.76	32	164.84	4	44.80
12	दौसा	88	266.07	77	295.28	62	238.40	41	163.82
13	धौलपुर	31	68.94	46	102.23	46	115.24	11	36.93
14	डूंगरपुर	45	139.37	40	129.25	14	45.07	10	39.48
15	गंगानगर	75	230.74	37	219.58	52	385.14	19	169.76
16	हनुमानगढ़	38	131.39	21	93.47	17	92.28	4	28.99
17	जयपुर	69	383.97	76	550.64	185	1884.26	62	615.03
18	जैसलमेर	19	64.02	18	123.38	14	81.83	4	21.92
19	जालोर	38	98.77	25	146.87	13	160.60	3	16.86
20	झालावाड़	48	118.30	8	16.64	26	155.21	17	110.67

क्र. सं.	जिला	2021-22		2022-23		2023-24		2024-25 (दिनांक 10.03.2025 तक)	
		सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)	सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)	सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)	सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)
21	झुझुनू	89	249.45	51	213.34	101	382.46	18	145.83
22	जोधपुर	167	1228.28	208	2387.38	182	2118.99	83	1230.47
23	करोली	105	310.24	81	242.99	47	145.42	29	184.89
24	कोटा	32	173.13	33	304.50	34	256.22	16	161.95
25	नागौर	57	278.86	59	452.64	61	621.94	20	222.51
26	पाली	34	128.43	16	80.16	22	185.32	4	61.87
27	प्रतापगढ़	46	124.41	22	84.10	22	75.32	6	50.42
28	राजसमंद	27	142.45	50	581.61	52	694.21	32	360.81
29	सवाईमाधोपुर	108	306.04	94	277.06	95	321.04	61	265.24
30	सौकर	50	210.48	67	276.69	53	394.18	9	96.02
31	सिरोही	51	239.03	39	420.79	11	112.96	14	190.81
32	टोंक	64	289.61	52	277.10	50	262.94	23	115.87
33	उदयपुर	64	226.63	34	149.09	63	417.22	4	41.16
योग		1907	7421.36	1616	9899.37	1678	12406.43	638	5553.75

विवरण- II

दिनांक 01/07/2020 से 28/02/2025 तक राजस्थान राज्य के लिए उद्यम के अंतर्गत पंजीकृत और गैर-पंजीकृत कुल विनिर्माण सूक्ष्म और लघु उद्यम का जिला-वार ब्यौरा				
क्र. सं.	जिला	सूक्ष्म (पंजीकृत)	लघु (पंजीकृत)	गैर -पंजीकृत
1	अजमेर	50,464	1,229	319
2	अलवर	38,629	1,219	236
3	अनूपगढ़	1,075	6	7
4	बालोतरा	1,395	45	32

5	बांसवाड़ा	13,889	79	35
6	बरन	11,585	86	32
7	बाड़मेर	25,648	734	221
8	ब्यावर	1,723	10	15
9	भरतपुर	18,534	238	101
10	भीलवाड़ा	42,708	866	271
11	बीकानेर	37,990	848	245
12	बूंदी	14,412	74	64
13	चित्तौड़गढ़	21,718	249	114
14	चुरू	30,258	185	155
15	दौसा	20,367	132	79
16	डीग	642	1	6
17	धौलपुर	5,890	84	48
18	डीडवाना कुचामन	2,683	11	11
19	डूडू	313	1	2
20	डूंगरपुर	11,177	34	36
21	गंगानगर	22,948	333	151
22	गंगापुरसिटी	451	2	2
23	हनुमानगढ़	23,336	223	139
24	जयपुर	1,60,540	5,350	1,745
25	जयपुर ग्रामीण	5,484	22	22
26	जैसलमेर	8,821	58	45
27	जालौर	13,966	166	116
28	झालावाड़	14,921	101	53

29	झुंझुनू	21,222	179	132
30	जोधपुर	66,378	1,771	467
31	जोधपुर ग्रामीण	1,845	17	14
32	करौली	9,955	58	37
33	केकड़ी	466	1	3
34	खैरथल-तिजारा	789	12	7
35	कोटा	24,107	568	151
36	कोटपूतली-बहरोड़	1,557	4	14
37	नागौर	42,425	486	212
38	नीम का थाना	911	7	6
39	पाली	30,435	597	347
40	फलौदी	947	4	5
41	प्रतापगढ़	7,263	42	18
42	राजसमंद	18,197	260	128
43	सलुम्बर	311	1	2
44	सांचोर	434	1	1
45	सवाई माधोपुर	8,067	65	53
46	शाहपुरा	341	2	1
47	सीकर	31,493	366	209
48	सिरोही	10,340	185	83
49	टोंक	16,607	147	61
50	उदयपुर	31,738	779	213
	योग	9,27,395	17,938	6,466

विवरण- III

पिछले तीन वर्षों अर्थात वित्तीय वर्ष 2021-22 से वित्तीय वर्ष 2024-25 (दिनांक 10.03.2025 तक) के लिए सहायता प्राप्त इकाइयों की संख्या और संवितरित मार्जिन मनी (एमएम) सब्सिडी के संदर्भ में राजस्थान में पीएमईजीपी के जिला-वार कार्य-निष्पादन का ब्यौरा:

क्र. सं.	जिला	2021-22		2022-23		2023-24		2024-25 (दिनांक 10.03.2025 तक)	
		सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)	सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)	सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)	सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)
1	अजमेर	62	271.34	83	639.26	63	639.24	30	366.91
2	अलवर	67	238.80	41	168.35	40	293.51	16	125.93
3	बांसवाड़ा	64	149.19	50	110.88	28	103.10	12	65.86
4	बरन	44	56.05	35	118.70	25	103.50	10	15.98
5	बाड़मेर	65	187.00	17	60.38	19	169.23	5	17.60
6	भरतपुर	90	322.61	100	371.47	106	456.79	35	151.59
7	भीलवाड़ा	62	354.01	72	647.06	53	688.14	32	409.09
8	बीकानेर	90	208.02	51	317.40	39	351.16	11	117.53
9	बूंदी	78	180.78	48	125.63	23	74.34	17	56.63
10	चित्तौड़गढ़	38	171.52	36	178.22	28	216.32	11	77.58
11	चुरू	122	318.05	65	201.72	32	164.84	9	62.68
12	दौसा	97	287.19	80	302.78	62	238.40	42	168.17
13	धौलपुर	34	72.90	49	117.58	46	115.24	11	36.93
14	डूंगरपुर	46	141.23	43	143.19	14	45.07	10	39.48
15	गंगानगर	109	276.32	51	272.02	52	385.14	23	187.38
16	हनुमानगढ़	55	159.06	34	136.77	17	92.28	9	56.61
17	जयपुर	130	632.08	120	786.62	185	1884.26	107	1022.88

क्र. सं.	जिला	2021-22		2022-23		2023-24		2024-25 (दिनांक 10.03.2025 तक)	
		सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)	सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)	सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)	सहायता प्राप्त इकाइयों की संख्या	एमएम (लाख रुपए में)
18	जैसलमेर	29	76.30	25	145.82	14	81.83	6	28.2
19	जालोर	64	153.60	42	224.68	13	160.60	4	19.36
20	झालावाड़	70	140.07	10	17.87	26	155.21	18	111.90
21	झुझुनू	138	344.50	83	298.04	101	382.46	28	200.67
22	जोधपुर	208	1425.27	238	2579.21	182	2118.99	96	1325.48
23	करोली	117	331.02	90	254.72	47	145.42	33	204.10
24	कोटा	61	216.25	49	343.70	34	256.22	19	177.19
25	नागौर	67	303.54	68	499.05	61	621.94	25	251.38
26	पाली	41	159.36	18	84.29	22	185.32	7	84.11
27	प्रतापगढ़	53	136.14	26	93.90	22	75.32	9	64.11
28	राजसमंद	33	154.47	56	604.70	52	694.21	33	367.82
29	सवाई माधोपुर	142	374.14	110	309.04	95	321.04	65	273.77
30	सीकर	63	246.02	81	317.69	53	394.18	14	125.05
31	सिरोही	58	248.57	40	425.79	11	112.96	16	194.64
32	टोंक	87	365.55	67	326.84	50	262.94	24	128.37
33	उदयपुर	115	323.63	59	195.18	63	417.22	8	48.32
योग		2599	9024.59	2037	11418.57	1678	12406.43	795	6583.34

**PRODUCTION CAPACITY OF BONGAIGAON REFINERY AND
PETROCHEMICALS LIMITED**

2477. SHRI PHANI BHUSAN CHOUDHURY:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

- (a) the current production capacity of Bongaigaon Refinery and Petrochemicals Limited as Government has already increased the production capacity;
- (b) whether the Government has any proposal to expand the project in present time; and
- (c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

- (a) The present crude processing capacity of Bongaigaon Refinery is 2.7 Million Metric Tonnes Per Annum (MMTPA).
- (b) There is no such proposal presently under consideration of Government.
- (c) Does not arise in view of (b) above.

PRADHAN MANTRI JI-VAN YOJANA IN ANDHRA PRADESH

2478. SHRI DAGGUMALLA PRASADA RAO:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

- (a) the details regarding the total number of commercial and demonstration scale proposals received under the Pradhan Mantri JI-VAN Yojana during the last five years and the current year, year and State-wise;
- (b) the details regarding the proposals accepted under the said scheme, State-wise including Andhra Pradesh;
- (c) the details regarding the physical and financial progress of the approved projects, Statewise and the year of sanction;
- (d) whether the Government have any proposals under review from the said scheme; and
- (e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (e) The Government had notified the “Pradhan Mantri JI-VAN (Jaiv Indhan-Vatavaran Anukool fasal awashesh Nivaran) Yojana” 2019, amended in 2024, to provide financial support for setting up Advanced Biofuels projects in the country using lignocellulosic biomass and other renewable feedstock. Under this scheme, a total of 14 commercial scale proposals and 8 demonstration scale proposals were submitted for approval, of which 8 commercial scale proposals including one from Andhra Pradesh and 4 demonstration scale proposals have been approved. Proposals are reviewed on an ongoing basis.

The State-wise and Year-wise details of commercial scale proposals and demonstration scale proposals received and approved under the scheme during the last five years along with physical and financial progress of these projects, are at **Statement**.

STATEMENT

The State-wise and Year-wise details of commercial scale proposals and demonstration scale proposals received and approved under the scheme during the last five years along with physical and financial progress of Advanced Biofuels projects

Sl. No.	Projects Developer	State	Project Type	Year of approval	Approved Financial Assistance (Rs. in Crore)	Financial Assistance Disbursed Rs. in (Crore)	Timeline of Completion
1	Indian Oil Corporation Limited	Haryana	Commercial	2020	150	75	Commissioned
2	Bharat Petroleum Corporation Limited	Odisha	Commercial	2020	150	75	Mechanically Completed
3	Hindustan Petroleum Corporation Limited	Punjab	Commercial	2020	150	37.5	Mechanical completion by March, 2025
4	Numaligarh Refineries Limited	Assam	Commercial	2020	150	75	Mechanically Completed
5	Mangalore Refinery Petrochemical Limited	Karnataka	Commercial	2022	100	-	Pre-project activities under progress

6	Rice Cellulose Private Limited	Andhra Pradesh	Commercial	2023	150	-	Pre-project activities under progress
7	Indian Oil Corporation Limited	Haryana	Demonstration	2020	15	-	Mechanically Completed
8	Hindustan Petroleum Corporation Limited	Bihar	Demonstration	2022	15	-	Pre-project activities under progress
9	Lignopura Agrotech Pvt Ltd	Maharashtra	Demonstration	2023	13.25	-	Pre-project activities under progress
10	Godavari Bio-refineries Ltd	Karnataka	Demonstration	2023	15	-	Pre-project activities under progress

AFFORDABLE RENTAL HOUSING COMPLEXES SCHEME

2479. SHRI PP CHAUDHARY:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the total number of urban workers, including street vendors, factory workers and domestic helpers benefited from Affordable Rental Housing Complexes (ARHCs) Scheme along with their average rental savings compared to market rates thereof;
- (b) whether any success stories have emerged from existing ARHC projects showing improved living conditions and financial stability of beneficiaries and if so, the details thereof;

- (c) whether any assessment has been conducted on the manner in which ARHCs have helped in reducing the time and cost of daily commute for urban workers by providing housing near workplaces and if so, the findings thereof; and
- (d) whether any innovations have been planned in ARHC design to serve better for diverse urban migrants, including single women workers and students and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) to (d) Ministry of Housing and Urban Affairs (MoHUA) launched Affordable Rental Housing Complexes (ARHCs) as a sub-scheme of Pradhan Mantri Awas Yojana - Urban (PMAY-U) to provide dignified living to urban migrants/poor near their workplace. This scheme is implemented through two models:

- i. Model-1: Utilizing existing Government funded vacant houses constructed under Jawaharlal Nehru National Urban Renewal Mission (JNNURM) and Rajiv Awas Yojana (RAY) to convert into ARHCs through Public Private Partnership (PPP) or by Public Agencies,
- ii. Model-2: Construction, Operation and Maintenance of ARHCs by Public/Private Entities on their own available vacant land.

Beneficiaries of ARHCs are urban migrants/poor from Economically Weaker Section (EWS)/Low Income Group (LIG). They include labour, urban poor (street vendors, rickshaw pullers, other service providers etc.), industrial workers, and migrants working with market/trade associations, educational/health institutions,

hospitality sector, long term tourists/visitors, students or any other persons of such category.

Under Model-1, so far, 5,648 existing Government funded vacant houses have been converted into ARHCs in different States/Union Territories (UTs). Under Model-2, MoHUA has approved proposals for 82,273 new ARHC units in 7 States, of which 35,425 have been completed and remaining are under different stages of initiation/construction. These ARHCs provide dignified living with all civic amenities to the eligible beneficiaries at an affordable rate. The State/City-wise progress of ARHCs under both Models is at **Statement**.

As per scheme guidelines, the initial affordable rent of ARHCs is fixed by the local authority based on a local survey. Subsequently, rent is enhanced biennially by 8%, subject to a maximum increase of 20% in aggregate, over a period of 5 years, effective from the date of signing the contract. The same mechanism is followed over the entire concession period i.e. 25 years. The details of beneficiaries living in rental units and rent charged in ARHCs in different States/UTs/Cities are not maintained by this Ministry.

So far, the Ministry has not conducted any assessment on reduction of time and cost of daily commute for urban workers by providing housing near workplaces under ARHCs scheme.

Based on the learning from the experiences of 9 years implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 for implementation in urban areas across

the country to construct, purchase and rent a house by 1 crore additional eligible beneficiaries at affordable cost through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS).

ARH vertical of PMAY-U 2.0 aims to promote creation of rental housing for EWS/LIG beneficiaries including migrant workers and other poor who do not want to own a house but require housing for short term basis. ARH vertical is implemented through two models:

- i. Model-1: Converting existing Government funded vacant houses into ARH through PPP mode or by Public Agencies,
- ii. Model-2: Construct, Operate and Maintain rental housing by Private/Public Entities for urban poor, working women, employees of Industries, Industrial Estates, Institutions and other eligible EWS/LIG families.

ARH vertical aims to create a conducive environment by incentivizing Public/Private entities to leverage investment for creating affordable rental housing stock and prevent growth of slum clusters in cities.

STATEMENT

State/UT-wise details of the existing Govt. funded vacant houses converted into ARHCs for the beneficiaries under Model-1 of the scheme

S. No.	Name of State/UT	City	No. of vacant houses converted into ARHCs
1	Chandigarh	Chandigarh	2,195

2	Gujarat	Surat	393
3		Ahmedabad	1,376
4		Rajkot	698
5	Rajasthan	Chittorgarh	480
6	Jammu and Kashmir	Jammu	336
7	Uttarakhand	Lalkuan	100
8		Dehradun	70
Total			5,648

A. State/UT-wise details of ARHC units sanctioned and construction completed by Public/Private Entities under Model-2 of the scheme:

S. No.	Name of		Total Units	Construction completed
	State	City		
1	Tamil Nadu	Sriperumbudur	18,112	6,160
2		Sriperumbudur,	3,969	3,969
3		Hosur	13,500	6,576
4		Chennai	18,720	18,720
5		Chennai	1,040	-
6		Chennai	5,045	-
7	Chhattisgarh	Raipur	2,222	-
8	Assam	Kampur Town	2,222	-
9	Uttar Pradesh	Prayagraj	1,112	-
10	Gujarat	Surat	453	-
11	Telangana	Nizampet	14,490	-
12	Andhra Pradesh	Kakinada	736	-
13		Vizianagram	652	-
Total			82,273	35,425

FUNDS RELEASED TO JAMMU AND KASHMIR UNDER JAL SHAKTI**MISSION****2480. SHRI ABDUL RASHID SHEIKH:**

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) the details of the funds released to aspirational districts of Jammu and Kashmir under Jal Shakti Mission during the last three years and the current year; and
- (b) the number of households getting pure drinking water in Jammu and Kashmir, district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) Since August 2019, the Government of India is implementing Jal Jeevan Mission (JJM), in partnership with States/ UTs to provide tap water supply to every rural household across the country, including the aspirational districts of Jammu and Kashmir. There is a total of 112 aspirational districts in the country, including two in Jammu and Kashmir viz. Baramulla and Kupwara. As reported by UT of JandK on JJM IMIS on 15.08.2019, 1.25 lakh (41.61%) rural households had provision of tap water supply in these aspirational districts. Since then, around 1.33 lakh additional rural households have been provided with tap water connections under JJM. Thus, as on 10.03.2025, out of 3.01 lakh rural households in these two districts, around 2.58 lakh (85.71%) rural households have tap water supply, which

is comparatively higher than the UT coverage (81.06%) and national average (79.91%).

Under JJM, funds are released directly to the States/ UTs and their further district-wise allocations including aspirational districts are made and maintained by respective States/ UTs only and not at the Government of India level. As such, the funds released to UT administration of Jammu and Kashmir during last three years 2021-22, 2022-23 and 2023-24 and current year are Rs.604.18 crore, Rs.1,439.50 crore, Rs.3,267.12 crore and Rs.633.86 crore respectively.

(b) As reported by the UT of Jammu and Kashmir, at the start of JJM on 15.08.2019, only 5.75 lakh (29.92%) rural households had tap water connections. Since then, around 9.84 lakh additional rural households have been provided with tap water connections. Thus, as on 10.03.2025, out of 19.23 lakh rural households in state, the provision of tap water supply is available to approximately 15.59 lakh (81.06%) rural households. The number of households getting drinking water in Jammu and Kashmir, district-wise, as on 10.03.2025, is enclosed as **Statement**.

STATEMENT

District-wise status of tap water connections in Jammu and Kashmir as on 10.03.2025

S.No.	District	No. of rural households	Total Household connections	% of total household connections
1	Anantnag	1,32,864	1,23,441	92.91
2	Bandipora	46,895	40,919	87.26

3	Baramulla	1,44,794	1,28,658	88.86
4	Budgam	1,27,754	1,14,245	89.43
5	Doda	1,25,652	1,00,665	80.11
6	Ganderbal	41,551	41,551	100
7	Jammu	1,88,155	1,24,938	66.4
8	Kathua	1,40,030	1,04,518	74.64
9	Kishtwar	55,595	43,223	77.75
10	Kulgam	61,122	53,871	88.14
11	Kupwara	1,56,264	1,29,738	83.02
12	Poonch	1,06,881	84,971	79.5
13	Pulwama	82,504	72,403	87.76
14	Rajouri	1,35,613	89,483	65.98
15	Ramban	60,784	48,594	79.95
16	Reasi	79,754	72,350	90.72
17	Samba	80,696	54,367	67.37
18	Shopian	45,423	41,912	92.27
19	Srinagar	10,407	10,407	100
20	Udhampur	1,00,602	78,827	78.36
Total		19,23,340	15,59,143	81.06

राजस्थान में राष्ट्रीय राजमार्ग परियोजनाएं

2481. श्रीमती संजना जाटव:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) राजस्थान में चल रही राष्ट्रीय राजमार्ग परियोजनाओं की स्थिति क्या है तथा इन परियोजनाओं के पूरा होने की निर्धारित समय-सीमा क्या है;

(ख) राजस्थान में राष्ट्रीय राजमार्ग परियोजनाओं के लिए आवंटित कुल बजट कितना है तथा चालू वित्त वर्ष के दौरान अब तक कितनी राशि व्यय की गई है;

(ग) चल रही राष्ट्रीय राजमार्ग परियोजनाओं से राजस्थान में क्षेत्रीय संपर्क तथा स्थानीय अर्थव्यवस्था में किस प्रकार सुधार होने की संभावना है; और

(घ) क्या राजस्थान में सड़क परिवहन अवसंरचना के विकास के लिए प्रस्तावित नई परियोजनाओं के संबंध में आंकड़े उपलब्ध हैं तथा यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) पूरा करने की लक्षित तिथि सहित राजस्थान में चल रही राष्ट्रीय राजमार्ग परियोजनाओं की परियोजना-वार स्थिति विवरण में दी गई है।

(ख) वित्त वर्ष 2024-25 के लिए राजस्थान में राष्ट्रीय राजमार्ग परियोजनाओं के लिए आवंटित कुल बजट 5922.39 करोड़ रु. है और फरवरी, 2025 तक कुल 5121.19 करोड़ रु. का व्यय हुआ है।

(ग) और (घ) सरकार का सड़क परिवहन और राजमार्ग मंत्रालय राजस्थान राज्य सहित देश में राष्ट्रीय राजमार्ग अवसंरचनाओं के विकास और अनुरक्षण के उत्तरदायी है। राष्ट्रीय राजमार्गों का विकास और अनुरक्षण एक सतत् प्रक्रिया है। पारस्परिक प्राथमिकता, यातायात सघनता और पीएम गति शक्ति फ्रेमवर्क के साथ तालमेल के आधार पर राष्ट्रीय राजमार्गों को यातायात योग्य स्थिति में बनाए रखने के लिए राष्ट्रीय राजमार्गों पर कार्य किए जाते हैं। इन परियोजनाओं में अन्य बातों के साथ-साथ राजस्थान राज्य के भीतर राष्ट्रीय राजमार्गों की संपर्कता सहित क्षेत्रीय संपर्कता में सुधार करना, समग्र सामाजिक-आर्थिक विकास आदि पर विचार करना शामिल है।

पिछले तीन वित्तीय वर्षों के दौरान सौंपी गई और निर्मित राष्ट्रीय राजमार्ग की लम्बाई का विवरण निम्नानुसार है:

वर्ष	सौंपी गई (किमी में)	निर्मित (किमी में)
2021-22	516	722
2022-23	1034	715
2023-24	531	868

चालू वित्त वर्ष के लिए राष्ट्रीय राजमार्गों के सौंपने और निर्माण के लिए लक्ष्य और उपलब्धियां निम्नानुसार हैं:

चालू वित्त वर्ष 2024-25	लक्ष्य (किमी में)*	उपलब्धि (किमी में)**
सौंपी गई	481	98
निर्मित	549	723

*31.03.2025 तक

**31.01.2025 तक

विवरण

राजस्थान राज्य में राष्ट्रीय राजमार्गों पर चल रहे कार्यों की परियोजना-वार स्थिति

क्र. सं.	परियोजना का नाम	लंबाई (किमी)	टीपीसी	निर्धारित तिथि	पूरा करने की लक्षित तिथि	परियोजना की वास्तविक प्रगति (%)
			(करोड़ रु. में)			
1	राजस्थान राज्य में भारतमाला परियोजना के प्रथम चरण में एचएएम पर बांदीकुई के निकट दिल्ली-वडोदरा ग्रीनफील्ड एक्सप्रेसवे से जयपुर तक 4 लेन ग्रीन फील्ड एक्सप्रेसवे स्पर का निर्माण	66.619	1636.15	11.11.2022	30.04.25	91.22%
2	बी.एम. के अंतर्गत दिल्ली-वडोदरा 8-लेन जी.एफ. कैरिजवे [मुई गांव के पास रारा-166 पर इंटरचेंज के अंतिम छोर से इंदरगढ़ के पास हरदेवगंज गांव तक (चै. 292.95 से चै. 319.40) (पैकेज-10)	26.45	1272.97	22.05.2021	30.06.25	85.02%
3	भारतमाला के अंतर्गत दिल्ली-वडोदरा 8-लेन कैरिजवे [रारा-12 के जंक्शन से मनोहरपुरा के पास पुल की शुरुआत तक] (चै. 5 419.00 से 427.30 तक) (पैकेज-15)	8.30	1788.69	05.07.2021	31.12.25	73.93%
4	देवगढ़ (धंधिया के पास)-राज./गुज. सीमा के किमी 125 से 150 तक (एजे/डीआरजीबी-पैकेज-6)	25.00	846.59	12.08.2021	31.03.25	98.00%

क्र. सं.	परियोजना का नाम	लंबाई (किमी)	टीपीसी	निर्धारित तिथि	पूरा करने की लक्षित तिथि	परियोजना की वास्तविक प्रगति (%)
			(करोड़ रु. में)			
5	देवगढ़ (धंधिया के पास)-राज./गुज. सीमा के किमी 150 से 180 तक (एजे/डीआरजीबी-पैकेज-7)	30.00	662.08	16.07.2021	31.03.25	96.50%
6	जोधपुर रिंग रोड पैकेज- II (कारवार की 4-लेनिंग, रारा-62 के नागौर रोड का किमी 281.980) से डांगियावास तक (ईपीसी)	30.093	736.75	29.08.2022	31.03.25	93.25%
7	राजस्थान राज्य में रारा (मूल) के अंतर्गत 911 (डिजाइन चै.-0.50 से 101) के श्रीगंगानगर - राजस्थान एचएएम पर राजस्थान राज्य में रारा (मूल) के अंतर्गत 911 (डिजाइन चै. 0.50 से 101) के श्रीगंगानगर - रायसिंहनगर खंड का 2 एलपीएस में निर्माण/उन्नयन (पैकेज-I)	102.076	672.35	10.06.2022	31.03.25	99.50%
8	तनोट – रामगढ़ – भदासर - जैसलमेर (रारा-68) और भादासर (मोकल)-सरकारीतला पाकिस्तान सीमा तक (रारा-968) (पैकेज बीएम/5) (ईपीसी)	191.50	830.37	23.04.2019	31.03.25	97.32%
9	ईपीसी पर रारा (मूल) के तहत रारा -68 के गंधव-सांचोर खंड के रानीवाड़ा सर्कल सांचोर शहर में उत्थापित संरचना का निर्माण	6.203	186.495	12.07.2024	11.07.2026	18.26%
10	राजस्थान में रारा-52 और रारा-58 के राजस्थान सीमा (किमी 0 से 154.141) को 4-लेन बनाने की क्षमता में वृद्धि	154.141	941.30	06.02.2022	31.03.25	98.65%
11	ईपीसी मोड पर (i) नए रारा-752 (पुराना रारा-90) के चिप्पाबड़ौद बाईपास पर किमी 55+430 से किमी 64+530 (डिजाइन चै.-0+000 से 8+300) तक पेव्ड शोल्डर सहित दो लेन का निर्माण और (ii) रारा-90 पर किमी 72+080 से किमी 72+680 और किमी 78+750 से किमी 79+300 तक सुधार (लंबाई 900 मीटर) (कुल लंबाई = 9.2 किमी)	9.2	73	14-नव.-19	30-जून-25	39.40
12	ईपीसी मोड पर नए रारा-752 (पुराना रारा-90) के किमी 90+840 से नए रारा-52 (पुराना रारा-12) के किमी 387+400 तक अकलेरा बाईपास का पेव्ड शोल्डर सहित साथ 2 लेन का निर्माण, (डिजाइन	5	50.70	10-फर.-21	25-जून-25	40.46

क्र. सं.	परियोजना का नाम	लंबाई (किमी)	टीपीसी	निर्धारित तिथि	पूरा करने की लक्षित तिथि	परियोजना की वास्तविक प्रगति (%)
			(करोड़ रु. में)			
	चै.-0+000 से 5+000 तक), (कुल लंबाई 5.000 किमी)					
13	ईपीसी मोड पर राजस्थान राज्य में रारा-58 के ब्यावर-गोमती खंड के मौजूदा किमी 58/245 से मौजूदा किमी 108/600 तक पेव्ड शोल्डर सहित 4 लेन का उन्नयन (पैकेज-I)	50.355	379.23	14-अक्टू.-21	31-दिसं.-25	96
14	राजस्थान राज्य के बाड़मेर जिले में रारा-25ई के किमी 0.500 पर मौजूदा लेवल क्रॉसिंग संख्या 328ए के स्थान पर प्रस्तावित 4 लेन आरओबी और इसके पहुंचमार्गों का निर्माण	0	55.28	18-अक्टू.-21	29-मार्च-25	88
15	राजस्थान राज्य के जालौर में रारा-325 के किमी 102/00 पर एलसी संख्या सी-48 पर 4 लेन आरओबी का निर्माण	1.1	92.4	18-अक्टू.-21	29-मार्च-25	97
16	ईपीसी मोड पर राजस्थान राज्य में रारा-927ए के किमी 216.440 से 227.470, 243.630 से 251.120 तक मौजूदा चैनेज को पेव्ड शोल्डर सहित दो लेन में चौड़ीकरण/सुदृढ़ीकरण/उन्नयन तथा किमी 214.600 से 216.440, 227.470 से 243.630 (सागवाड़ा, गढ़ी, परतापुर, नयागांव-वजवाना) खंड का सुदृढ़ीकरण - (पैकेज V)	36.52	95.39	01-नवं.-21	31-मार्च-25	95.34

क्र. सं.	परियोजना का नाम	लंबाई (किमी)	टीपीसी	निर्धारित तिथि	पूरा करने की लक्षित तिथि	परियोजना की वास्तविक प्रगति (%)
			(करोड़ रु. में)			
17	ईपीसी मोड पर राजस्थान राज्य में शहरी क्षेत्रों (1) आसोतरा-ब्रह्मधाम बाईपास (2) सिवाना बाईपास (3) मोकलसर बाईपास (4) काठाडी में प्रमुख पुनर्संरक्षण (5) बिशनगढ़ में प्रमुख पुनर्संरक्षण (6) जालौर बाईपास (7) दुजाना बाईपास के लिए बाईपास का निर्माण करके रारा-325 (बालोतरा से संदेराव वाया जालौर) के शेष हिस्सों को पेव्ड शोल्डर सहित 2 लेन में विकसित करने के कार्य के लिए 2 लेन का निर्माण	41.455	411.4	12-मई-22	30-जून-25	60
18	राजस्थान राज्य के चुरू जिले में सदलपुर रेलवे स्टेशन के पास रारा-709 विस्तार के किमी 1.0 पर मौजूदा लेवल क्रॉसिंग संख्या ए-142 के स्थान पर प्रस्तावित 2 लेन आरओबी और इसके पहुंचमार्गों के निर्माण का शेष कार्य	0.7	36.03	02-अग.-22	30-अप्रैल-25	85
19	ईपीसी मोड पर राजस्थान राज्य में रारा-25 पर किमी 73/60 से 95/70 तक पचपदरा-बागुंडी खंड को 4 लेन तक चौड़ीकरण	22.1	194.88	12-दिसं.-22	31-मार्च-25	75.46
20	ईपीसी मोड पर राजस्थान राज्य में रारा-15 (नया रारा-68) के बाड़मेर बाईपास पर किमी 0.000 (रारा-15 (नया रारा-68) के किमी 144.200) से किमी 21.042 (रारा-15 (नया रारा-68) के किमी 160.700) तक 4 लेन विभाजित कैरिजवे	21.042	451.66	16-अग.-22	01-अप्रैल-25	97
21	ईपीसी मोड के तहत राजस्थान राज्य में रारा-23 (पुराना रारा-11बी) कोथुन-लालसोट-करोली-धौलपुर रोड के किमी 33/0 से 126/520 तक पेव्ड शोल्डर सहित दो लेन में उन्नयन (लंबाई-93.52 किमी)	93.52	150.11	02-सितं.-22	31-मार्च-25	75
22	ईपीसी मोड पर राजस्थान राज्य में रारा-113 पर मौजूदा किमी 74.00 से किमी 81.600 तक (डिजाइन चैनेज किमी 0+00 से किमी 11+165 तक) पेव्ड	11.165	98.9	12-अप्रैल-23	30-सितं.-25	59.7

क्र. सं.	परियोजना का नाम	लंबाई (किमी)	टीपीसी	निर्धारित तिथि	पूरा करने की लक्षित तिथि	परियोजना की वास्तविक प्रगति (%)
			(करोड़ रु. में)			
	शोल्डर सहित 2 लेन विन्यास के साथ प्रतापगढ़ सिटी बाईपास निर्माण					
23	ईपीसी मोड पर राजस्थान राज्य के सवाईमाधोपुर शहर में पुराने रारा-116 (नया रारा-552 एक्सटेंशन) के किलोमीटर 76 पर मौजूदा आरओबी (रेलवे भाग और पहुंचमार्ग) का निर्माण और चौड़ीकरण	0	43.03	18-नव.-22	12-जुलाई-25	51
24	ईपीसी मोड पर राजस्थान राज्य में रारा-11 के फतेहपुर बाईपास (डिजाइन किमी 0.000 से किमी 7.400), मंडावा बाईपास (डिजाइन किमी 20.925 से किमी 27.300) और झुंझुनू बाईपास (डिजाइन किमी 41.625 से किमी 54.689) का पेव्ड शोल्डर सहित दो लेन निर्माण	26.84	186.29	14-फर.-23	11-जून-25	78
25	ईपीसी मोड पर राजस्थान राज्य में रारा-709 विस्तार के डिजाइन चै. किमी 0.000 से किमी 5.400 तक राजगढ़ बाईपास का दो लेन का निर्माण और डिजाइन चै. किमी 35.840 से किमी 43.120 तक पिलानी बाईपास का निर्माण	12.68	107.63	28-नव.-22	31-मार्च-25	98
26	ईपीसी मोड पर राजस्थान राज्य में रारा-248ए के शाहपुरा मौजूदा किमी 0.00 (डिजाइन चै. 0+00) से थानागाजी मौजूदा किमी 37+352 (डिजाइन चै. 36+810) तक पेव्ड शोल्डर सहित दो लेन में उन्नयन	36.81	174.34	01-फर.-23	30-जून-25	80
27	राजस्थान राज्य में रारा-113 के प्रतापगढ़-पडी खंड (किमी 152/80 से 153/100, 156/650 से 157/180, 172/340 से 172/850 तक) की 1.340 किमी लंबाई वाले 2 लेन+पीएस में पुनर्स्थापन और उन्नयन का शेष कार्य	1.34	6.6637	14-नव.-22	31-मार्च-25	93.8

क्र. सं.	परियोजना का नाम	लंबाई (किमी)	टीपीसी	निर्धारित तिथि	पूरा करने की लक्षित तिथि	परियोजना की वास्तविक प्रगति (%)
			(करोड़ रु. में)			
28	ईपीसी मोड पर रारा-162ई के डिजाइन किमी 0.00 (मौजूदा किमी 150.00) पर चारभुजा से डिजाइन चै. किमी 88.800 (मौजूदा किमी 55.950) पर नीचली ओडेन (नाथद्वारा) तक पेव्ड शोल्डर सहित 2 लेन का उन्नयन	88.8	838.43	27-सितं.-23	26-सितं.-25	72
29	ईपीसी मोड पर राजस्थान राज्य में रारा-927ए के मौजूदा चैनेज किमी 207.700 (डिजाइन चै. 208+550) से किमी 216.440 (डिजाइन चै. 216+890) [सागवाड़ा बाईपास] और मौजूदा किमी 227.470 (डिजाइन चै. 227+900) से किमी 244.060 (डिजाइन चै. 235+00) [गढ़ी-परतापुर बाईपास] खंड को पेव्ड शोल्डर सहित दो लेन में उन्नयन	15.44	187.65	21-अग.-23	30-मई-25	75.45
30	ईपीसी मोड पर राजस्थान राज्य में कोटा शहर के उत्तरी बाईपास चरण-II के डिजाइन चै. किमी 0/0 (एसएच-33 के किमी 178+300) से किमी 12/915 (रारा-52 के किमी 236+800) तक पेव्ड शोल्डर सहित 2 लेन का निर्माण	12.915	317.74	15-नवं.-23	14-अप्रैल-25	11
31	ईपीसी मोड पर राजस्थान राज्य के नागौर शहर में पुराने रारा-89 पर किमी 166.00 से किमी 172.200 तक चार लेन में चौड़ीकरण कार्य	6.2	18.2	22-फर.-23	30-जून-25	75
32	ईपीसी मोड पर राजस्थान राज्य में रारा-25 विस्तार (डिजाइन लंबाई 56.445 किमी) के किमी 69.910 से किमी 126.355 तक घाघरिया-मुनाबाओ खंड का पेव्ड शोल्डर सहित दो लेन का उन्नयन एवं पुनर्स्थापन	56.45	235.15	2-अग.-23	1-अग.-25	94.00

क्र. सं.	परियोजना का नाम	लंबाई (किमी)	टीपीसी	निर्धारित तिथि	पूरा करने की लक्षित तिथि	परियोजना की वास्तविक प्रगति (%)
			(करोड़ रु. में)			
33	ईपीसी मोड पर राजस्थान राज्य में रारा-311 का किमी 0 से 7.4 तक और किमी 18.00 से 36.600 तक पुनर्स्थापन	25.00	29.77	8-जुलाई-24	31-मार्च-25	60.00
34	ईपीसी मोड पर राजस्थान राज्य के सूरतगढ़ शहर में वार्षिक योजना 2023-24 के अंतर्गत रारा-62 के किमी 171+706 से किमी 172+097 तक एल्यूमीनियम के पहुंचमार्गों में आरई दीवार का निर्माण	0.39	9.06	19-सितं.-24	18-जून-25	0
35	ईपीसी मोड पर राजस्थान राज्य में रारा-62 जोधपुर-पाली खंड पर किमी 340.0 से 341.550 तक मारवाड़ औद्योगिक क्लस्टर के निकट वीयूपी का निर्माण	0.99	43.19	21-सितं.-24	20-मार्च-26	0
36	राजस्थान राज्य में जोधपुर पाली खंड पर रारा-62 पर किमी 5+00 (रोहट बाईपास के अंत में) पर वीयूपी का निर्माण	0.90	39.03	21-सितं.-24	20-मार्च-26	0
37	ईपीसी मोड पर राजस्थान राज्य में रारा-162ई पर डिजाइन किमी 88.800 (मौजूदा किमी 55.95) पर नीचली ओडेन (नाथद्वारा) से डिजाइन किमी 142.028 (मौजूदा किमी 0.00) पर भटेवर तक पेव्ड शोल्डर सहित 2 लेन का उन्नयन	53.23	606.61	4-अक्टू.-24	3-अक्टू.-26	6.50
38	ईपीसी मोड पर राजस्थान राज्य में रारा-54 पर हनुमानगढ़ से केंचियान तक किमी 0.00 (मौजूदा चै. किमी 23.200) से किमी 49.605 (मौजूदा चै. किमी 74.645) तक पेव्ड शोल्डर सहित दो लेन का उन्नयन	49.61	334.64	4-अक्टू.-24	3-अक्टू.-26	20.00
39	ईपीसी मोड पर राजस्थान राज्य में रारा-248ए (नटनी का बाड़ा) पर डिजाइन किमी 36+300 से डिजाइन चै. 47+918 तक और डिजाइन चै. 69+900 से	25.65	154.89	29-नवं.-24	29-मई-26	0

क्र. सं.	परियोजना का नाम	लंबाई (किमी)	टीपीसी	निर्धारित तिथि	पूरा करने की लक्षित तिथि	परियोजना की वास्तविक प्रगति (%)
			(करोड़ रु. में)			
	डिजाइन चै. 83+940 तक पेव्ड शोल्डर सहित 2 लेन का उन्नयन					
40	ईपीसी मोड पर राजस्थान राज्य में रारा-158 पर रास टाउन तक 4-लेन बाईपास का निर्माण	4.525	78.06	3-मार्च-25	3-सितं.-26	0
41	राजस्थान राज्य में रारा-158 (चै. 109.90 से चै. 114.279) को रारा-48 से जोड़ने के लिए मंडल टाउन (जिला-भीलवाड़ा) तक पेव्ड शोल्डर सहित 2-लेन बाईपास का निर्माण (मंडल बाईपास)	4.379	64.44	3-मार्च-25	3-सितं.-26	0

‘ओडीओपी’ के अंतर्गत बिहार के उत्पाद

2482. श्री कौशलेन्द्र कुमार:

श्री दिनेश चंद्र यादव:

श्री गिरिधारी यादव:

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे कि:

(क) ‘एक जिला एक उत्पाद’ योजना के अंतर्गत बिहार के सभी जिलों के उत्पादों का ब्यौरा क्या है;

(ख) उक्त योजना के अंतर्गत उपरोक्त जिलों द्वारा अब तक कितना लाभ उठाया गया है; और

(ग) उक्त योजना के अंतर्गत उक्त जिलों में किसानों की आय में कितनी वृद्धि हुई है?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क) प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन (पीएमएफएमई) योजना के तहत **विवरण-I** में दिए गए जिलावार ब्यौरे के अनुसार, बिहार राज्य के सभी 38 जिलों में एक जिला एक उत्पाद (ओडीओपी) को अनुमोदित किया गया है।

(ख) बिहार सहित देश में पीएमएफएमई योजना के तहत उपलब्ध लाभों का ब्यौरा **विवरण-II** में दिया गया है।

(ग) खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) पीएमएफएमई योजना के तहत किसानों की आय के बारे में जानकारी एकत्र नहीं करता है।

विवरण-I

बिहार राज्य के लिए जिलेवार ओडीओपी का ब्यौरा

क्र.स.	जिला	ओडीओपी
1	अररिया	मखाना (फॉक्सनट)
2	अरवल	दाल आधारित उत्पाद (बेसन और सत्तू)
3	औरंगाबाद	स्ट्रॉबेरी आधारित उत्पाद
4	बांका	कटरनी चावल आधारित उत्पाद
5	बेगूसराय	मिर्च आधारित उत्पाद
6	भागलपुर	जर्दालू आम
7	भोजपुर	भारतीय पारंपरिक मिठाई और मिष्ठान्न (खुरमा/बेलग्रामी)
8	बक्सर	भारतीय पारंपरिक मिठाई (बतीसा या पापड़ी)
9	दरभंगा	मखाना (फॉक्सनट)
10	पूर्वी चंपारण	लीची आधारित उत्पाद
11	गया	तिल आधारित उत्पाद
12	गोपालगंज	पपीता आधारित उत्पाद
13	जमुई	लघु वन उपज (कटहल आदि)
14	जहानाबाद	दाल आधारित उत्पाद (बेसन और सत्तू)
15	कैमूर	चावल आधारित उत्पाद (पोहा, मुरमुरा आदि)
16	कटिहार	मखाना (फॉक्सनट)
17	खगरिया	केला आधारित उत्पाद

18	किशनगंज	अनानास आधारित उत्पाद
19	लखीसराय	टमाटर आधारित उत्पाद
20	मधेपुरा	आम आधारित उत्पाद
21	मधुबनी	मखाना (फॉक्सनट)
22	मुंगेर	चावल आधारित उत्पाद (पोहा, मुरमुरा आदि)
23	मुजफ्फरपुर	लीची आधारित उत्पाद
24	नालन्दा	आलू आधारित उत्पाद
25	नवादा	सुपारी बेल
26	पटना	बेकरी उत्पाद
27	पूर्णिया	मक्का आधारित उत्पाद
28	रोहतास	चावल आधारित उत्पाद (पोहा, मुरमुरा आदि)
29	सहरसा	मखाना (फॉक्सनट)
30	समस्तीपुर	हल्दी
31	सारण	टमाटर आधारित उत्पाद
32	शेखपुरा	प्याज आधारित उत्पाद
33	शिवहर	केला आधारित उत्पाद
34	सीतामढ़ी	लीची आधारित उत्पाद
35	सिवान	मेंथा आधारित उत्पाद
36	सुपौल	मखाना (फॉक्सनट)
37	वैशाली	शहद
38	पश्चिमी चंपारण	गन्ना आधारित उत्पाद

विवरण-II

प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन (पीएमएफएमई) योजना के तहत उद्यमों को दी जाने वाली वित्तीय सहायता का ब्यौरा

(i). व्यक्तिगत/समूह श्रेणी के सूक्ष्म उद्यमों को सहायता: पात्र परियोजना लागत का 35% की दर से ऋण-लिंकड पूंजी सब्सिडी, अधिकतम सीमा 10 लाख रुपये प्रति इकाई है;

- (ii). प्रारम्भिक पूंजी के लिए स्वयं सहायता समूहों को सहायता: कार्यशील पूंजी और छोटे औजारों की खरीद के लिए खाद्य प्रसंस्करण में लगे स्वयं सहायता समूहों के प्रत्येक सदस्य को 40,000 रुपये की दर से प्रारम्भिक पूंजी, जो प्रति स्वयं सहायता समूह संघ अधिकतम 4 लाख रुपये के अध्ययीन है।
- (iii). सामान्य अवसंरचना के लिए सहायता: सामान्य अवसंरचना की स्थापना के लिए एफपीओ, स्वयं सहायता समूहों, सहकारी समितियों और किसी भी सरकारी एजेंसी को सहायता देने के लिए 35% की दर से ऋण-लिंकड पूंजी सब्सिडी, जो अधिकतम 3 करोड़ रुपये के अध्ययीन है। सामान्य अवसंरचना अन्य इकाइयों और सामान्य जनता के लिए भी उपलब्ध होगी, ताकि वे क्षमता के पर्याप्त हिस्से के लिए किराये के आधार पर इसका उपयोग कर सकें।
- (iv). ब्रांडिंग और विपणन सहायता: एफपीओ/ स्वयं सहायता समूहों/सहकारी समितियों या सूक्ष्म खाद्य प्रसंस्करण उद्यमों के एसपीवी के समूहों को ब्रांडिंग और विपणन के लिए 50% तक अनुदान।
- (v). क्षमता निर्माण: इस योजना में खाद्य प्रसंस्करण उद्योग और उत्पाद विशिष्ट कौशल की आवश्यकता को पूरा करने के लिए संशोधित खाद्य प्रसंस्करण और उद्यमिता विकास कार्यक्रम के लिए प्रशिक्षण की परिकल्पना की गई है।

CONSTRUCTION OF NEW GREENFIELD AIRPORTS

2483. SHRI SHRIRANG APPA CHANDU BARNE:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) whether the Union Government has proposed to construct new greenfield airports to boost trade, tourism and infrastructure in the respective regions;
- (b) if so, the details of the locations thereof, State-wise, particularly in Maharashtra;

(c) the current status of Chhatrapati Sambhaji Raje International Airport, Pune (Purandar Airport); and

(d) the time by which the said airport is likely to be made operational?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) to (d) In terms of Greenfield Airports (GFA) Policy, 2008 of Government of India (GoI), approval for setting up of 21 new Greenfield Airports including Navi Mumbai, Shirdi and Sindhudurg in Maharashtra have been accorded across the Country. Out of these, 12 Greenfield airports including two in Maharashtra i.e. Shirdi and Sindhudurg have been operationalised.

In May, 2018, GoI had granted Site Clearance to Maharashtra Airport Development Company Limited (MADC) for development of International Greenfield airport at Site 1A of Purandar, Pune. Thereafter, in January, 2021, MADC submitted the revised proposal to MoCA for considering an alternate site i.e. Site 5A instead of Site 1A due to land acquisition issues. Site Clearance for new Site 5A was considered in this Ministry in consultation with concerned stakeholders and MADC. However, Ministry of Defence (MoD) subsequently withdrew the NOC for Site 5A and that proposal was not pursued further.

In August, 2023, MoCA has received a request from MADC for reinstating the 'Site Clearance', granted earlier by MoCA in May, 2018, for development of a greenfield airport at Purandar, Pune. This request/proposal was sent to Airports Authority of

India (AAI), Directorate General of Civil Aviation (DGCA) and Ministry of Defence (MoD) for their observations. The observations received from AAI and DGCA alongwith NoC conveyed by MoD have been sent to MADC for their comments and compliance.;

As per the GFA Policy, 2008, the responsibility for implementation of the Greenfield airport project including land acquisition, funding, RandR etc. lies with the concerned Airport Developer or the State Government, as the case may be.

PM-GATI SHAKTI NATIONAL MASTER PLAN

2484.DR. BHOLA SINGH:

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

- (a) whether the PM-Gati Shakti National Master Plan has significantly improved infrastructure development and logistics efficiency across the country;
- (b) if so, the major achievements under this initiative, particularly in terms of road connectivity, reduced travel time and economic benefits;
- (c) the extent to which the integration of digital tools like Geographic Information Systems (GIS) and AI-based planning has enhanced the efficiency of highway and expressway construction; and
- (d) whether the Government has identified further policy measures to expand and strengthen the impact of this initiative and if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) The Government in Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs). All the NHs development projects are planned in line with PM GatiShakti National Master Plan (NMP) Principles.

The PM GatiShakti NMP portal depicts the various data layers including economic nodes, social nodes, logistics nodes etc. thus enabling to identify infrastructure linkages required to support the development projects with an objective to holistically integrate the multimodal connectivity. This also facilitates identifying the missing gaps for seamless movement of people, goods and services for proper connectivity, thereby improving the logistics efficiency.

(b) Major initiatives taken to improve user experience on the PM GatiShakti NMP portal includes availability of more than 550 layers of different sets of data, thereby helping in optimising the Detailed Project Report (DPR) including alignment.

Further 115 NHs / road projects in about 13,500 km amounting to Rs. 6.38 Lakh Crore have been examined so far leveraging the PM GatiShakti NMP Portal and consulted within the Network Planning Group (NPG) of PM GatiShakti NMP. This has resulted in better planning and execution of infrastructure projects for more streamlined project delivery by reducing the time and cost associated with project design, alignment, clearances, and approvals.

(c) The DPR module tool developed by the Government along with the available features in the dynamic Geographic Information System (GIS) platform based PM GatiShakti NMP Portal is helpful for optimizing the NHs project alignments and planning of projects considering information related to existing physical / geographical features, forest areas, eco-sensitive areas, etc., in minimizing ecological impacts, requirements of clearances and faster and more effective project preparation. This contributes significantly in faster implementation of projects by obviating need for mid-course corrections / revisions in project features during project implementation phases.

(d) The Government, through regular policy interventions and technology driven approach, is committed to enhance the scope of PM GatiShakti NMP portal in improving the planning and execution of infrastructure projects. Government is involved in continuous improvement of the portal through data updation drives, integration with other databases like Electronic Detailed Accident Database (eDAR), traffic survey, toll plaza data etc.

जल का पुनः उपयोग

2485. श्री धर्मेन्द्र यादव:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या भारत तीव्र शहरीकरण, औद्योगिक विकास, जनसंख्या विस्तार और सबसे महत्वपूर्ण जलवायु परिवर्तन के कारण जल की कमी की चुनौतियों का सामना कर रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

- (ख) क्या सरकार ने यह अधिदेश दिया है कि शहरों को अपने द्वारा उपभोग किए जाने वाले जल का कम से कम बीस प्रतिशत पुनः उपयोग करना होगा और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या केन्द्र सरकार ने इस संबंध में राज्य सरकारों को कोई निर्देश जारी किए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) क्या राज्य सरकारों, विशेषकर उत्तर प्रदेश से कोई प्रतिक्रिया प्राप्त हुई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ङ) उन राज्यों के नाम क्या हैं जो अपने उपभोग किए गए जल का बीस प्रतिशत पुनः उपयोग करने में विफल रहे हैं; और
- (च) जल चक्रण और सततता को बढ़ावा देने के लिए केन्द्र सरकार द्वारा क्या कदम उठाए गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) से (च) किसी क्षेत्र या देश की औसत वार्षिक जल उपलब्धता मुख्य रूप से वहाँ के जल- मौसम विज्ञानकी और भूवैज्ञानिक कारकों पर निर्भर करती है, हालांकि प्रति व्यक्ति जल उपलब्धता किसी देश की जनसंख्या पर निर्भर करती है। तेजी से शहरीकरण, औद्योगिक विकास, जनसंख्या वृद्धि आदि के कारण बढ़ती जल मांग को पूरा करने में चुनौतियाँ हैं। देश में प्रति व्यक्ति जल उपलब्धता जनसंख्या में वृद्धि के कारण घट रही है। केंद्रीय जल आयोग द्वारा किए गए अध्ययन "भारत में जल उपलब्धता का पुनर्मूल्यांकन, 2019" के आधार पर, वर्ष 2021 और 2031 के लिए औसत वार्षिक प्रति व्यक्ति जल उपलब्धता क्रमशः 1486 घन मीटर और 1367 घन मीटर आंकी गई है। 1700 घन मीटर से कम वार्षिक प्रति व्यक्ति जल की उपलब्धता को जल की कमी माना जाता है जबकि 1000 घन मीटर से कम वार्षिक प्रति व्यक्ति जल उपलब्धता को जल संकट की स्थिति माना जाता है।

‘जल’ राज्य का एक विषय होने के कारण जल संसाधनों के संवर्धन, संरक्षण और कुशल प्रबंधन के लिए कदम मुख्य रूप से संबंधित राज्य सरकारों द्वारा उठाए जाते हैं। राज्य सरकारों के प्रयासों को संपूरित

करने के लिए केंद्र सरकार विभिन्न योजनाओं और कार्यक्रमों के माध्यम से उन्हें तकनीकी और वित्तीय सहायता प्रदान करती है।

जल संसाधन, नदी विकास और गंगा संरक्षण, जल शक्ति मंत्रालय के तहत राष्ट्रीय गंगा स्वच्छता मिशन (एनएमसीजी) द्वारा राज्यों को उनकी पुनः जल उपयोग नीतियों को तैयार करने में मार्गदर्शन देने और उपचारित जल के पुनः उपयोग के लिए आर्थिक मॉडल स्थापित करने के लिए एक "उपचारित जल के सुरक्षित पुनः उपयोग के लिए राष्ट्रीय ढांचा" विकसित किया गया है। राष्ट्रीय गंगा स्वच्छता मिशन की उपचारित जल के सुरक्षित पुनः उपयोग पर शहर के नीति-निर्माताओं और अधिकारियों के लिए एक हैंडबुक भी है जिसका उद्देश्य ताजे जल संसाधनों का संरक्षण करना और सतत जल प्रबंधन प्रथाओं को बढ़ावा देना है। उल्लेखनीय है कि ट्रांस यमुना एसटीपी से 8 एमएलडी उपचारित जल मथुरा रिफाइनरी को पीने के अलावा अन्य उद्देश्यों के लिए दिया जाता है और प्रगति पावर कॉर्पोरेशन लिमिटेड, दिल्ली एवं जोजोबेरा थर्मल पावर प्लांट, झारखंड द्वारा दो थर्मल संयंत्रों द्वारा निकटवर्ती एसटीपी से मिलने वाले उपचारित जल का उपयोग किया जा रहा है।

राष्ट्रीय स्वच्छ गंगा मिशन द्वारा संबंधित राज्यों, जिसमें उत्तर प्रदेश भी शामिल है, को उपचारित जल के सुरक्षित पुनः उपयोग के लिए एक राज्य नीति तैयार करने के लिए प्रेरित किया गया है। इसकी प्रतिक्रिया स्वरूप, स्वच्छ गंगा राज्य मिशन – यूपी (एसएमसीजी-यूपी) ने इस संबंध में प्रक्रिया शुरू कर दी है।

अटल नवीनीकरण और शहरी परिवर्तन मिशन (अमृत) 2.0 योजना, जिसे दिनांक 01 अक्टूबर, 2021 को 05 वर्षों की अवधि के लिए शुरू किया गया है, अर्थात् वित्तीय वर्ष 2021-22 से लेकर वित्तीय वर्ष 2025-26 तक का उद्देश्य देश के सभी वैधानिक नगरों में सभी घरों को नल के माध्यम से जल आपूर्ति का सार्वभौमिक कवरेज प्रदान करना और अमृत योजना के पहले चरण में शामिल 500 शहरों में सीवरेज/सेप्टेज प्रबंधन का कवरेज करना है। अटल नवीनीकरण और शहरी परिवर्तन मिशन 2.0 (अमृत 2.0) के रिफार्म एजेंडा के तहत जल संरक्षण में सुधार हेतु उपचारित अपशिष्ट जल के पुनर्चक्रण की

परिकल्पना की गई है ताकि शहर की कुल जल मांग का 20% और राज्य स्तर पर उद्योग हेतु जल मांग का 40% पूरा किया जा सके।

जल शक्ति मंत्रालय द्वारा उद्योगों, अवसंरचना और खनन परियोजनाओं द्वारा भूजल निकासी के नियमन के लिए अधिसूचना संख्या 3209(ड) दिनांक 24.09.2020 के माध्यम से दिशानिर्देश जारी किए गए हैं जिनमें पानी के पुनः उपयोग को बढ़ावा देने के लिए निम्नलिखित प्रावधान/निर्देश शामिल किए गए हैं।

- i. केंद्रीय भूजल बोर्ड द्वारा जारी अनापत्ति प्रमाण पत्र में यह शर्त शामिल है कि हरित क्षेत्र (कृषि) के लिए जल की आवश्यकता को 'जहां संभव हो, पुनर्चक्रण/उपचारित अपशिष्ट जल से पूरा किया जाएगा'।
- ii. परियोजना प्रस्तावक को केंद्रीय भूजल प्राधिकरण से अनापत्ति प्रमाण पत्र प्राप्त करने के लिए भूजल निष्कर्षण/पुनर्स्थापन शुल्क का भुगतान करना होगा। परियोजना प्रस्तावकों द्वारा भूजल निकालने के लिए शुल्क लगाने से जल के पुनर्चक्रण/पुनः उपयोग के माध्यम से भूजल/ पानी का विवेकपूर्ण उपयोग होता है और पानी की बर्बादी भी कम होती है।
- iii. ऐसी अवसंरचना परियोजनाएं जो 20 किलो लीटर प्रति दिन (केएलडी) या उससे अधिक भूजल निकालती हैं, उनके द्वारा एसटीपी स्थापित करने और हरित पट्टे के विकास/कारों की धुलाई आदि के लिए उपचारित जल का उपयोग करना अपेक्षित है।

जल चक्रीयता और स्थिरता को बढ़ावा देने के लिए, सीपीसीबी द्वारा एक चार्टर तैयार किया है और उसे लागू किया है जो जल-गहन औद्योगिक क्षेत्रों में अर्थात् गंगा बेसिन में पल्प और पेपर (2012 और 2015), चीनी (2018), डिस्टिलरी (2018), वस्त्र (2019 और 2022), और टैनरी (2022) में भागीदारी दृष्टिकोण का द्योतक है, जिसके परिणामस्वरूप ताजे जल की खपत, अपशिष्ट जल निर्वहन और प्रदूषण लोड में कमी आई है जिससे जल उपयोग दक्षता में वृद्धि हुई है। इस चार्टर के कार्यान्वयन के परिणामस्वरूप वर्ष 2023 में पल्प और पेपर क्षेत्र में विशिष्ट ताजे जल की खपत में 42%, चीनी मिलों में 73%, डिस्टिलरी में 66% और वस्त्र में 76% की कमी आई है। गंगा बेसिन में सभी गुड़-आधारित डिस्टिलरी ने शून्य तरल निर्वहन (जेडएलडी) हासिल किया है। सीपीसीबी ने 'सिंचाई में उपचारित अपशिष्ट जल के उपयोग के लिए दिशानिर्देश' तैयार किए हैं।

जल शक्ति मंत्रालय और अन्य केंद्रीय मंत्रालयों द्वारा जल संरक्षण, भूजल के नियंत्रण और विनियमन एवं वर्षा जल संचयन/कृत्रिम पुनर्भरण आदि को बढ़ावा देने के लिए उठाए गए विभिन्न कदमों को यूआरएल पर देखा जा सकता है:

<https://cdnbbsr.s3waas.gov.in/s3a70dc40477bc2adceef4d2c90f47eb82/uploads/2024/07/20240716706354487.pdf>

स्मार्ट सिटी का विकास

2486. श्री राजेश रंजन:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि देश में 100 शहरों को स्मार्ट सिटी के रूप में विकसित करने का कार्य पूरा हो चुका है;

(ख) यदि हां, तो इन 100 शहरों पर खर्च की गई राशि का शहरवार ब्यौरा क्या है;

(ग) क्या सरकार ने 'बिहार का दार्जिलिंग' कहे जाने वाले पूर्णिया सहित और अधिक शहरों को स्मार्ट सिटी के रूप में विकसित करने पर विचार किया है/कर रही है;

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) नव चयनित शहरों के नामों की घोषणा कब तक होने की संभावना है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) और (ख) 04.03.2025 तक, स्मार्ट सिटीज मिशन (एससीएम) के तहत चयनित 100 शहरों में 1,50,306 करोड़ रु. की लागत वाली 7,504 परियोजनाएं (कुल परियोजनाओं का 93%) पूरी की जा चुकी हैं। इन 100 शहरों पर खर्च की गई राशि का शहर-वार ब्यौरा **विवरण-I** और **II** में दिया गया है।

(ग) से (ङ) राज्यों/संघ राज्य क्षेत्रों से प्राप्त अनुरोधों पर भारत सरकार ने अपनी पहले से चल रही परियोजनाओं को पूरा करने के लिए एससीएम को 31.03.2025 तक बढ़ा दिया है तथा वर्तमान में

अतिरिक्त शहरों को शामिल करके मौजूदा एससीएम को बढ़ाने का कोई प्रस्ताव केंद्र सरकार के विचाराधीन नहीं है।

विवरण- I

स्मार्ट सिटी मिशन के अंतर्गत शहरवार परियोजनाओं का ब्यौरा

(राशि करोड़ रुपये में)

राज्य/शहर	कुल		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
अंडमान निकोबार द्वीप समूह	18	511	7	40	11	472
पोर्ट ब्लेयर	18	511	7	40	11	472
आंध्र प्रदेश	280	6,589	235	5,661	45	928
अमरावती	19	903	14	746	5	157
काकीनाडा	92	1,908	80	1,731	12	177
तिरुपति	104	2,083	79	1,611	25	472
विशाखापत्तनम	65	1,695	62	1,574	3	122
अरुणाचल प्रदेश	75	1,032	55	615	20	417
इटानगर	32	521	22	378	10	143
पासीघाट	43	512	33	237	10	275
असम	21	755	19	722	2	32
गुवाहाटी	21	755	19	722	2	32
बिहार	152	5,349	126	4,211	26	1,138
भागलपुर	27	1,504	25	1,395	2	109
बिहारशरीफ	61	1,449	52	1,143	9	306
मुजफ्फरपुर	30	966	22	626	8	340
पटना	34	1,430	27	1,046	7	383
चंडीगढ़	97	2,694	96	2,692	1	2
चंडीगढ़	97	2,694	96	2,692	1	2

राज्य/शहर	कुल		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
छत्तीसगढ़	520	4,443	494	4,009	26	435
अटल नगर	52	944	45	856	7	89
बिलासपुर	126	1,765	115	1,529	11	236
रायपुर	342	1,734	334	1,624	8	110
दादरा और नगर हवेली	29	853	11	406	18	448
सिलवासा	29	853	11	406	18	448
दमन और दीव	54	1,037	43	706	11	332
दीव	54	1,037	43	706	11	332
दिल्ली	129	1,034	120	874	9	160
एनडीएमसी	129	1,034	120	874	9	160
गोवा	51	1,051	42	849	9	202
पणजी	51	1,051	42	849	9	202
गुजरात	354	11,451	345	11,019	9	432
अहमदाबाद	70	2,655	69	2,626	1	29
दाहोद	36	984	31	795	5	189
गांधीनगर	43	1,046	41	836	2	210
राजकोट	71	2,184	70	2,179	1	5
सूरत	82	2,638	82	2,638	-	-
वडोदरा	52	1,943	52	1,943	-	-
हरियाणा	164	2,079	141	1,700	23	379
फरीदाबाद	44	929	33	753	11	176
करनाल	120	1,150	108	947	12	202
हिमाचल प्रदेश	291	1,552	265	1,206	26	346
धर्मशाला	80	656	57	366	23	290
शिमला	211	896	208	840	3	56
जम्मू और कश्मीर	288	6,597	265	6,166	23	430
जम्मू	127	2,969	118	2,779	9	190
श्रीनगर	161	3,627	147	3,387	14	240
झारखंड	26	1,847	26	1,847	-	-

राज्य/शहर	कुल		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
रांची	26	1,847	26	1,847	-	-
कर्नाटक	917	13,808	891	13,393	26	415
बेलगावी	217	2,780	211	2,716	6	63
बेंगलुरु	57	1,050	56	1,031	1	19
दावनगेरे	128	1,976	125	1,933	3	43
हुबली-धारवाड़	81	1,950	78	1,817	3	133
मंगलूरु	105	2,573	93	2,425	12	149
शिवमोगा	112	1,381	111	1,372	1	9
तुमकुरु	217	2,099	217	2,099	-	-
केरल	177	3,003	153	2,571	24	432
कोच्चि	98	1,761	87	1,567	11	194
तिरुवनंतपुरम	79	1,242	66	1,004	13	239
लक्षद्वीप	8	11	8	11	-	-
कावारती	8	11	8	11	-	-
मध्य प्रदेश	788	15,070	758	14,410	30	661
भोपाल	82	2,791	82	2,791	-	-
ग्वालियर	83	1,572	76	1,367	7	205
इंदौर	232	3,759	231	3,751	1	7
जबलपुर	130	2,197	130	2,197	-	-
सागर	80	1,782	77	1,659	3	123
सतना	86	1,357	71	1,098	15	259
उज्जैन	95	1,613	91	1,547	4	66
महाराष्ट्र	348	17,044	324	15,146	24	1,898
औरंगाबाद	47	2,835	44	2,623	3	213
कल्याण-डोम्बीवली	19	1,245	15	716	4	529
नागपुर	47	1,768	38	1,508	9	260
नासिक	54	3,197	50	2,986	4	211
पिंपरी-चिंचवाड	25	1,304	24	1,172	1	132
पुणे	55	3,333	55	3,333	-	-

राज्य/शहर	कुल		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
सोलापुर	49	1,651	48	1,407	1	244
ठाणे	52	1,712	50	1,402	2	310
मणिपुर	27	513	19	247	8	266
इंफाल	27	513	19	247	8	266
मेघालय	13	517	10	453	3	64
शिलांग	13	517	10	453	3	64
मिजोरम	45	508	32	278	13	230
आइजोल	45	508	32	278	13	230
नागालैंड	40	689	38	591	2	98
कोहिमा	40	689	38	591	2	98
ओडिशा	107	3,589	104	3,427	3	162
भुवनेश्वर	32	2,072	31	2,057	1	15
राउरकेला	75	1,517	73	1,370	2	147
पुदुचेरी	80	595	67	312	13	283
पुदुचेरी	80	595	67	312	13	283
पंजाब	205	4,450	179	3,969	26	481
अमृतसर	44	1,911	39	1,759	5	152
जालंधर	80	1,197	71	975	9	222
लुधियाना	81	1,342	69	1,235	12	108
राजस्थान	579	8,640	566	8,368	13	272
अजमेर	179	2,224	174	2,166	5	58
जयपुर	170	2,545	165	2,369	5	177
कोटा	87	2,154	84	2,116	3	38
उदयपुर	143	1,717	143	1,717	-	-
सिक्किम	54	1,660	46	1,423	8	237
गंगटोक	28	743	23	652	5	91
नामची	26	917	23	771	3	146
तमिलनाडु	730	17,954	717	17,626	13	328
चेन्नई	49	1,104	48	1,097	1	7

राज्य/शहर	कुल		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
कोयंबटूर	72	1,455	72	1,455	-	-
इरोड	55	1,304	55	1,304	-	-
मदुरै	16	1,900	16	1,900	-	-
सलेम	114	1,861	114	1,861	-	-
तंजावुर	103	996	101	974	2	23
थुथुकोडी	75	1,038	75	1,038	-	-
तिरुचिरापल्ली	83	1,548	79	1,315	4	233
तिरुनेलवेली	82	1,819	80	1,806	2	13
तिरुपूर	28	2,833	26	2,796	2	37
वेल्लोर	53	2,096	51	2,081	2	15
तेलंगाना	169	2,918	108	2,249	61	669
ग्रेटर वारंगल	119	1,800	72	1,364	47	436
करीमनगर	50	1,117	36	884	14	233
त्रिपुरा	77	808	74	761	3	46
अगरतला	77	808	74	761	3	46
उत्तर प्रदेश	891	21,145	868	20,423	23	722
आगरा	62	2,369	62	2,369	-	-
अलीगढ़	52	1,830	47	1,600	5	230
बरेली	88	1,476	88	1,476	-	-
झांसी	78	1,868	78	1,868	-	-
कानपुर	91	3,060	89	3,000	2	60
लखनऊ	103	2,126	102	2,115	1	11
मुरादाबाद	41	1,461	39	1,425	2	35
प्रयागराज	144	2,326	142	2,262	2	64
सहारनपुर	115	1,287	104	966	11	321
वाराणसी	117	3,342	117	3,342	-	-
उत्तराखंड	33	1,144	32	939	1	204
देहरादून	33	1,144	32	939	1	204
पश्चिम बंगाल	226	1,604	220	987	6	618

राज्य/शहर	कुल		पूर्ण परियोजनाएं		चल रही परियोजनाएं	
	परियोजनाएं	राशि	परियोजनाएं	राशि	परियोजनाएं	राशि
न्यू टाउन कोलकाता	226	1,604	220	987	6	618
कुल	8,063	1,64,545	7,504	1,50,306	559	14,239

4 मार्च 2025 तक राज्यों/संघ राज्य क्षेत्रों/स्मार्ट सिटी मिशन द्वारा उपलब्ध कराई गई जानकारी के अनुसार।

विवरण- II

100 स्मार्ट शहरों द्वारा दावा की गई केन्द्रीय वित्तीय सहायता और उपयोग/खर्च का ब्यौरा

(राशि करोड़ रुपये में)

राज्य/शहर	कुल केन्द्रीय रिलीज	भारत सरकार की निधि का उपयोग
अंडमान एवं निकोबार द्वीप समूह	245	242
पोर्ट ब्लेयर	245	242
आंध्र प्रदेश	1,984	1,921
अमरावती	560	522
काकीनाडा	490	485
तिरुपति	392	388
विशाखापत्तनम	542	526
अरुणाचल प्रदेश	978	798
इटानगर	488	365
पासीघट	490	433
असम	490	490
गुवाहाटी	490	490
बिहार	1,735	1,669
भागलपुर	490	483

राज्य/शहर	कुल केंद्रीय रिलीज	भारत सरकार की निधि का उपयोग
बिहारशरीफ	376	342
मुजफ्फरपुर	442	419
पटना	427	425
चंडीगढ़	490	490
चंडीगढ़	490	490
छत्तीसगढ़	1,352	1,281
अटल नगर	488	463
बिलासपुर	429	384
रायपुर	435	435
दादर और नगर हवेली	392	387
सिल्वासा	392	387
दमन और दीव	386	374
दीव	386	374
दिल्ली	343	317
एनडीएमसी	343	317
गोवा	441	411
पणजी	441	411
गुजरात	2,947	2,892
अहमदाबाद	490	490
दाहोद	417	414
गांधीनगर	490	462
राजकोट	490	468
सूरत	570	570
वडोदरा	490	487
हरियाणा	980	844
फरीदाबाद	490	412
करनाल	490	432
हिमाचल प्रदेश	978	955
धर्मशाला	490	477
शिमला	488	478
जम्मू और कश्मीर	856	771

राज्य/शहर	कुल केंद्रीय रिलीज	भारत सरकार की निधि का उपयोग
जम्मू	440	394
श्रीनगर	416	377
झारखंड	490	490
रांची	490	490
कर्नाटक	3,507	3,388
बेलगावी	490	485
बेंगलुरु	488	456
दावनगोरे	490	490
हुब्ली, धारवाड़	606	524
मंगलूरु	453	453
शिवमोगा	490	490
तुमकुरु	490	490
केरल	993	977
कोच्चि	505	503
तिरुवनंतपुरम	488	474
लक्षद्वीप	183	45
कावारत्ती	183	45
मध्य प्रदेश	3,510	3,465
भोपाल	490	490
ग्वालियर	490	489
इंदौर	490	490
जबलपुर	490	490
सागर	490	489
सतना	490	481
उज्जैन	570	536
महाराष्ट्र	3,826	3,804
अमरावती#	2	2
औरंगाबाद	490	490
ग्रेटर मुंबई#	2	2
कल्याण- डोम्बिवली	490	468
नागपुर	453	453

राज्य/शहर	कुल केंद्रीय रिलीज	भारत सरकार की निधि का उपयोग
नासिक	429	429
पिंपरी-चिंचवाड	490	490
पुणे	490	490
सोलापुर	490	490
ठाणे	490	490
मणिपुर	352	347
इंफाल	352	347
मेघालय	490	414
शिलांग	490	414
मिजोरम	490	384
आइजोल	490	384
नागालैंड	490	471
कोहिमा	490	471
ओडिशा	988	963
राउरकेला	490	490
भुवनेश्वर	498	473
पुदुचेरी	415	376
पुदुचेरी	415	376
पंजाब	1,527	1,472
अमृतसर	498	479
जालंधर	444	429
लुधियाना	490	483
सुल्तानपुर लोधी#	95	81
राजस्थान	1,960	1,937
अजमेर	490	490
जयपुर	490	472
कोटा	490	484
उदयपुर	490	490
सिक्किम	932	878
गंगटोक	488	447
नामची	444	431

राज्य/शहर	कुल केंद्रीय रिलीज	भारत सरकार की निधि का उपयोग
तमिलनाडु	5,504	5,423
चेन्नई	602	571
कोयंबटूर	490	490
डिंडीगुल #	2	2
इरोड	490	465
मदुरै	490	490
सलेम	490	490
तंजावुर	490	488
थूथूकोडी	490	481
तिरुचिरापल्ली	490	489
तिरुनेलवेली	490	480
तिरुपूर	490	488
वेल्लोर	490	488
तेलंगाना	806	703
ग्रेटर वारंगल	377	320
करीमनगर	429	382
त्रिपुरा	541	534
अगरतला	541	534
उत्तर प्रदेश	4,906	4,863
आगरा	490	490
अलीगढ़	490	488
बरेली	490	485
गाजियाबाद#	2	2
झांसी	490	490
कानपुर	490	489
लखनऊ	490	490
मेरठ/रायबरेली#	2	2
मुरादाबाद	490	484
प्रयागराज	490	484
रामपुर#	2	2
सहारनपुर	490	466

राज्य/शहर	कुल केंद्रीय रिलीज	भारत सरकार की निधि का उपयोग
वाराणसी	490	490
उत्तराखंड	536	507
देहरादून	536	507
पश्चिम बंगाल	496	491
बिधाननगर #	2	2
दुर्गापुर#	2	2
हल्दिया#	2	2
न्यू टाउन कोलकाता	490	485
कुल योग	47,538	45,772

4 मार्च 2025 तक राज्यों/संघ राज्य क्षेत्रों/स्मार्ट सिटी मिशन द्वारा उपलब्ध कराई गई जानकारी के अनुसार

टिप्पणी:

4. # का अर्थ है 'स्मार्ट सिटी के रूप में चयनित नहीं हुआ शहर' (₹ 18 करोड़)
5. * सुल्तानपुर लोधी को निधि (₹ 94.89 करोड़)
6. कार्यक्रम के लिए जारी निधि (₹ 711.99 करोड़)

CSR FUNDING BY THE PUBLIC SECTOR PETROLEUM COMPANIES

2487. SHRI ANAND BHADAURIA:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) the details of the Corporate Social Responsibility (CSR) funding by the public sector

petroleum companies during the last five years and the current year, year-wise and company wise;

(b) the details of the recipients of CSR funding by the public sector petroleum companies

during the last five years and the current year, year-wise and company-wise;

(c) the criteria adopted by the Government to select the recipients of CSR funds from the

public sector petroleum companies, company-wise; and

(d) the details of the irregularities reported in selecting the recipients of CSR funds from the

petroleum companies during the last three years and the current year, year and company-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) The details of the Corporate Social Responsibility (CSR) funding by the public sector

petroleum companies during the last five years and the current year, year-wise and company wise is given below: -

(₹ in Crore)

Public Sector Petroleum Companies	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25*	Total
ONGC	607	553	458	476	635	602	3331
IOCL	543	460	298	264	458	298	2321
BPCL	346	145	138	129	158	122	1038
HPCL	182	156	136	155	76	37	742
GAIL	125	148	205	99	176	111	864
OIL	125	105	164	98	123	100	715
MRPL	76	25	10	9	20	19	159

NRL	63	53	59	74	94	57	400
CPCL	17	2	10	6	20	17	72
EIL	11	13	34	6	12	1	77
BL	5	5	10	4	4	3	31
Total	2101	1665	1521	1320	1776	1367	9750

* as on end of January 25

(b) to (d) Oil and Gas Public Sector Petroleum Companies undertake CSR activities under the

heads identified under Schedule VII of the Companies Act, 2013 with special focus on Health (Nutrition, Sanitation, and Drinking Water), Education, Skill Development, Rural Development, Women Empowerment, Environment Oriented Initiatives and Care for the Elderly and Differently-abled Persons. CSR is a Board-driven process and the Board of the company is empowered to plan, approve, execute, and monitor the CSR activities of the company based on the recommendations of its CSR Committee. The CSR activities are undertaken by public sector petroleum companies by themselves or through agencies/Department of Central/State Governments.

Activity/State/Implementing agency wise the details of the recipients along with CSR activities undertaken and funds spent thereon during the last five years are available on the respective websites of public sector petroleum companies i.e.

www.ongcindia.com, www.iocl.com, www.bharatpetroleum.com,
www.hindustanpetroleum.com, www.gailonline.com, www.engineersindia.com,
www.nrl.co.in, www.mrpl.co.in, www.cpcl.co.in, www.balmerlawrie.com, [www. oil-india.com](http://www.oil-india.com).

The implementing agency/recipient of CSR funds is selected based on the criteria defined in CSR Rules of Section 135 of the Companies Act. Complaints of irregularities, if any, received in respect of CSR implementation are processed in accordance with PSU policy/guidelines through standard procedures along with reference to terms and conditions of Memorandum of Understanding/work order etc. for that project.

UDAN YATRI CAFE

2488. SHRI E T MOHAMMED BASHEER:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

- (a) whether the Government has launched the new pilot scheme 'UDAN Yatri Cafe' and if so, the details thereof;
- (b) the details of the airports selected for the pilot projects;
- (c) whether the Government plans to expand the project in the State of Kerala and if so, the details thereof along with the timeline fixed in this regard; and
- (d) if not, the reasons therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

- (a) to (d) The concept of 'Udan Yatri Cafe' has been started at Kolkata, Chennai and Ahmedabad airports as a new initiative to offer affordable meals to passengers.

The introduction of 'Udan Yatri Cafe' or similar low-cost outlets at other airports is at the discretion of the respective airport operators. Prices of non-aeronautical activities, including food and beverage services, are determined by airport operators and concessionaires based on market dynamics and commercial considerations, as they are not regulated by the Government. Furthermore, 30% of the non-aeronautical revenue (including food and beverages) generated by airports is used to cross-subsidise aeronautical charges, leading to lower ticket prices for passengers.

महाराणा प्रताप हवाई अड्डे का विकास

2489. श्री चन्द्र प्रकाश जोशी:

क्या **नागर विमानन मंत्री** यह बताने की कृपा करेंगे कि:

(क) महाराणा प्रताप हवाई अड्डे, उदयपुर के विकास के लिए सरकार द्वारा अनुमोदित प्रस्तावों का ब्यौरा क्या है;

(ख) गत दस वर्षों के दौरान उदयपुर हवाई अड्डे के विकास के लिए किये गये कार्यों का ब्यौरा क्या है;

(ग) उक्त हवाई अड्डे से वर्तमान में संचालित की जा रही उड़ानों का ब्यौरा क्या है तथा मंत्रालय इस संबंध में क्या कदम उठा रहा है; और

(घ) क्या उदयपुर हवाई अड्डे से अंतर्राष्ट्रीय उड़ानें संचालित करने का कोई प्रस्ताव मंत्रालय के पास लंबित है और यदि हां, तो इसके लिए जिम्मेदार कारक क्या हैं?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोल):

(क) हवाईअड्डों का विस्तार और उन्नयन एक सतत प्रक्रिया है और इसे हवाईअड्डा संचालकों द्वारा समय-समय पर भूमि की उपलब्धता, वाणिज्यिक व्यवहार्यता, सामाजिक-आर्थिक विवेचन, यातायात की मांग/एयरलाइनों की ऐसे हवाईअड्डों से परिचालन करने की इच्छा के आधार पर किया जाता है। भारतीय विमानपत्तन प्राधिकरण (एएआई) ने 887.00 करोड़ रुपये की अनुमानित लागत से उदयपुर हवाईअड्डे पर नए एकीकृत टर्मिनल भवन का निर्माण कार्य शुरू किया है।

(ख) पिछले दस वर्षों के दौरान उदयपुर हवाईअड्डे के विकास के लिए किए गए कार्यों का ब्यौरा **विवरण** में है।

(ग) वर्तमान में, इंडिगो, एलाइंस एअर, एअर इंडिया उदयपुर हवाईअड्डे से अहमदाबाद, बेंगलुरु, मुंबई, शमशाबाद, दिल्ली, जयपुर और इंदौर को जोड़ने वाली उड़ानें परिचालित कर रही हैं।

(घ) उदयपुर हवाईअड्डा एक घरेलू हवाईअड्डा है। किसी हवाईअड्डे को अंतरराष्ट्रीय हवाईअड्डे के रूप में घोषित करना यातायात क्षमता, अंतरराष्ट्रीय उड़ानों के संचालन के लिए एयरलाइनों की मांग और द्विपक्षीय हवाई सेवा समझौते के अलावा ग्राउंड लाइटिंग सुविधाओं, इंस्ट्रूमेंट लैंडिंग सिस्टम, रनवे की लंबाई, आप्रवासन, स्वास्थ्य और पशु एवं पौधों के लिए संगरोध सेवाओं आदि के प्रावधान पर निर्भर करता है। वर्तमान में, महाराणा प्रताप हवाईअड्डा, उदयपुर को अंतरराष्ट्रीय हवाईअड्डे के रूप में घोषित करने का कोई प्रस्ताव नागर विमानन मंत्रालय में विचाराधीन नहीं है।

विवरण

पिछले दस वर्षों के दौरान उदयपुर हवाईअड्डे के विकास के लिए किए गए कार्यों का ब्यौरा

क्रम सं.	कार्य का नाम	पूरा होने की तारीख
1	उदयपुर हवाईअड्डे पर मेट्रोलॉजिकल विभाग के लिए हाइड्रोजेन कक्ष का स्थानांतरण एवं निर्माण	मई 2015
2	उदयपुर हवाईअड्डे पर कुत्ता घर का निर्माण	फरवरी 2016
3	उदयपुर हवाईअड्डे पर चार (04) सुरक्षा वॉच टावरों का निर्माण	मई 2016

4	उदयपुर हवाईअड्डे पर सीआईएसएफ के लिए बैरक का निर्माण	अप्रैल 2017
5	उदयपुर हवाईअड्डे पर वर्षा जल संचयन प्रणाली के साथ आरईएसए और तूफान जल निकासी प्रणाली के निर्माण सहित परिचालन क्षेत्र का ग्रेडिंग और समतलीकरण	जून 2018
6	उदयपुर हवाईअड्डे पर एनएच-76 से सटी भूमि को एनएचएआई को सौंपने के कारण नई बाउन्डरी दीवार का निर्माण	अप्रैल 2018
7	महाराणा प्रताप हवाईअड्डा उदयपुर पर एग्रन, लिंक टैक्सी वे का निर्माण और आइसोलेशन बे के विस्तार सहित संबद्ध कार्य	जनवरी 2020
8	उदयपुर हवाईअड्डे पर नए एग्रन और लिंक टैक्सीवे के संचालन के लिए अतिरिक्त सिविल कार्य	नवंबर 2019
9	उदयपुर हवाईअड्डे पर रनवे 08 और 26 की ओर पुराने टर्निंग पैडों को मजबूत करना	जून 2018
10	उदयपुर हवाईअड्डे पर चार्ली टैक्सी के हैंगर के सामने एग्रन का विस्तार	फरवरी 2019
11	उदयपुर हवाईअड्डे पर प्रचालन परिधि सड़क का सुदृढ़ीकरण और री-कार्पेटिंग तथा रनवे के 08 और 26 छोर पर क्रैश गेटों और रनवे के बीच सड़क का निर्माण	नवंबर 2019
12	उदयपुर हवाई अड्डे पर डीवीओआर का निर्माण	जनवरी 2020
13	रनवे की री-सर्फेसिंग, बी-777 वीआईपी उड़ान संचालन के लिए फिललेट्स और टर्न पैड उपलब्ध कराना	दिसंबर 2022

उत्तराखंड में हवाई अड्डों का विस्तार

2490. श्री त्रिवेन्द्र सिंह रावत:

क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का उत्तराखंड में पर्यटन को बढ़ावा देने तथा राज्य के प्रमुख तीर्थ स्थलों तक सम्पर्क बढ़ाने के लिए छोटे और मध्यम आकार के हवाई अड्डों का विस्तार करने तथा नई उड़ानें शुरू करने का विचार है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा ऐसे हवाई अड्डों की कुल संख्या कितनी है तथा वे हवाई अड्डे कहां स्थापित किए जाएंगे तथा उनके कार्यान्वयन की समय-सीमा क्या है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोले):

(क) से (ग) हवाईअड्डों पर बुनियादी ढांचे का विस्तार और विकास एक सतत प्रक्रिया है और यह समय-समय पर यात्री मांग के पूर्वानुमान, विमान संचालन की संरक्षा के लिए परिचालन आवश्यकताओं और एयरलाइनों की मांग के आधार पर भूमि की उपलब्धता, वित्तीय व्यवहार्यता और साथ ही वांछित विमान प्रचालन से संबंधित अन्य सुविधाओं के आधार पर किया जाता है। वर्तमान में, उत्तराखंड में 03 प्रचालनरत हवाई अड्डे हैं :

1. देहरादून
2. पंतनगर
3. पिथौरागढ़

देहरादून और पंतनगर का स्वामित्व और प्रबंधन भारतीय विमानपत्तन प्राधिकरण के पास है। पिथौरागढ़ हवाईअड्डे का प्रबंधन उत्तराखंड राज्य सरकार द्वारा किया जाता है।

देहरादून हवाईअड्डे के विस्तार के लिए एएआई ने राज्य सरकार से 140.5 एकड़ जमीन मांगी है। एएआई ने पंतनगर हवाईअड्डे के विस्तार की भी योजना बनाई है, जिसके लिए राज्य सरकार से 560 एकड़ जमीन मांगी गई है, जिसमें से 524.78 एकड़ जमीन पहले ही सौंपी जा चुकी है। इसके अलावा, हवाईअड्डे के विस्तार के लिए मौजूदा बाधाओं और बुनियादी

ढांचे को हटाने/स्थानांतरित करने की आवश्यकता है। एक बार जब ये बाधाएं हटा दी जाती हैं/स्थानांतरित हो जाती हैं, तो एएआई विस्तार कार्य शुरू कर सकता है जिसमें 10,000 वर्ग मीटर क्षेत्र के नए टर्मिनल भवन का निर्माण, टैक्सीवे के साथ 05 बे हेतु एप्रन, कोड 4सी टाईप के विमानों की जरूरतों को पूरा करने के लिए रनवे विस्तार, आइसोलेशन बे, तकनीकी ब्लॉक, एटीसी कंट्रोल टॉवर, फायर स्टेशन और अन्य संबंधित सुविधाएं शामिल हैं।

REDUCTION IN PRICE OF PETROL, DIESEL, LPG AND CNG

2491. DR. M K VISHNU PRASAD:

SHRIMATI GENIBEN NAGAJI THAKOR:

Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state:

(a) whether the price of petrol and diesel would be reduced in line with the falling crude prices, if so, the details thereof;

(b) whether any steps have been taken by the Government to reduce the price of Petrol, Diesel, LPG gas and CNG, if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the details of the cost of procured crude oil from other countries, the cost of processing the product and the price of finished products?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

(a) to (d) Prices of petrol and diesel are market determined and Public Sector Oil Marketing Companies (OMCs) take appropriate decision on pricing of petrol and diesel.

Domestically, Petrol and Diesel prices have come down to Rs. 94.77 and Rs. 87.67 per litre respectively (Delhi prices) as a result of various steps taken by Government and PSU OMCs, Central Excise duty was reduced by the Central Government by a total of Rs. 13/litre and Rs. 16/litre on petrol and diesel respectively in two tranches in November 2021 and May 2022, which was fully passed on to consumers. Some State Governments also reduced state VAT rates to provide relief to citizens. In March, 2024, OMCs reduced the retail prices of petrol and diesel by Rs. 2 per litre each.

PSU OMCs have recently carried out an intra-state freight rationalisation. This has benefitted consumers located at remote areas, far from Petroleum Oil and Lubricants (POL) Depots in the form of reduced Petrol and Diesel prices in remote parts within the states. This initiative has also reduced the difference between the maximum and minimum retail prices of Petrol or Diesel within a state.

Government also took several other steps to insulate common citizens from high international prices, which included diversifying the crude import basket, invoking the provisions of Universal Service Obligation to ensure availability of petrol and diesel in domestic market, increasing the blending of ethanol in petrol, etc.

India imports about 60% of the domestic LPG consumed. Price of LPG in the country is linked to its price in the international market. While the average Saudi

CP (international benchmark for LPG pricing) rose by 63% (from US\$ 385/MT in July 2023 to US\$ 629/MT in February 2025), the effective price for Pradhan Mantri Ujjwala Yojana (PMUY) consumers for domestic LPG was reduced by 44% (from Rs. 903 in August 2023 to Rs. 503 in February 2025).

The retail selling price of a 14.2 Kg domestic LPG cylinder is currently Rs. 803 in Delhi. After a targeted subsidy of Rs. 300/cylinder to PMUY consumers, Government of India is providing 14.2 Kg LPG cylinders at an effective price of Rs.503 per cylinder (in Delhi). This is available to more than 10.33 crore Ujjwala beneficiaries, across the country.

The price of Compressed Natural Gas (CNG) in any location is fixed by the City Gas Distribution (CGD) entity authorized by Petroleum and Natural Gas Regulatory Board (PNGRB) after considering cost of gas procured, state taxes, tariff and other components.

India has been the only major economy in the world where the prices of petrol and diesel have come down in recent years. Changes in prices of petrol and diesel in some major economies between November 2021 and January 2025 are as under:

	% age Change in Prices between Nov-21 and Jan-25	
Country	Petrol	Diesel
India (Delhi)	-13.60%	-10.92%
France	14.21%	15.08%
Germany	7.87%	12.43%
Italy	8.65%	11.39%
Spain	8.67%	12.93%
UK	0.08%	2.61%
Canada	10.52%	23.05%
USA	4.83%	12.86%

Source: Petroleum Planning and Analysis Cell (PPAC)

Changes in prices of petrol and diesel in some neighboring economies between November 2021 and January 2025

	% age Change in Prices between Nov-21 and Jan-25	
Country	Petrol	Diesel
India (Delhi)	-13.60%	-10.92%
Pakistan	29.76%	34.97%
Bangladesh	13.94%	30.82%
Sri Lanka	53.98%	101.59%
Nepal	22.02%	31.32%

Source: Petroleum Planning and Analysis Cell (PPAC)

The yearly average prices of Indian Basket of Crude Oil and products for last two years and current year are given below:

F.Y.	Indian Basket of Crude Oil (\$/bbl)	RSP of Petrol (Rs./Ltr)	RSP of Diesel (Rs./Ltr)
2022-23	93.15	97.90	90.58
2023-24	82.58	96.63	89.53
2024-25 (Till 05.03.2025)	79.04	94.74	87.64

Source: Petroleum Planning and Analysis Cell (PPAC)

PERMANENT TEACHING STAFF IN EMRS IN TAMIL NADU

2492. SHRI MATHESWARAN V S:

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

- (a) the details of permanent teaching staff currently working in Eklavya Model Residential School (EMRS) in Sengarai, Namakkal district of Tamil Nadu;
- (b) the sanctioned strength of permanent teaching staff for the said EMRS;
- (c) the timeline for appointing permanent teaching staff for the said school; and
- (d) the details of recruitment undertaken for appointing permanent teaching staff for the said school?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

- (a) to (d) Department of Expenditure, Ministry of Finance, GoI has sanctioned a total of 52 posts per Eklavya Model Residential School (EMRS) across the country.

These sanctioned posts are as per the functional classes in each school. Therefore, the total sanctioned strength of 52 is for a school functional with a student strength of 480 from classes VI to XII.

National Education Society for Tribal Students (NESTS), an autonomous organization has been set up by Government of India in 2019 under the Ministry of Tribal Affairs to establish, endow, maintain, control and manage the EMRS schools. As reported by NESTS, the Government of Tamil Nadu has not signed MoU with NESTS under EMRS scheme, and hence NESTS has not planned for recruiting permanent teaching staff for Tamil Nadu including EMRS in Sengarai, Namakkal district. The existing 8 EMRSs of Tamil Nadu are being managed by the State government of Tamil Nadu itself.

पारगमन-उन्मुख विकास नीति

2493. श्री दिलीप शङ्कीया:

श्रीमती शोभनाबेन महेन्द्रसिंह बारैया:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) ट्रांजिट-ओरिएंटेड डेवलपमेंट (टीओडी) योजना का ब्यौरा क्या है तथा इसकी विशेषताएं और उद्देश्य क्या हैं;

(ख) इस योजना के अंतर्गत चयनित शहरों को क्या अतिरिक्त सुविधाएं प्रदान की जाएंगी तथा लाभार्थियों की कौन-कौन सी श्रेणियां लक्षित की जाएंगी;

(ग) गुजरात सहित देश में उक्त योजना के अंतर्गत चयनित किये जाने वाले संभावित शहरों का ब्यौरा क्या है;

(घ) क्या ऐसे चयन के लिए कोई मानदंड निर्धारित किए गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) क्या सरकार ने उक्त योजना के लिए कोई बजट व्यय का अनुमान लगाया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

आवासन और शहरी कार्य मंत्रालय में राज्य मंत्री (श्री तोखन साहू):

(क) से (ङ) भारतीय संविधान की 12वीं अनुसूची के अनुसार शहरी नियोजन का कार्य शहरी स्थानीय निकायों/शहरी विकास प्राधिकरणों का है। भारत सरकार योजनाबद्ध कार्यक्रमों/परामर्शिकाओं के माध्यम से राज्यों के प्रयासों में सहायता करती है।

सरकार ने शहरों को मास्टर/विकास योजनाओं में पारगमन-उन्मुख विकास का प्रावधान शामिल करने के लिए प्रोत्साहित करने के उद्देश्य से **पूंजी निवेश के लिए राज्यों को विशेष सहायता योजना (एसएसएससीआई)- भाग-VI (शहरी नियोजन सुधार), 2022-23** का कार्यान्वयन किया है, शहरी घनत्व और पारगमन में सुगमता लाने के लिए इस पहल को एसएसएससीआई 2023-24-भाग-III (शहरी नियोजन सुधार) के तहत वर्ष 2023-24 में जारी रखा गया है।

एसएसएससीआई (शहरी नियोजन सुधार) के अंतर्गत वर्ष 2022-23 में 5 राज्यों ने टीओडी कॉरिडोर शुरू किए हैं। वर्ष 2023-24 में 6 राज्यों में 25 टीओडी कॉरिडोर शुरू किए गए हैं।

एसएसएससीआई 2024-25-भाग-XIII (शहरी नियोजन सुधार) के अंतर्गत, सुधार घटकों में अन्य बातों के साथ-साथ निर्बाध मल्टी मॉडल इंटीग्रेशन पर ध्यान केंद्रित करते हुए पारगमन उन्मुख विकास का कार्यान्वयन और पैदल पथ को अनुकूल बनाने के लिए ब्लॉक आकार को कम करना शामिल है। इस योजना के दिशा-निर्देशों के अनुसार, टीओडी कॉरिडोर की अधिसूचना के लिए प्रति कॉरिडोर 10 करोड़ रुपये और कॉरिडोर के घनत्व के लिए स्थानीय क्षेत्र योजना (एलएपी) तैयार करने के लिए प्रति कॉरिडोर 20 करोड़ रुपये का सुधार प्रोत्साहन स्वीकार्य है, इसके अलावा, टीओडी कॉरिडोरों में सार्वजनिक/निजी परियोजनाओं को शुरू करने के लिए 50 करोड़ रुपये का प्रोत्साहन है।

NON-COMPLIANCE WITH NORMS IN SETTING UP OF TOLL GATES**2494. SHRI APPALANAIDU KALISETTI:**

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

(a) the toll gates that have been found to be set up in violation of prescribed norms in the last ten years in the country along with the corrective measures taken in each case, State-wise especially in Andhra Pradesh;

(b) whether the Government has any mechanism to review and rectify wrongly placed toll gates to ensure compliance with the prescribed norms, if so, the details thereof;

(c) the total number of representations received from State Governments, MPs or public stakeholders regarding the misplacement of toll gates along with the action taken on each request; and

(d) whether the Government is considering a policy review to prevent the misplacement of toll gates in the future, ensuring that local commuters are not unfairly burdened and if so, the details thereof?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) and (b) All user fee plazas have been established on National Highways as per the respective user fee notification published in the Gazette of India, in accordance

with the provisions of the National Highways Fee (Determination of Rates and Collection) Rules, 2008, and the Concession Agreement.

(c) Government receives representations regarding the removal of fee plazas that have been established within 60 kilometers on National Highways. However, user fee plazas are established on National Highways as per the National Highways Fee (Determination of Rates and Collection) Rules, 2008, wherein sub-rule (2) of Rule 8, stipulates that any other fee plaza on the same section of National Highway and in the same direction shall not be established within a distance of sixty kilometre. The proviso to the said rules states that where the executing authority deems necessary, it may for reasons to be recorded in writing, establish or allow the concessionaire to establish another fee plaza within a distance of sixty kilometres and also within a distance of sixty kilometre from another fee plaza if such fee plaza is for collection of fee for a permanent bridge, bypass or tunnel. In addition, in case of closed user fee collection system, fee plazas can be established anywhere on the National Highways.

(d) No, Sir. User Fee is collected at a fee plaza for the use of any section of national highway based on project influence length of respective Fee Plaza and not on its specific location within the project influence length.

Further, there are already provisions for discounts in user fees and monthly passes for local and regular users of National Highways, in accordance with the NH Fee Rules, 2008.

CONSTANT RIVERBANK EROSION IN ASSAM**2495. MD. RAKIBUL HUSSAIN:**

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Government is aware of the Climate Resilient Brahmaputra Integrated Flood and Riverbank Erosion Risk Management Project in Assam, if so, the details of the progress made so far, district-wise;
- (b) whether the Government has identified the States where riverbank erosion is prevalent or rising, if so, the details thereof and if not, the reasons therefor;
- (c) whether the Government is planning to introduce any new scheme or policy to prevent riverbank erosion in the country, if so, the details thereof and if not, the reasons therefor; and
- (d) whether the Government is planning to declare the flood and erosion problems of Assam as a national problem to resolve the issue more effectively, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

- (a) The Climate Resilient Brahmaputra Integrated Flood and River Bank Erosion Risk Management Project (funded by Asian Development Bank) in Assam focuses on the main stem of the Brahmaputra River to strengthen flood and riverbank erosion risk management.

The 154th meeting of Advisory Committee of Department of Water Resources, RDandGR on Irrigation, Flood Control and Multipurpose Project held

in the month of December 2023 has accepted the four (4) schemes under the above-mentioned project. The details of scheme are as mentioned below:

Sl.No.	Name of the schemes	Estimated cost (in Cr.)
1	Climate Resilient Brahmaputra Integrated Flood and Riverbank Erosion Risk Management Project -Dibrugarh and Tinsukia Sub Project (Zone-A).	778.7849
2.	Climate Resilient Brahmaputra Integrated Flood and Riverbank Erosion risk Management Project -Morigaon Nagaon Tezpur Sub project (Zone-B)	676.5080
3.	Climate Resilient Brahmaputra Integrated Flood and Riverbank Erosion Risk management Project in Assam-Guwahati West P.G.P Sub project (Zone-C)	269.5371
4.	Climate Resilient Brahmaputra Integrated Flood and Riverbank Erosion Risk Management Project in Assam-Goalpara Dhubri sub project (Zone D)	542.498

(b) In order to study morphological changes in the rivers, CWC has carried out Morphological Studies for river Brahmaputra, Subansiri and Pagladiya using remote sensing through Consultancy with IIT Guwahati. As per the morphological study of river Brahmaputra (for the stretch in Indian portion), it has been estimated that erosion of 252.6 sq.km and deposition of 118.6 sq.km occurred during 2003-05 and 2008-11. The reports of the same can be accessed at: [https://cwc.gov.in/morphology of Indian rivers](https://cwc.gov.in/morphology%20of%20Indian%20rivers).

The Water Resources Department, Govt. of Assam has identified the location where riverbank erosion is prevalent or rising and has taken up different

schemes on regular basis to resolve the issue of riverbank erosion. The details is enclosed in **Statement**.

(c) Flood management and anti-erosion schemes are formulated and implemented by concerned State Governments as per their priority. The Union Government supplements the efforts of the States by providing technical guidance and also promotional financial assistance for management of floods in critical areas.

To strengthen the structural measures of flood management, Ministry had implemented during XI and XII Plan Flood Management Programme (FMP) for providing Central Assistance to States for works related to river management, flood control, anti-erosion, drainage development, anti-sea erosion, etc. which subsequently continued as a component of "Flood Management and Border Areas Programme" (FMBAP) for the period from 2017-18 to 2020-21 and further extended up to March, 2026 with total outlay of Rs. 4,100 crores. Total Central assistance amounting to Rs 7235 Cr. has been released under FMP component to various states up to February 2025.

(d) The primary responsibility of disaster management rests with the State Government concerned. The Central Government supplements the efforts of the State Government and provides requisite logistics and financial support. The State Government undertakes assessment of damages caused due to 12 notified natural calamities including rain and floods and provide relief assistance from State Disaster Response Fund (SDRF) already placed at their disposal as per Government of India's approved norms. Additional financial assistance is provided

from National Disaster Response Fund (NDRF), as per laid down procedure in case of disaster of 'severe nature' which includes an assessment based on the visit of an Inter-Ministerial Central Team (IMCT).

STATEMENT

LIST OF EROSION AFFECTED AREAS IN THE STATE OF ASSAM

SI N o	District	Name of River	Erosion affected areas	Total no of affected area
1	Dibrugarh	Brahmaput ra	Dinjan, Pukhurijan, Balijan, Bogoritolia, Nagaghuli, Philonbari, Chndmarighat, Amaraguri, Mohanaghat, Nagakhelia to Tingkhang matikota Aaithan	20
		Burhidihing	Jagungaon, Namphakial, Noktegaon, Holokonimajuli, Tikirabali, Sesanepali, Kothalguri, Bhogamur block Gaon, Borbeel Kholohamari, Moinagaon	
2	South Salmara Mancachar	Brahmaput ra	Akondor char, Tumoni, Sukh char, Kukradanga	8
		Kalu	Urarbhui, Kalapani, Tangaon, Kumarghati	
3	Goalpara	Brahmaput ra	Damabri, Tulsibari, Suparibhita, Moamari, Khutamari, Baladmari, Hurkakuchi	15
		Dudhnoi	Shantinagar, Sarapara, Upartola, Bamunpara, Mujkuri	
		Krishnai	Krishnai Bazar, Dairong, Koliashastra	
4	Nagaon	Brahmaput ra	Dhing Moamari, Laokhoa Bhorabondha	13

SI N o	District	Name of River	Erosion affected areas	Total no of affected area
		Kapili	Kachua, Bamunijaan, Kholihamari, 1 No Nelipar, South Changchaki, Ghilani, Balitop, Baregoga, Nijonarikoli, Changchaki, Borchung, Garokhunda, Hatimura	
5	Biswanath	Brahmaput ra	Kumolia Phorsiati, Singimari Kalakati, Nobazar Islampur, Soaguri, Sanyashi Gaon, Rangchali Doloni, Paken	17
		Borgang	Borajuli, Tumbari	
		Buroi	Roumari, Bihmari	
		Chatrang	Middle Chatrang, Tongia, Gopal Basti	
		Brahmajaa n	Doriakhata, Bornipothar, Jogibari,	
6	Tinisukia	Brahmaput ra	Hatighuli	1
7	Morigaon	Brahmaput ra	Kathoni, Balidunga, Kupotimari, Tengaguri, Doloiggaon, Borduatup, Boramari, Gorubondha, Betoni	30
		Pokoria	Borpam, Teteliguri	
		Kolong	Solmaritup-Narmari, Tengaguri-Phulguri, Balipathar, Bochonaghat	
		Kapili	Baghjap, Notun Bongalbari, Bangphai Gaon, Ahotguri, South Dharamtul, Muladhari, Sonowabori, Ahotguripam	
		Kiling	Matiparvat, Daborghat, Borkhal, Sindhichar, Naldhora, Matiparvat Masjid	
8	Majuli	Brahmaput ra	Jugunidhari	1
9	Cachar	Barak	Sripur, Katigorah, Sealtek, Srigauri High School area	6

SI N o	District	Name of River	Erosion affected areas	Total no of affected area
		Surma	Batorchuk	
10	Dhemaji	Brahmaput ra	Panbari, Gerjai	3
		Chimen	Satghori	
11	Charaideo	Dichang	Bhelguri, Shyamgaon, Goriagaon, Mohan gaon, Nepali Gaon, Rongsual, Banhporia, Mugachumoni Baruah Nagar, Kishipam, Nepali basti	13
		Diroi	Poroshoni, Koroiguridubi	
		Taokak	Joyanagar	
12	Baksa	Pagladia	Nijborshila	2
		Palla	Koimari gaon	
13	Darrang	Brahmaput ra	Aporiya to Kirakara, Kurua, Dhalpur Shiv Mandir,	14
		Dhanshiri	Ghiladhari, Rahmanpur, Thalthali, Besimari, Shyampur	
		Tangni	Niz-Baruahjhar-A, Niz-Baruahjhar-B, Thekerabari, Kuwari Pukhuri	
		Mongoldai	40 No. Gerimari, Chereng, Saloipara	
14	Golaghat	Dhansiri	Salmora Dhansiripar, Bam Singimari, No2 Padumoni	24
		Doyang	Hatighuli, Gelabil, Baspathar Shyam Gaon, Aitonia Miri Gaon	
		Rengma	Rengma Nepali Basti, No1 Lakhipathar, No2 Lakhipur, Sonali nagar, Bishnupur, No2 Basapathar	
		Brahmaput ra	Ririgaon, Dolokhowa (Naramari)	

SI N o	District	Name of River	Erosion affected areas	Total no of affected area
		Dhansiri	Gutung, Mitham Chapori, Nepali Khuti, Bogorani, 3 No. Koibarta, Dhudang, Letekuchapori, Mithan Chapori II	
		Gelabeel	Dakhin Dalojolia	
15	West Karbi Anglong	Kapili	Sildubi, Hatimara, Japan Hande Gaon, Kolonga Mukh Garo Gaon, Mugachong L.P. School, Bilosthu, Goroimari, Kheroni Das basti,	8
16	Udalguri	Panchori	Sungabudhi, Biskhuti, Phatasimalu	55
		Pagla	Palasbasti, Tekelibil, Siprangpara, Majgaon, Dafalapota, Katpari, Belapur, Pauripota, Bengrabari Nepallicupa, Kadabil, Khasrabari	
		Dhansiri	Tarajuli, Barjhar, Pargapari No1 and 2, No1 Jungle Block	
		Moinajuli	Lokampur, Deosane	
		Chandana	Jerusalem, Bhairaguri	
		Golandi	Kathalguri, Limbabasti, Angra gaon	
		Kamadanga	Kadamtal adibarichuk, Barpukhuri, Bhulichuba, 2 No. Sonaripara	
		Nanoi	Namjalah, Pachim Jangalpara, Tiapukhri, Rupatal Pachim Nalbari, Satrapara	
		Bhola	East Rupatal, Rupatal, Sanganbali, Gerua, Choibari	
		Rowta	Silongkhuti, Hatimara, Niz Rangapani, Lambhari Hatkhola,	
		Kalsi	Makelikanda, Dokhin Bhokeli Kanla, Uttar Bokrajhar, Satiapara	
		Samrang	Samrang	
		Sukhlai	No1 and No3 Bholater, Singrimari Atherikhat	

SI N o	District	Name of River	Erosion affected areas	Total no of affected area
		Lakhi river	Santipur	
		Saarna	Barigaon	
17	Kokrajhar	Sankosh	Boroghopa, Upendrapur, Simlabari, Surendrapur ghat, Khokshaguri, Bagdogra, Garumarachar Pt-I	32
		Gangia	Patakata Village, Durabil, Harinpur, Jogdoi, Rimjimi Ghop, Dhepdhepi, Badlagaon, Bamunigaon(D/S),	
		Longa	Dhepdhepi, Nowarbhita, Muncharghop	
		Garufella	Thigirguri F.V, Tokiamari, Kursakati village, Hansabil, Makrambil village, Panijani	
		Saralbhan ga	Chandrapara(Suthradarbasti)	
		Gaurang	Laoripara, Hekaipara, Barmanpara, West Dimalgaon, Baruahpara, Kamalchara Cheshapani(R/B)	
		Samukha	Mozabari Borobasti, Simbargaon bazar	
18	Dhubri	Brahmaput ra	Silghagri, Aminerchar, Patamari, Bhogdhar, Takimari, Sunderpara, Dakurvita, Fakirganj, Matifata, Padmeralga, Bondihana, Bura-buri	37
		Gangadhar	Bholarkhas, Koimari, Lahajani, Uttar Moragodadhar, Kaldoba, Gaikhowa, Binnachara, Bagdokra, Pub-Gaikhowa, North Tokrecherra	
		Gaurang	Futkibari, Sinamari, Udmari, Barsi, Suwapata, Hatipota, Jamduar	
		Champam ati	Jalikura, Tarangpur	

SI N o	District	Name of River	Erosion affected areas	Total no of affected area
		Tipkai	Saptgram, Sonamoyee, Kudnamari, Kaunbari, Andamari-Parghat	
19	Cachar	Barak	Bagpur, Gobinpur Pt-II, Gangapur, Roypur Pashim Kumarpara, North Burbail, Gagrapar, Madhurband	8
20	Sonitpur	Brahmaput ra	Bogoriati, Ganesh ghat, Bosasimalu, Jarani	38
		Jiabharali	Rajgarh and Singitoli, Kanyaka, Berajan, Samdhara, Baligaon Miri area, Morisuti,	
		Jorasar	Dighali Baligaon and Bamgaon	
		Gabharu	Nabeel, Puthimari, D/S/ of N.H.-15 Bridge	
		Belsiri	Pirakata, Benchmari, Kumarchubri, Baligaon Bangaligaon, Keherukhunda, Rongagarh	
		Pachnoi	Kanaka	
		Garjuli	Torajan Bongaligaon	
		Dhirai	Palash Pathar	
		Sopai	Madhupur, Mijibari, Monabag, Narayanpur, Manikpur	
		Mornoi	Saraijania	
21	Hailakandi	Katakhal	Katagaon, Kilerbag, Paloicherra Pt-I, Mohmmmedpur, Lalcherra-Hanuman Mandir, Jyoshnabad Pt-II, Rajyeswarpur (Bamunlekhai), Lalamukh, Gulerpar, Nalubag, Borbond, Gudamghat, Kuchila, Weinghkheleikhei, Tosla, Nimaichanpur, Bashdahar, Borhailakandi, Matijuri, Rangauti, Bahdurpur, Boroitoli, Bondukmara, Bajantipur, Berkhelpar, , Mohanpur, Uttar Narayanpur, Burnibrease, Uttar Kanchanpur	31

SI N o	District	Name of River	Erosion affected areas	Total no of affected area
		Dholeswar	Dholeswari	
22	North Lakhimpur	Subanshiri	Acherakata, Gowalbari, Baligaon, Dafalkata, Balibheta, Na-Ali, Ghunasuti, Pomua Khabolu, Badhakara, Ghunasuti, Ghancharai, Kakoti-Tup, Katori-Chapori	17
		Dikrong	Pithaguri, Solmara, Dahgharia	
		Brahmaput ra	Bonpuroi Jamuguri	
23	Sivsagar	Brahmaput ra	Desangmukh Ferryghat, Afala, Horaguri, Dikhowmukh Jahajghat, Rupahimukh	64
		Dehing	Gorukhuti, Lachon gaon, Dehing Kolghor, Bhekurichapori	
		Dikhow	Sundarpukhuri, Baulimaidam, Simaluguri, Upper Nazira, Amolapatty, Chanbosa, Chantak, Mothiachinga, Mechagarh, Kurulakotia, Meteka Majgaon, Amgurighat, Cherekapar, Metekaghat, Decial, Lahingia, Sensuwa, Bhotiapar, Gowalgaon, Deogharia, Raghubari, Teteliguri, Arjunguri, Bokabeel, Bagharchuk	
		Desang	Lekonia Tipomia, Bhakat Gaon, Barbaru maidam, Lakhmoni, Aithan, Baksu Koibarta gaon, Duwari gaon, Chengelibari, Borpatr gaon, Kuwamora, Borkurichetia, Akhoiphutia, Julatoop, Lepaigaon, Jailgaon, Majumelia, Koibarta doloni, Ekoratoli, Konwargaon, Khamun gaon	
			Raghuguri, Khatapthar, Gohainchuk, Hatimuria gaon,	

SI N o	District	Name of River	Erosion affected areas	Total no of affected area
		Demow	Konwar Dehingia, Gelgeli	
24	Kamrup Metro	Kollong	Pub Maloibari (Ch-31st Km), Maloibari (Ch 33rd Km)	2
25	Bongaigaon	Aie	Popragaon, Hapachara, Gurugaon to Chechapani, Kacharipety, Sontoshpur, Bharalipara, Dubasuri, Lotibari, Tentopur	15
		Manas	Barbakhra, Bhatipara, Numberpara, Golapara, Borolchala, At confluence point(Nararvitha to Dholagasa)	
26	Chirang	Aie	No1 Kujrabguri, Madarpur, At D/S of Khoirabari village, No2 Burijhar village, Kanibhur village	43
		Nangalbha nga	Simaluguri, Alengmari agriculture field, West Koliagaon, Balagari paddy field, Manikpur village, At U/S of Khairabari village, sisubari village, Joypur village, West Joypur Village, Alengmari U/S and D/S	
		Langkar	Shobapur, Udaipur Samchanghat, Gwjwnpuri, Kakorbani	
		Kanamakr a	Sishubari, East Bhabanipur, Amguri Bazaar	
		Taklai	No.3 Sonapur Village	
		Nizla	Laukriguri village	
		Champam oti	Thirimari, Pub Deolguri	
		Suti	Batagaon, Athiabari	
		Kujia	Pub Bhadra Pt.2 (Bhumkijhora),Dimakumari	
		Darranga	Bagorgaon U/S	
		Agrang	Agrang	

SI N o	District	Name of River	Erosion affected areas	Total no of affected area
		Duloni	Gwjwnpuri	
		Manas	No.2 Kawadi	
		Garshigot Dong	Kungkrajhora	
	Baksa	Beki	Tilabari, Odalguri, Barapata, U/S khagrabari, Moinamata, U/S narayanguri	
27	Barpeta	Brahmaput ra	Rowmari Pathar, Chenimari, Baharipar Ghat, Bandali, Belortari, Habidongra, Dongra, Satra Kanara	52
		Beki	Chomtabari, Ketekibari, Kurobaha, Alsarapara, Hajipur, Balaipathar, Amguri, Kalampur, Alipur-Rasulpur, Shewrachara, Karaimari, Deulipara, Katlijar	
		Morachowl khowa	Bheragaon, Kandapara,	
		Bhelengi	No.1 Bordoloni	
		Nakhanda	Ganakkuchi pathjar	
		Pahumara	Bhoukamari, Maricha, Kayakuchi pathar, Kuriha, Gumir pathar, Pani Maricha pathar, Kayakuchi gaon	
		Kaldia	Galibandha, Kawaimari 10 No. Block, Helachar Pam, Pithadi Pam, Jalkara, Pani Moricha Gaon	
		Palla	Barbala, Santali Para, Khandar Kur, Dongor Kuchi	
		Buradia	Parakuchi, Kalatali	
		Tihu	Neular Bhitha, Kawaimari 5 No. and 6 No. Block, Era Kachari Para.	

SI N o	District	Name of River	Erosion affected areas	Total no of affected area
27	Kamrup Rural	Brahmaput ra	Rongapani to Badlapathar(Ch 49 Km to 52 Km), Sontoli Chariali(Ch 44 Km), Gumi	13
		Brahmaput ra	Gandhelitary	
		Kulshi	Sampupara, Kharidal, Singkhat	
		Batha	Modoki bazar, Biro gaon	
		Puthimari	Bhebari U/S, Hasong, Barangabari, Bardekpar, 52 nd km on L/B at Hadala, 62 nd Km on R/B at D/s of Gohaikhat, Sastarghat	
		Hajosuti	From PWD road to Kahibari	
28	Jorhat	Jhanji	At Ch 2400, Ch 3900, Ch 5650, Ch 6200, Ch 10700 m of Jhanji Bund R/B from Tamulichiga to outfall	16
		Charaipani	Ch 100, Ch 520, Ch 1010, Ch 9000, Ch 7000, Ch 11700 m of Charaipani Bund from Notunmati to Kakodonga outfall	
		Bhogdoi	Ch 2300 m of Bhogdoi R/B from Immersion Ghat to JB Road,	
		Bhogdoi	Ch 3200, Ch 6700, Ch 11200 m of Bhogdoi R/B from JB Road to Chengeliati	
		Brahmaput ra	Baghmara area	
29	Nalbari	Brahmaput ra	Larkuchi-Gorkhattari	19
		Pagladia	Koria, Bijulighat at Gongapukhuri, Bijulighat at Sadhnapara, Keherua, Nakhat, Sondha, Dhaniagog, Hanapara, Bullutpar, Majusiral, Balitara, Barmurikona,	
		Noona	At 3rd Km Borajal, At 14th Km Dadotia	

SI N o	District	Name of River	Erosion affected areas	Total no of affected area
		Morapagla dia	11th Km Sialmari	
		Baralia	Baharghat, Hirapara	
30	Tamulpur	Puthimari (Bornodi)	Guwabari, Bogamati, Jookmari, Sijubari, Dhulabari, Dhoolkuchi, Souraguri, 2No. Doongar gaon, 2No Sowagpur, 1 No Suagpur, Betagaon, Chenigaon, Baghdooba, Haribora, Soonmohori, Nijkosula	51
		Pagladia	Kandulimara, Borbila, Khoirali, Patsajuli	
		Borolia	Dakhin Dongargaon, Doowamakha, Borbalisiha, Dakshin Gandhibari, Soontola, Dakshin Defeli, Borghuli, Hatimura, Lakhpara, Chenimora, Bihapara, Chirakhundi	
		Motonga	Dolongpar, Ulubari, Borongabari, Baregaon, Borkhopa, Gouraguri, Doulguri	
		Suklai	Kujarpam, Jhargaon, 3 No Suagpur, Bilpara	
		Balti	Narayanpur, Ganeshpur, Baltipar, Bhalukmari, Ghilajhar	
		Doronga	Hatidura, Sashipur	
31	Sribhumi	Lonagi	South Billbari near Patherkendi, Issaganj near Baroigram, Muradpur, West Kachubari, Kachubari Village, Tapadarpara, Kalkalighat, Dullavpur	11
		Shingla	Pathiala Kaphnarpar/Joynagar, Dullavpur	
		Kushiyara	Haritkar B.O.P Camp to Kachua	

असम के लक्ष्मीपुर में उद्योग स्थापित करने की योजना

2496. श्री परिमल शुक्ला बेद्यः

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का असम के कछार जिले के लक्ष्मीपुर क्षेत्र में अनानास के लाभों को पूरे देश में फैलाने के लिए उद्योग स्थापित करने का कोई उद्देश्य/योजना है, जो इस क्षेत्र में प्रचुर मात्रा में पाया जाता है; और

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

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क) और (ख) खाद्य प्रसंस्करण उद्योग मंत्रालय स्वयं कोई खाद्य प्रसंस्करण उद्योग स्थापित नहीं करता है। तथापि, सरकार असम के लखीमपुर और कछार जिलों सहित देश भर में अपनी केंद्रीय क्षेत्र की प्रधानमंत्री किसान संपदा योजना (पीएमकेएसवाई) और खाद्य प्रसंस्करण उद्योग उत्पादन लिंकड प्रोत्साहन स्कीम तथा केंद्रीय प्रायोजित प्रधानमंत्री सूक्ष्म खाद्य प्रसंस्करण उद्यम उन्नयन (पीएमएफएमई) योजना के माध्यम से ऐसे उद्योगों की स्थापना को प्रोत्साहित करता है।

मंत्रालय संबंधित योजना के दिशा-निर्देशों के अनुसार अनानास के प्रसंस्करण सहित विभिन्न प्रकार के खाद्य प्रसंस्करण उद्योगों की स्थापना के लिए भावी उद्यमियों को वित्तीय सहायता देता है। ये योजनाएँ क्षेत्र विशिष्ट नहीं हैं बल्कि मांग आधारित हैं।

पीएमकेएसवाई के तहत, 15 वें वित्त आयोग चक्र के लिए 5520 करोड़ रुपये के कुल परिव्यय के साथ खाद्य प्रसंस्करण उद्योगों की स्थापना के लिए उद्यमियों को क्रेडिट लिंकड वित्तीय सहायता (पूँजी सब्सिडी) प्रदान की जाती है। अब तक, एमओएफपीआई ने असम राज्य में पीएमकेएसवाई की संबंधित घटक योजनाओं के तहत 28 फरवरी, 2025 तक 1 मेगा फूड पार्क, 2 शीत श्रृंखला परियोजनाएं, 8 कृषि-प्रसंस्करण क्लस्टर परियोजनाएं, 65 खाद्य प्रसंस्करण इकाइयां, 1 बैकवर्ड और फॉरवर्ड लिंकेज सृजन और 1 ऑपरेशन ग्रीन्स परियोजनाओं को अनुमोदित किया है।

पीएमएफएमई योजना के तहत सूक्ष्म खाद्य प्रसंस्करण उद्यमों की स्थापना/उन्नयन के लिए वित्तीय, तकनीकी और व्यावसायिक सहायता प्रदान की जाती है। यह योजना 10,000 करोड़ रुपये के परिव्यय

के साथ वर्ष 2025-26 तक की अवधि के लिए प्रचालनरत है। असम राज्य में 28 फरवरी, 2025 तक पीएमएफएमई के तहत सहायता के लिए कुल 2706 सूक्ष्म खाद्य प्रसंस्करण उद्यमों को अनुमोदित किया गया है।

पीएलआईएसएफपीआई का उद्देश्य अन्य बातों के साथ-साथ वैश्विक खाद्य विनिर्माण कंपनियों के सृजन में सहायता करना और अंतर्राष्ट्रीय बाजार में खाद्य उत्पादों के भारतीय ब्रांडों को सहायता प्रदान करना है। यह योजना 10,900 करोड़ रुपये के परिव्यय के साथ वर्ष 2021-22 से 2026-27 तक की अवधि के लिए प्रचालनरत है। अब तक, असम राज्य में पीएलआईएसएफपीआई योजना की विभिन्न श्रेणियों के तहत 28 फरवरी, 2025 तक 4 खाद्य प्रसंस्करण कंपनियों को सहायता के लिए अनुमोदित किया गया है।

DIGITAL ADVANCEMENTS FOR AIRPORTS

2497. DR. AMAR SINGH:

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) whether the Digital advancements such as Facial Authentication Technology and Decentralized Digital Credentials have revolutionised the country's airport operations allowing travellers to move seamlessly from entry checks to boarding in a matter of minutes; and

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

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) and (b) Yes, digital advancements to revolutionize airport operations to provide seamless, hassle-free and faster passenger processing at various checkpoints have been implemented at the airports by introducing Digi Yatra, which uses Facial Authentication Technology. To provide proper data security in Digi Yatra, by design/default, there is no central storage of passenger's Personally Identifiable Information (PII) data. All the passenger data is encrypted and stored in the passenger's smartphone wallet and shared only for a limited time duration with the origin airport where passenger ID needs to be validated. The data is purged from the system within 24 hours of the departure of the flight. Presently, Digi Yatra is available at 24 airports.

STEPS FOR OCCUPANCY OF UNOCCUPIED HOUSES UNDER PMAY-U

2498. SHRI SASIKANTH SENTHIL:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

(a) whether the Government is aware that nearly 47 per cent of the houses constructed under the Pradhan Mantri Awas Yojana-Urban (PMAY-U) for the urban poor remain unoccupied and nearly 70 per cent of houses built under the scheme particularly in the In-situ Slum Redevelopment (ISSR) vertical remain unoccupied; and

(b) if so, the details thereof along with the steps taken/being taken by the Government to improve the occupancy of the houses constructed under PMAY-U?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b) Ministry of Housing and Urban Affairs is implementing Pradhan Mantri Awas Yojana - Urban (PMAY-U) since 25.06.2015 to provide pucca house with basic amenities to all eligible urban beneficiaries across the country. The scheme is implemented through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), In-Situ Slum Redevelopment (ISSR) and Credit Linked Subsidy Scheme (CLSS). PMAY-U is a demand driven scheme. Selection of beneficiaries, under various verticals preferred by the beneficiaries, formulation of projects and execution including allotment of completed houses are done by States/Union Territories (UTs). As on 03.03.2025, a total of 118.64 lakh houses have been sanctioned under the scheme since inception, out of which 112.46 lakh have been grounded, of which 90.60 lakh are completed and 87.52 lakh have been occupied. The remaining houses are at different stages of construction.

The scheme period, which was earlier up to 31.03.2022, has further been extended up to 31.12.2025 to complete sanctioned houses without changing the funding pattern and implementation methodology. Occupancy of AHP/ISSR houses is an important concern raised with States/UTs during review meetings. The States/UTs are encouraged to improve occupancy of houses under AHP/ISSR verticals of PMAY-U by providing civic infrastructure and ensuring allotment to beneficiaries on priority. The Ministry conducts regular review meetings with States/UTs to

complete the remaining houses and ensure occupancy within the stipulated timeframe.

Further, based on the learning from the experiences of 9 years implementation of PMAY-U, MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All' Mission with effect from 01.09.2024 for implementation in urban areas across the country to construct, purchase and rent a house by 1 crore additional eligible beneficiaries at affordable cost through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). Moreover, in-principle approval of more than 6.75 lakh houses have been provided to 30 States/UTs which have signed Memorandum of Agreement (MoA) to implement PMAY-U 2.0 for eligible beneficiaries including homeless.

सालगांव बांध परियोजना

2499. श्री लुम्बाराम चौधरी:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि माउंट आबू शहर को कम से कम 112 एमसीएफटी जलापूर्ति की आवश्यकता है, जबकि इसकी जल भंडारण क्षमता केवल 41 एमसीएफटी है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या समय पर बारिश न होने पर माउंट आबू में जल संकट गंभीर हो जाता है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या यह सच है कि माउंट आबू में भूमिगत जल की भारी कमी है;

(घ) यदि हां, तो क्या सरकार ने माउंट आबू में भूमिगत जल की भारी कमी को देखते हुए सालगांव

बांध परियोजना को जल्द से जल्द पूरा करने के लिए कोई समय-सीमा निर्धारित की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ड) इस संबंध में देरी के क्या कारण हैं?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) राजस्थान सरकार द्वारा सूचित किया गया है कि माउंट आबू शहर की मौजूदा जल मांग 82 मिलियन क्यूबिक फीट (एमसीएफटी) है और वर्तमान जल भंडारण क्षमता केवल 53.28 एमसीएफटी है, जिसमें दो बांध शामिल हैं (अर्थात् ऊपरी कोडेरा बांध जिसकी क्षमता 14.72 एमसीएफटी है और निचला कोडेरा बांध जिसकी क्षमता 38.56 एमसीएफटी है।

(ख) से (ड) माउंट आबू शहर सिरोंही जिले के आबू रोड ब्लॉक में स्थित है। सतही जल स्रोत पर निर्भरता के कारण, यदि बारिश समय पर नहीं होती है तो पानी का गंभीर संकट पैदा हो सकता है। इसके अलावा, दिनांक 31.03.2024 तक नवीनतम भूजल संसाधन आकलन के अनुसार, भूजल निष्कर्षण का वर्तमान स्तर 116.36% है और यह ब्लॉक अत्यधिक दोहन की श्रेणी में आता है।

इस आवश्यकता को पूरा करने के लिए, राजस्थान सरकार के जन स्वास्थ्य एवं अभियांत्रिकी विभाग (पीएचईडी) द्वारा 155 एमसीएफटी की क्षमता के साथ एक सालगांव बांध परियोजना की योजना बनाई गई है। बांध के निर्माण के लिए, पीएचईडी द्वारा दिनांक 06.10.2022 को प्रशासनिक और वित्तीय स्वीकृति जारी की गई, और दिनांक 16.05.2023 को ठेकेदार को कार्य आदेश जारी किया गया।

इस समय, जैसा कि राज्य सरकार द्वारा सूचित किया गया है कि प्रस्तावक एजेंसी इस कार्य की शुरुआत के लिए वन विभाग से वन्यजीव मंजूरी लेने की प्रक्रिया में है।

ACCELERATED IRRIGATION BENEFIT PROGRAMME IN JAMMU AND KASHMIR

2500. SHRI MIAN ALTAF AHMAD:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether it is a fact that the centrally sponsored scheme Accelerated Irrigation Benefit Programme (AIBP) has been closed despite of various projects started under this programme have not been completed, if so, the details thereof;
- (b) whether the Government would provide the funds from any other scheme for completion of these projects in Jammu and Kashmir, if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) to (c) Pradhan Mantri Krishi Sinchai Yojna (PMKSY) is an umbrella scheme, launched in 2015-16 with Accelerated Irrigation Benefits Programme (AIBP) as one of the component. AIBP focuses on creation/restoration of irrigation potential by completion/extension, renovation and modernization of major and medium irrigation projects.

Three projects of Jammu and Kashmir have been included under PMKSY-AIBP namely Rajpora Lift Project, Restoration and Modernization of Main Ravi Canal and Tral Lift Irrigation Project. All three projects have been completed with creation/restoration of 58.30 thousand hectare of irrigation potential.

In December, 2021, continuation of implementation of PMKSY, with AIBP as a component, has been approved by Government of India for the period 2021-22 to 2025-26. Provisions of inclusion of new projects have been kept under PMKSY-AIBP during the period 2021-2026.

बिजली कंपनियों के घाटे में बढ़ोतरी

2501. श्री गिरिधारी यादव:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि भारतीय रिजर्व बैंक की एक रिपोर्ट में कहा गया है कि देश में बिजली कंपनियों का कुल घाटा वित्तीय वर्ष 2023-24 के दौरान 6.5 लाख करोड़ रुपये तक पहुंच गया है, जो सकल घरेलू उत्पाद (जीडीपी) का 2.4 प्रतिशत है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या यह सच है कि इस मुद्दे के समाधान के लिए बिजली उत्पादन में सुधार, पारेषण और वितरण घाटे को कम करने और बिजली आपूर्ति की वास्तविक लागत के आधार पर टैरिफ निर्धारित करने जैसे उपाय सुझाए गए हैं, यदि हां, तो बिजली कंपनियों के घाटे के परिणामस्वरूप सकल घरेलू उत्पाद से संबंधित इस घाटे को कम करने के लिए सरकार द्वारा प्रस्तावित निर्देशों का ब्यौरा क्या है; और

(ग) इन्हें कब तक जारी किए जाने की संभावना है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) जी हाँ। 'राज्य वित्त – वर्ष 2024-25 के बजट का अध्ययन' पर भारतीय रिज़र्व बैंक (आरबीआई) की रिपोर्ट में बताया गया है कि विद्युत वितरण कंपनियों की कुल संचित हानियां वर्ष 2022-23 में बढ़कर 6.5 लाख करोड़ रुपये (जीडीपी का 2.4 प्रतिशत) हो गई हैं।

वित्तीय वर्ष 2023 में राज्य के स्वामित्व वाली विद्युत वितरण यूटिलिटी की वित्तीय हानियों में वृद्धि का मुख्य कारण ईंधन और विद्युत खरीद लागत समायोजन (एफपीपीसीए) का कार्यान्वयन न करना था। विद्युत वितरण यूटिलिटी की वित्तीय हानियों के अन्य प्रमुख कारणों में टैरिफ आदेश जारी करने में देरी, खराब बिलिंग और संग्रह क्षमता, राज्य सरकार के विभागों/स्थानीय निकायों के बिजली बकाया की कम वसूली और टैरिफ सब्सिडी शामिल है। वित्त वर्ष 2021-22 से वित्त वर्ष 2023-24 तक विद्युत वितरण यूटिलिटी का राज्यवार संचित अधिशेष/(हानि) विवरण पर है।

(ख) और (ग) भारत सरकार (जीओआई) विभिन्न पहलों के माध्यम से विद्युत वितरण यूटिलिटी को उनके प्रदर्शन में सुधार करने के लिए समर्थन दे रही है। कुछ प्रमुख पहल निम्नानुसार हैं:

- i. यह कि विद्युत आपूर्ति के लिए सभी विवेकपूर्ण लागत निकासी सुनिश्चित करने के लिए पारित की जाएं। ईंधन और विद्युत खरीद लागत समायोजन (एफपीपीसीए) तथा लागत प्रतिबिंबित टैरिफ के कार्यान्वयन के लिए नियम अधिसूचित किए गए हैं।
- ii. उचित सब्सिडी लेखांकन और उनके समय पर भुगतान के लिए नियम और मानक संचालन प्रक्रिया जारी की गई।
- iii. वित्तीय रूप से टिकाऊ और प्रचालनात्मक रूप से दक्ष वितरण क्षेत्र के माध्यम से विद्युत की गुणवत्ता और विश्वसनीयता में सुधार लाने के उद्देश्य से संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) शुरू की गई है। इस स्कीम के अंतर्गत निधियों की निर्मुक्ति को राज्यों/वितरण यूटिलिटी द्वारा उनके वित्तीय निष्पादन में सुधार के लिए आवश्यक उपाय करने से जोड़ा गया है।
- iv. यदि वितरण यूटिलिटी हानि कम करने के उपाय लागू करती है तो राज्य को जीएसडीपी का 0.5% अतिरिक्त उधार लेने की अनुमति है।
- v. निर्धारित मापदंडों के आधार पर विद्युत वितरण यूटिलिटी के निष्पादन के मूल्यांकन के आधार पर राज्य के स्वामित्व वाली विद्युत यूटिलिटी को ऋण संस्वीकृत करने के लिए अतिरिक्त विवेकपूर्ण मानदंड।
केंद्र और राज्यों/संघ राज्य क्षेत्रों के सामूहिक प्रयासों से, राष्ट्रीय स्तर पर वितरण यूटिलिटी की कुल तकनीकी और वाणिज्यिक (एटीएंडसी) हानि वित्तीय वर्ष 2021 में ~22% से घटकर वित्तीय वर्ष 2024 में ~16.28% हो गई है और इसी अवधि के दौरान आपूर्ति की औसत लागत और औसत प्राप्त राजस्व के बीच का अंतर (एसीएस-एआरआर गैप) 0.71 रुपये/किलोवाट घंटा से घटकर 0.19 रुपये/किलोवाट घंटा हो गया है।

विवरण

विद्युत वितरण यूटिलिटी का संचित अधिशेष/(हानि)

(आंकड़े करोड़ रुपये में)

राज्य/डिस्कॉम	दिनांक 31 मार्च, 2023 तक की स्थिति के अनुसार	दिनांक 31 मार्च, 2023 तक की स्थिति के अनुसार
आंध्र प्रदेश	(29,218)	(29,210)
एपीसीपीडीसीएल	(9,726)	(9,695)
एपीईपीडीसीएल	(6,911)	(6,936)
एपीएसपीडीसीएल	(12,581)	(12,580)
असम	(1,699)	(1,324)
एपीडीसीएल	(1,699)	(1,324)
बिहार	(19,777)	(18,503)
एनबीपीडीसीएल	(7,367)	(6,261)
एसबीपीडीसीएल	(12,411)	(12,242)
छत्तीसगढ़	(10,057)	(10,016)
सीएसपीडीसीएल	(10,057)	(10,016)
गुजरात	935	5,165
डीजीवीसीएल	546	1,504
एमजीवीसीएल	418	885
पीजीवीसीएल	(300)	1,491
यूजीवीसीएल	272	1,285
हरियाणा	(28,165)	(28,001)
डीएचबीवीएन	(13,194)	(13,071)
यूएचबीवीएन	(14,971)	(14,929)
हिमाचल प्रदेश	(3,126)	(3,754)
एचपीएसईबीएल	(3,126)	(3,754)
झारखंड	(15,848)	(18,469)
जेबीवीएनएल	(15,848)	(18,469)
कर्नाटक	(17,559)	(26,109)
बेसकॉम	(4,480)	(8,343)

चेसकॉम	(2,686)	(3,033)
गेसकॉम	(3,398)	(4,894)
हेसकॉम	(7,258)	(9,898)
मेसकॉम	263	59
केरल	(34,668)	(35,978)
केएसईबीएल	(34,668)	(35,978)
मध्य प्रदेश	(65,291)	(69,301)
एमपीएमएकेवीवीसीएल	(27,110)	(29,124)
एमपीपीएकेवीवीसीएल	(13,107)	(13,233)
एमपीपीओकेवीवीसीएल	(25,073)	(26,944)
महाराष्ट्र	(31,275)	(36,226)
एमएसईडीसीएल	(31,275)	(36,226)
मणिपुर	(286)	(295)
एमएसपीडीसीएल	(286)	(295)
मेघालय	(4,259)	(4,634)
एमईपीडीसीएल	(4,259)	(4,634)
पंजाब	(10,420)	(9,620)
पीएसपीसीएल	(10,420)	(9,620)
राजस्थान	(92,070)	(91,565)
एवीवीएनएल	(28,263)	(27,438)
जेडीवीवीएनएल	(34,488)	(34,781)
जेवीवीएनएल	(29,318)	(29,345)
तमिलनाडु	(1,62,507)	(1,66,944)
टेनजेनको	(1,62,507)	(1,66,944)
तेलंगाना	(60,922)	(67,276)
टीएसएनपीडीसीएल	(18,593)	(20,037)
टीएसएसपीडीसीएल	(42,330)	(47,239)
त्रिपुरा	(854)	(1,171)
टीएसईसीएल	(854)	(1,171)
उत्तर प्रदेश	(82,556)	(89,662)
डीवीवीएनएल	(28,398)	(30,666)
केस्को	(4,187)	(4,733)
एमवीवीएनएल	(20,345)	(21,715)

पीएवीवीएनएल	(10,508)	(9,652)
पीयूवीवीएनएल	(19,119)	(22,896)
उत्तराखंड	(5,096)	(5,435)
यूपीसीएल	(5,096)	(5,435)
पश्चिम बंगाल	119	158
डब्ल्यूबीएसईडीसीएल	119	158
दादरा एवं नगर हवेली और दमन एवं द्वीप	103	
डीएनएचपीडीसीएल		
डीएनएचडीडीपीडीसीएल	103	
दिल्ली	11,591	12,893
बीआरपीएल	5,244	6,089
बीवाईपीएल	3,094	3,476
टीपीडीडीएल	3,253	3,328
गुजरात	4,018	
टोरंट पावर अहमदाबाद	3,426	
टोरंट पावर सूरत	592	
महाराष्ट्र	1,580	561
ईईएमएल	1,580	561
ओडिशा	517	824
टीपीएनओडीएल	190	323
टीपीएसओडीएल	124	161
टीपीडब्ल्यूओडीएल	154	229
टीपीसीओडीएल	49	112
उत्तर प्रदेश	1,293	1,426
एनपीसीएल	1,293	1,426
पश्चिम बंगाल	9,770	197
सीईएससी	9,491	
आईपीसीएल	279	197
कुल योग	(6,45,728)	(6,92,269)

PETROLEUM MINING LEASE FOR ASHOKNAGAR OIL FIELD**2502. SHRI JAGANNATH SARKAR:**

Will the MINISTER OF **PETROLEUM AND NATURAL GAS** be pleased to state:

- (a) whether the Petroleum Mining Lease (PML) for the Ashoknagar Oil field has now been granted by the West Bengal Government and if so, the details thereof along with the date of approval and terms of the lease;
- (b) the reasons for the delay of over four years in granting the PML, the estimated financial and production loss due to the non-implementation of the Early Development Plan (EDP);
- (c) the status of the integrated Field Development Plan (FDP) covering 99.06 sq. km. and the projected oil and gas production timeline; and
- (d) whether the production has commenced at the Ashoknagar Oil field and if not, the reasons for the delay despite the approval of the PML?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS; AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SURESH GOPI):

- (a) Yes, West Bengal Government vide letter dated 24th Feb, 2025 has issued Provisional Petroleum Mining Lease (PML) to M/s Oil and Natural Gas Corporation Ltd. (ONGC) for an area of 99.06 Sq. Km. for the New Exploration Licensing Policy (NELP) Block WB-ONN-2005/4 for a period of 11 years. Terms and conditions of the lease, include, inter-alia, acquisition of land by ONGC in compliance of laws and policies, seeking prior approval of Ministry of Home Affairs and Ministry of

Defence in case of entrusting the task to international companies or foreigners, such other terms and conditions as the State Government may determine from time to time depending on the exigencies and in public interest, etc.

(b) Petroleum and Natural Gas Rules, 1959, the State Government is empowered to grant Petroleum Mining Lease (PML) with the prior recommendation of the Central Government. The application for PML was made in 10.09.2020, based on Early Development Plan (EDP) considering the single well, Asokenagar-1 (discovery well) for an area (5.88 sq. km. subsequently increased to 99.06 sq. km.). The recommendation of the Central Government for Grant of PML was conveyed to State Government of West Bengal on 21.10.2020,

followed by Government of India subsequent reminder letters dated 01.02.2023 and 12.01.2024. The matter was also flagged to the Government of West Bengal in the Eastern Zonal Council Meeting held on 04.07.2024. In the absence of PML, the Operator continued with the appraisal/exploratory drilling activities and established hydrocarbon presence in other wells namely Kanpul-1, Bhurkunda-1 and Ranaghat-2. Provisional PML was subsequently granted by State Government of West Bengal on 24.02.2025.

As per EDP production profile, in the first 4 years there was an envisaged production of 18274 m³ of oil. The well Asokenagar-1 was put on test production in December 2020. Actual production of ~ 352 m³ was realized in the well during extended testing from December 2020 to July 2022. As the PML was delayed, production from the well had to be deferred. As the PML has now been granted,

the monetization of remaining 17922 m³ of oil is a part of future production plan for the block.

(c) and (d) Integrated Field Development Plan of Asokenagar-1 discovery has been approved by Government on 10.07.2024. The provisional PML was issued by State Government on 24.02.2025. The production of oil and gas in sync with activities approved under FDP, is projected within 10 and 17 months respectively, post execution of the deed.

जीर्ण-शीर्ण बांधों और नहरों की मरम्मत

2503. श्री वीरेन्द्र सिंह:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने कृषि उत्पादन बढ़ाने के लिए हरित क्रांति के तहत देश भर में जीर्ण-शीर्ण हो चुकी नहरों और छोटे बांधों की मरम्मत के लिए बजट आवंटित किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ख) इस प्रावधान के तहत उत्तर प्रदेश के कृषि प्रधान जिले चंदौली के लिए विशेष रूप से कितना बजट आवंटित किया गया है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) जल राज्य का विषय होने के कारण, सिंचाई परियोजनाओं, विस्तार, नवीनीकरण और आधुनिकीकरण (ईआरएम) परियोजनाओं और खराब नहरों तथा छोटे बांधों की मरम्मत सहित जल संसाधन परियोजनाओं को राज्य सरकारों द्वारा उनकी प्राथमिकताओं और धन की उपलब्धता के अनुसार स्वयं कार्यान्वित किया जाता है। भारत सरकार राज्य सरकारों द्वारा कार्यान्वित सिंचाई परियोजनाओं को प्रधानमंत्री कृषि सिंचाई योजना (पीएमकेएसवाई)- त्वरित सिंचाई लाभ कार्यक्रम

(एआईबीपी) और राष्ट्रीय परियोजना स्कीम के तहत आंशिक वित्तीय सहायता प्रदान करती है। मौजूदा सिंचाई परियोजनाओं के विस्तार, नवीनीकरण और आधुनिकीकरण (ईआरएम) या पुरानी सिंचाई परियोजनाओं के पुनरुद्धार को भी उपरोक्त योजना के तहत आंशिक रूप से वित्त पोषित किया जाता है। वर्ष 2016 में पीएमकेएसवाई के शुभारंभ के साथ, विवरण में दिए गए ब्यौरे के अनुसार पीएमकेएसवाई-एआईबीपी के अंतर्गत नौ (09) ईआरएम परियोजनाएं शामिल की गई हैं।

इसके अलावा, देश भर में चयनित मौजूदा बड़े बांधों की सुरक्षा और प्रचालनात्मक कार्यनिष्पादन में सुधार करने के साथ-साथ बांध सुरक्षा के लिए संस्थागत सुदृढीकरण हेतु, भारत सरकार बाहरी वित्त पोषण के साथ बांध पुनर्वास और सुधार परियोजना (ड्रिप) को कार्यान्वित कर रही है।

वर्ष 2021 में ड्रिप चरण-I कार्यक्रम पूरा होने के बाद, भारत सरकार ने ड्रिप चरण-II और III योजना शुरू की है। इस योजना में 19 राज्यों में स्थित 736 बड़े बांधों के पुनरुद्धार और सुरक्षा में सुधार की परिकल्पना की गई है, जिसका बजट परिव्यय 10,211 करोड़ रुपये है। यह योजना 10 वर्ष की अवधि की है। ड्रिप चरण-II 12 अक्टूबर 2021 से परिचालित हो गया है, और इसे विश्व बैंक और एशियाई अवसंरचना तथा निवेश बैंक द्वारा सह-वित्तपोषित किया जा रहा है।

(ख) उत्तर प्रदेश सरकार ने सूचित किया है कि वित्तीय वर्ष 2024-25 के लिए उत्तर प्रदेश के चंदौली जिले में नहरों, बांधों और बाढ़ कार्यों की वार्षिक मरम्मत के लिए 1,822.63 लाख रुपये की धनराशि आवंटित की गई है।

विवरण

पीएमकेएसवाई-एआईबीपी के अंतर्गत शामिल 09 ईआरएम परियोजनाओं का ब्यौरा

क्र.सं.	राज्य	परियोजना का नाम	वर्ष 2016 से अब तक जारी केंद्रीय सहायता	वर्ष 2016-24 में सृजित/पुनर्स्थापित सिंचाई क्षमता (हजार हेक्टेयर)	स्थिति

			(करोड़ रुपए में)		
1.	छत्तीसगढ़	मनियारी टैंक परियोजना	3.62	0.30	पूर्ण
2.	छत्तीसगढ़	खारुंग परियोजना	-	9.21	पूर्ण
3.	जम्मू और कश्मीर	मुख्य रावी नहर का बहाली एवं आधुनिकीकरण	15.29	5.52	पूर्ण
4.	कर्नाटक	नारायणपुर बायाँ तट नहर प्रणाली परियोजना	929.4	99.70	जारी (लगभग पूरा हो चुका है)
5.	ओडिशा	आनंदपुर बैराज चरण- I / एकीकृत आनंदपुर बैराज	28.01	2.85	जारी
6.	पंजाब	प्रथम पटियाला फीडर और कोटला शाखा परियोजना का पुनरुद्धार	6.66	30.39	पूर्ण
7.	राजस्थान	गंग नहर का आधुनिकीकरण	30.75	0.53	पूर्ण
8.	असम	सुकला सिंचाई परियोजना का ईआरएम	41.98	-	जारी (2021- 22 में शामिल)
9.	मणिपुर	लोकतक लिफ्ट सिंचाई परियोजना (चरण-I) का ईआरएम ,	30.78	7.95	जारी (2022- 23 में शामिल)

REPAIR OF HIGHWAYS

2504. SHRI KULDEEP INDORA:

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

(a) whether the Government has issued any new guidelines to National Highways Authority of India (NHAI) which is responsible for the maintenance and development of National Highways for ensuring the longevity and continuous improvement of the country's vital road network;

(b) whether the Government has directed the NHAI to immediately repair the damaged highways in Rajasthan; and

(c) the steps that are being taken for strengthening the overall road infrastructure in Rajasthan with a particular reference to Sriganganagar and Hanumangarh districts?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) Development and maintenance of National Highways (NHs) is a continuous process. Works on notified NHs, including capacity augmentation, are taken up based on the traffic density, condition of the road, inter-se priority and **synergy with PM Gati Shakti National Master Plan**.

The Government has planned that all NHs sections of National Highways should be under Maintenance, through one of the following mechanisms:

- i. Maintenance and Repair (MandR) of stretches of NHs, where development works have commenced or Operation, Maintenance and Transfer (OMT)

Concessions/ Operation and Maintenance (OandM) Contracts have been awarded, are the responsibility of the concerned Concessionaires/ Contractors till the end of the Defect Liability Period (DLP)/ the Concession Period. Similarly, for NHs stretches undertaken under TOT (Toll Operate and Transfer) and InvIT (Infrastructure Investment Trust), MandR responsibility lies with concerned Concessionaire till the end of the Concession Period.

- ii. For all remaining sections of NHs stretches, Government has taken a policy decision to undertake maintenance works through Performance-Based Maintenance Contract (PBMC) or Short-Term Maintenance Contract (STMC).

(b) Repair of any damages on NHs is a continuous process and is taken up whenever such damages occur.

(c) Following 06 project highways have been developed in Sriganganagar and Hanumangarh districts by the Government:

Project Name	District Name	Length (Km)	Remarks
Construction of 6-lane access controlled Greenfield highway from Sangariya (near Chautala)-Rasisar (near Bikaner) section of NH-754K as a part of Amritsar-Jamnagar Economic Corridor.	Hanumangarh	60.285	Operational
	Sriganganagar	35.292	Operational
Construction/upgradation of two lanes with paved shoulders of NH-911 from Sriganganagar to Raisinghnagar (Design	Sriganganagar	102.076	Ongoing

Chainage -0.500 Km. to Design Chainage 101.00 Km.			
Upgradation to 2L+PS of NH-54 Hanumangarh to Kenchiyan from Km 0/0 to Km 49/605	Hanumangarh	49.6	Under Construction
Maintenance of Pakka Saharna to Kaluwala NH-954 in the State of Raj.	Hanumangarh	7.3	Under Construction
	Sriganganagar	24.2	
"Strengthening for Suratgarh-Sriganganagar section of NH-62(old NH-15) from Km 173/002 to 250/900 in the state of Raiasthan"	Hanumangarh	8.5	Under DLP
	Sriganganagar	69.4	
Development and Operation of Bikaner-Suratgarh section of NH-15 (Km 553.869 of NH-11 to Km 173.000 of NH-15) via Km 10.630 of NH-15 by Two Laning with paved shoulder in the State of Rajasthan.	Sriganganagar	47.38	Under OandM

FINANCIAL ASSISTANCE TO ST ENTREPRENEURS

2505. SHRI G KUMAR NAIK:

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

(a) the details of eligibility criteria fixed under the Venture Capital Fund for Scheduled Tribes (VCF-STs) for ST entrepreneurs and updates to selection requirements thereof;

- (b) the details of applications received and the selection process executed during the last five years including timelines and procedures followed therefor;
- (c) the details of companies approved for financial assistance during the said period, State-wise;
- (d) the financial assistance provided to ST-owned companies including interest rates and returns on investment;
- (e) the details of awareness initiatives for ST entrepreneurs via print and electronic media; and
- (f) the details of efforts being made to increase the scheme's budget allocation for ST entrepreneurs across the country?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

- (a) The details of eligibility criteria under the Venture Capital Fund for Scheduled Tribes (VCF-STs) for ST entrepreneurs is available at <https://vcfst.in/index.html>.
- (b) Subsequent to the launch of the scheme on 10th February 2024, a total of 17 applications have been received by IFCI VCF Ltd. online. As per the scheme guidelines, the applications are processed through two level of committees viz. Screening Committee and Investment Committee. All the applications received are considered at Screening Committee and the applications which are recommended

from the Screening Committee are presented in the subsequent Investment Committee.

(c) The details of the companies approved for financial assistance under the scheme so far is given below:

S. No.	Company name	Industry	State	Sanctioned Amount (₹ Cr.)	Sanction Year
1	Hemal Food Products Pvt Ltd	Food Processing	Chhattisgarh	3.41	2024-25
2	Harleys India Pvt Ltd	Food Processing	Telangana	5.00	2024-25

(d) As per the scheme guidelines, the financial assistance provided to companies under VCF-ST are between Rs.10.00 Lakh to Rs.5.00 Crore. The financial assistance is provided at a concessional rate / returns on investment @ 4% p.a. (3.75% for women/ Divyang ST entrepreneurs).

(e) Regular awareness efforts are carried out amongst ST entrepreneurs about the fund by way of publicity in media through advertisements as well as by holding various conferences/meets, connecting entrepreneurs through social media and through webinars. Some of such efforts made so far are cited as below:

Webinars

- i. Conducted with 22 TBIs across 11 states to disseminate the scheme information amongst the prospective Scheduled Tribes (STs) within their incubation centre / innovation park.
- ii. Conducted with 4 State Agencies to create awareness amongst the prospective Scheduled Tribes (STs) through their State Channelising Agencies.
- iii. Conducted with 4 Industrial Bodies to disseminate the scheme guidelines and create awareness.
- iv. Conducted with training centres at Northeastern State.

Physical Outreach

- i. 6 physical meetings have been attended / conducted with Ministry of MSME and NSIC, NSSH and Industry bodies incl. CII and DICCI.
- ii. 2 events have been conducted with Startup India Chapters incl. Start Up Tamil Nadu.
- iii. Organizing various webinars to inform the entrepreneurs about the scheme, doubt clearing sessions and handholding for application filing.
- iv. IFCI Venture is enabling programs / symposium in collaboration with Ministry of Tribal Affairs (MoTA) by inviting Venture Capitalists and Private Equity Investors in order to bring together major Venture Capitalists and Impact Investors to discuss strategies for empowering tribal entrepreneurs and fostering inclusive growth.

v.Participation in various events like Startup Mahakumbh, Advantage Assam 2.0, etc. to provide awareness about the scheme and simultaneously connecting with the ST entrepreneurs.

Social Media Front

i.Various Social Media posts including static posts, learning and educational contents were posted in various handles with support of an external agency.

ii.The scheme was also registered with Investors connect portal of the Start Up India and the multiple posts were published through the forum.

(f) The approved outlay of Rs. 50.00 crores for VCF-ST scheme is sufficient enough to cater the present requirements.

बाड़मेर-जैसलमेर निर्वाचन क्षेत्र के गांवों/बस्तियों में जल कनेक्शन

2506. श्री उम्मेदा राम बेनीवाल:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) जल जीवन मिशन (जेजेएम) एवं अन्य परियोजनाओं के अंतर्गत बाड़मेर-जैसलमेर संसदीय निर्वाचन क्षेत्र के गांवों और बस्तियों में जल कनेक्शन उपलब्ध कराने के लिए क्या लक्ष्य निर्धारित किया गया है और लक्ष्यों के सापेक्ष क्या उपलब्धियां हासिल की गई हैं और कमी के क्या कारण हैं;

(ख) क्या जेजेएम के अंतर्गत प्रत्येक घर में प्रति व्यक्ति जल की आवश्यकता को ध्यान में रखा गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या इस गणना में पशुधन को भी शामिल किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और किस वर्ष तथा किस अवधि के लिए आवश्यकताओं का अनुमान लगाया गया है और विचारित जल उपलब्धता अनुपात का आधार क्या है;

(घ) बाड़मेर-जैसलमेर संसदीय क्षेत्र में जेजेएम एवं अन्य परियोजनाओं के अंतर्गत अब तक वर्ष-वार कुल कितना बजट आबंटित एवं उपयोग किया गया है;

(ङ) उक्त क्षेत्र के कितने गांवों एवं बस्तियों को विभिन्न परियोजनाओं से लाभ मिला है, जहां नियमित जलापूर्ति सुनिश्चित की गई है; और

(च) क्या बाड़मेर लिफ्ट नहर परियोजना के अंतर्गत बाड़मेर जिले के प्रथम गांव बरियाड़ा के निवासियों को पानी उपलब्ध कराया जा रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) अगस्त 2019 से, भारत सरकार देश के प्रत्येक ग्रामीण परिवार हेतु नल जल आपूर्ति का प्रावधान करने के लिए राजस्थान के बाड़मेर-जैसलमेर संसदीय क्षेत्र सहित राज्यों/संघ राज्य क्षेत्रों की भागीदारी से जल जीवन मिशन (जेजेएम) लागू कर रही है। पेयजल राज्य का विषय है और इसलिए जल जीवन मिशन के अंतर्गत आने वाली स्कीमों सहित पेयजल आपूर्ति स्कीमों की आयोजना, अनुमोदन, कार्यान्वयन, संचालन और रखरखाव का उत्तरदायित्व राज्य/संघ राज्य क्षेत्र सरकारों का है। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्यों की सहायता करती है।

राजस्थान राज्य सरकार द्वारा दी गई सूचना के अनुसार, बाड़मेर-जैसलमेर संसदीय निर्वाचन क्षेत्र में 6,09,906 ग्रामीण परिवारों में से 1,97,918 परिवारों को नल जल कनेक्शन उपलब्ध कराए गए हैं।

राजस्थान में जल जीवन मिशन का धीमा कार्यान्वयन मुख्यतः राज्य के जल-संकटग्रस्त, सूखा प्रवण और मरुभूमि क्षेत्रों में भरोसेमंद जल स्रोतों की कमी, राज्य स्तरीय स्कीम स्वीकृति समिति (एसएलएसएससी) द्वारा अनुमोदित कई जेजेएम कार्यों के लिए निविदा जारी न करने, राज्य समतुल्य हिस्से की निधि की अनुपलब्धता के कारण हुआ है जिससे राज्य में जल जीवन मिशन के कार्यान्वयन

की गति प्रभावित हुई है। राजस्थान की राज्य सरकार ने सूचित किया है कि बाड़मेर-जैसलमेर संसदीय क्षेत्र के ग्रामीण परिवारों सहित प्रत्येक ग्रामीण परिवार को 2028 तक नल जल कनेक्शन प्रदान कर दिया जाएगा।

(ख) और (ग) जेजेएम के तहत, न्यूनतम सेवा सुपुर्दगी 55 लीटर प्रति व्यक्ति प्रति दिन (एलपीसीडी) के रूप में तय की गई है। इसके अतिरिक्त, जेजेएम के कार्यान्वयन हेतु कार्यसंबंधी दिशा-निर्देशों में विशेष रूप से पहाड़ी भू-भागों, सूखा प्रवण और मरुभूमि क्षेत्रों में पशुओं को पेयजल उपलब्ध कराने के लिए मवेशी कुंड के निर्माण हेतु प्रावधान किया गया है। इसके अलावा, ग्राम समुदाय द्वारा ग्राम कार्य योजना (वीएपी) की तैयारी के दौरान, पशुधन के लिए मवेशी कुंडों के निर्माण के लिए स्थानों की पहचान के साथ-साथ गांव के लिए पानी की आवश्यकताओं का मूल्यांकन किया जाता है।

(घ) जल जीवन मिशन के अंतर्गत निधियां राज्यों/संघ राज्य क्षेत्रों को सीधे जारी की जाती हैं और उनके जिला-वार/संसदीय निर्वाचन क्षेत्र-वार निधि का ब्यौरा भारत सरकार के स्तर पर नहीं रखा जाता है। पिछले पांच वर्षों (2019-20, 2020-21, 2021-22, 2022-23 और 2023-24) और चालू वित्तीय वर्ष 2024-25 (10.03.2025 तक) के दौरान आवंटन, आहरित निधि और राजस्थान राज्य द्वारा सूचित किए गए निधि उपयोग का विवरण निम्नानुसार है:

(राशि करोड़ रु. में)

वर्ष	केंद्रीय					राज्य हिस्से के तहत व्यय
	अथ शेष	आवंटन	आहरित निधि	उपलब्ध निधि	सूचित उपयोग	
2019-20	313.67	1,301.71	1,301.71	1,615.38	620.31	686.69
2020-21	995.07	2,522.03	630.51	1,625.58	762.04	789.05
2021-22	863.53	10,180.50	2,345.08	3,208.61	1,919.83	1,665.84
2022-23	1,288.79	13,328.60	6,081.80	7,370.59	3,937.70	4,123.31

वर्ष	केंद्रीय					राज्य हिस्से के तहत व्यय
	अथ शेष	आवंटन	आहरित निधि	उपलब्ध निधि	सूचित उपयोग	
2023-24	3,435.4 9	3,019.94	250.00	3,685.49	2,898.54	3,904.64
2024-25*	786.95	11,061.46	1,659.22	2,446.17	2,180.28	2,154.96

स्रोत: जेजेएम-आईएमआईएस

(10.03.2025 तक)

(ड) राजस्थान राज्य सरकार द्वारा दी गई सूचना के अनुसार, बाड़मेर-जैसलमेर संसदीय निर्वाचन क्षेत्र में स्वीकृत 4,836 गांव हैं जिनमें से 2,232 गांव जल आपूर्ति से लाभान्वित हैं।

(च) राजस्थान राज्य सरकार द्वारा दी गई सूचना के अनुसार, एसएलएसएससी ने अपनी 37वीं बैठक दिनांकित 03.05.2023 में बाड़मेर लिफ्ट जल आपूर्ति परियोजना के तहत ग्राम संवितरण नेटवर्क के माध्यम से बरियाड़ा गांव में एफएचटीसी प्रदान करने की स्वीकृति प्रदान की। यह परियोजना बोली आमंत्रित करने के चरण में है।

BOREWELL DEATHS

2507. DR. D RAVI KUMAR:

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) whether the Government has any data on the borewell deaths occurred in the country during the last five years (2020-2025);

(b) if so, the details thereof, State/UT-wise;

(c) the measures taken/being taken by the Government to strictly maintain and oversee the safety guidelines rolled out by the Supreme Court in the Orders dated 11.02.2010 and 06.08.2010;

(d) whether the Government proposes to enact a law to prevent borewell accidents and deaths, taking inspiration from Karnataka's newly enacted (Regulation and Control of Development and Management) (Amendment) Bill; and

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

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) and (b) M/o Jal Shakti does not maintain any data on borewell accidents/deaths occurring in the country. However, as per the information received from the M/o Home Affairs, between the years 2020 and 2025, the National Disaster Relief Force (NDRF) has carried out total 37 operations in the country for borewell rescue, out of which 17 were successful.

(c) In order to propagate the safety guidelines framed by the Hon'ble Supreme Court vide its Order dated 11.02.2010 and 06.08.2010, the Ministry of Jal Shakti has written multiple letters to all the Chief Secretaries/Administrators of States/UTs, to take strict action for implementation of the guidelines and also to make all the District Collectors/Magistrates responsible for effective compliance. Further Ministry has requested for constitution of a suitable Nodal Agency/ Department and Nodal Officer at each administrative level (from State level to Gram Panchayat level) in every state who shall be responsible for ensuring effective implementation of the directions of Hon'ble Supreme Court. So far, 12 States/UTs have responded and intimated regarding constitution of such Nodal agency in their respective state. In addition to the above, the Central Ground Water Authority (CGWA), under the M/o Jal Shakti, has issued Public Notices/Advisories dated 13.07.2021 and

21.01.2025 reiterating the Guidelines issued by Hon'ble Supreme Court for strict compliance.

(d) and (e) Water being a State subject, the responsibility of effective regulation of ground water extraction and associated activities like drilling of borewells and their maintenance, is primarily the responsibility of the state governments. The Central Government largely plays an advisory role and extends necessary guidance to the states as and when required.

The M/o Jal Shakti had circulated a 'Model Bill to Regulate and Control the Development and Management of Ground Water' in the year 2005, to all the States/UTs to enable them to enact suitable ground water legislation for regulation of its development. The Bill included the provisions like Grant of permit for sinking a new borewell; Registration of existing borewell-owners; Registration of Drilling Agencies; Restrictions of the depth and diameter of bore wells; Restriction on purpose of use of ground water etc. which are meant for effective compliance management on the part of borewell drillers as well as owners leading to prevention of unfortunate borewell accidents. So far, 21 States/UTs have adopted and implemented the ground water legislation, Karnataka being one of them.

Additionally, the Guidelines dated 24.09.2020 issued by CGWA for ground water regulation also prescribe that it shall be the responsibility of State / UT Governments for registering drilling rigs operating within their jurisdiction and for maintaining the database of wells drilled by them. Going further ahead, CGWA Guidelines impose a mandatory condition on the projects seeking NOC for ground

water extraction, that in case of failure of well, such defunct well shall be properly sealed and documentary proof in this regard shall be submitted.

ALLOCATION OF ROAD PROJECTS TO PUDUCHERRY

2508. SHRI VE VAITHILINGAM:

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

- (a) whether the Government is aware of traffic congestion in Puducherry from Rajiv Gandhi Square to Marapalam Junction and the highway connecting Cuddalore from Marapalam Junction, if so, the details thereof;
- (b) the schemes sanctioned to the Union Territory of Puducherry to ease traffic congestion;
- (c) the road projects sanctioned or proposed to be sanctioned for the Union Territory of Puducherry by the Government; and
- (d) the budget allocation made during the year 2024-25 and the proposed quantum of allocation for the year 2025-26 for road infrastructure in the Union Territory?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

- (a) Yes, Sir.
- (b) and (c) The Government has planned to take up three works namely (i) Improvements of two junctions namely Rajiv Gandhi Square and Indira Gandhi Square on NH 32, (ii) Widening and strengthening of 20 km long stretch of

Cuddalore Road (NH-45A) and (iii) Widening and strengthening of 13.00 km long stretch of Eastern Coastal Road (ECR) i.e. NH-332A from Rajiv Gandhi Square to Marakkanam side, based on inter-se priority, traffic density and synergy with PM Gati Shakti National Master Plan for maintaining and keeping National Highways for safe and smooth traffic movements.

(d) An allocation of Rs. 25.00 crore has been made during current financial year 2024-25 as per requirement of ongoing National Highway (NH) works in the Union Territory (UT) of Puducherry. The Government is committed to ensure earmarking of adequate funds for NHs projects also in the financial year 2025-26 as per the requirements for the NHs projects in UT of Puducherry.

राप्ती नदी की सफाई

2509. श्री राम शिरोमणि वर्मा:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को जानकारी है कि सफाई के अभाव में उत्तर प्रदेश के श्रावस्ती और बलरामपुर जिलों से गुजरने वाली राप्ती नदी हर साल बाढ़ का कारण बनती है और जिससे सैकड़ों गांव जलमग्न हो जाते हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार नदी की गहन सफाई/गाद निकालने, तटबंधों की मरम्मत करने और उनकी ऊंचाई बढ़ाने की योजना बना रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) से (ग) उत्तर प्रदेश सरकार द्वारा दी गई सूचना के अनुसार, श्रावस्ती और बलरामपुर जिले में राप्ती नदी में बाढ़ मुख्य रूप से नेपाल में हुई अत्यधिक वर्षा के कारण आती है। जिसके परिणामस्वरूप जलग्रहण क्षेत्र में भारी रन-ऑफ उत्पन्न होता है, जिससे नेपाल से आने वाले कई नालों में बाढ़ सहित अन्य कारणों से फ्लेश-फलड की स्थित उत्पन्न हो जाती है।

बाढ़ प्रबंधन और कटाव रोधी स्कीमों की आयोजना, जांच और कार्यान्वयन राज्य सरकारों द्वारा राज्य के भीतर प्राथमिकता के आधार पर अपने संसाधनों से किया जाता है। केंद्र सरकार राज्यों को केवल तकनीकी, सलाहकार, कैटालिटिक और प्रोत्साहनात्मक प्रकृति की सहायता प्रदान करती है।

राज्य सरकार द्वारा दी गई सूचना के अनुसार, बाढ़ सुरक्षा तटबंधों का निर्माण डिजाइन मानदंडों के अनुसार किया जाता है और मानसून से पहले आवश्यकतानुसार तटबंधों की मरम्मत और रखरखाव का कार्य किया जाता है।

जल शक्ति मंत्रालय द्वारा अक्टूबर, 2022 में पूरे भारत में जलग्रहण क्षेत्रों और जलाशयों के अलावा नदियों में तलछट के समग्र रूप से प्रबंधन के लिये एक व्यापक फेमवर्क के रूप में तलछट प्रबंधन के लिये एक राष्ट्रीय फेमवर्क (एनएफएसएम) प्रकाशित की गई। यह राज्य सरकारों, अन्य मंत्रालयों, विभागों आदि जैसे संबंधित हितधारकों को पर्यावरण और पारिस्थितिकी को ध्यान में रखते हुए रणनीति बनाने और परियोजनाओं के कार्यान्वयन में सुविधा प्रदान करता है।

पाइपकृत गैस परियोजना/नगर गैस वितरण परियोजना

2510. डॉ. शिवाजी बंडाप्पा कालगे:

श्री ज्ञानेश्वर पाटील:

श्रीमती कलाबेन मोहनभाई देलकर:

श्री संदिपनराव आसाराम भुमरे:

क्या पेट्रोलियम और प्राकृतिक गैस मंत्री यह बताने की कृपा करेंगे कि:

- (क) महाराष्ट्र, मध्य प्रदेश और संघ राज्यक्षेत्र दादरा और नगर हवेली में पाइपकृत गैस परियोजना या नगर गैस वितरण परियोजना से जुड़े शहरों की संख्या कितनी है;
- (ख) महाराष्ट्र, मध्य प्रदेश और संघ राज्यक्षेत्र दादरा और नगर हवेली में कितने प्रतिशत शहरों में घरेलू उपयोग के लिए पाइपकृत गैस की आपूर्ति की जा रही है/किए जाने का प्रस्ताव है;
- (ग) महाराष्ट्र, मध्य प्रदेश और संघ राज्यक्षेत्र दादरा और नगर हवेली में आज की तिथि के अनुसार पाइपकृत गैस की आपूर्ति के लिए प्रस्तावित क्षेत्रों की संख्या और पाइपकृत गैस की आपूर्ति किए जा रहे शहरों की क्षेत्रवार संख्या कितनी है;
- (घ) गत पांच वर्षों और वर्तमान वर्ष के दौरान उक्त परियोजना के लिए सरकार द्वारा स्वीकृत और वितरित की गई निधि का शहर और वर्षवार ब्यौरा क्या है; और
- (ङ) उक्त परियोजना के कब तक पूरा होने की संभावना है?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) से (ङ) पाइपड प्राकृतिक गैस (पीएनजी) कनेक्शन प्रदान करना नगर गैस वितरण (सीजीडी) नेटवर्क के विकास का हिस्सा है और इसे पेट्रोलियम और प्राकृतिक गैस नियामक बोर्ड (पीएनजीआरबी) द्वारा अधिकृत कम्पनियों द्वारा किया जा रहा है।

पीएनजीआरबी ने सीजीडी नेटवर्कों के विकास के निमित्त पूरे महाराष्ट्र राज्य को आच्छादित करते हुए 22 भौगोलिक क्षेत्रों (जीएज) (महाराष्ट्र, गुजरात और मध्य प्रदेश में फैले 2 जीएज सहित), पूरे मध्य प्रदेश राज्य को आच्छादित करते हुए 25 भौगोलिक क्षेत्रों (जीएज) (छत्तीसगढ़, राजस्थान, उत्तर प्रदेश और महाराष्ट्र में फैले 5 जीएज सहित) और दादरा और नगर हवेली संघ शासित क्षेत्र (यूटी) में 1 जीए को अधिकृत किया है। न्यूनतम कार्य कार्यक्रम (एमडब्ल्यूपी) लक्ष्यों के अनुसार अधिकृत कम्पनियाँ वर्ष 2031 तक महाराष्ट्र में 1,21,84,106 पीएनजी कनेक्शन, मध्य प्रदेश में 65,22,825 कनेक्शन और

दादरा और नगर हवेली में 3,823 कनेक्शन प्रदान करने के लिए प्रतिबद्ध हैं। इन राज्यों और सं.शा.क्षेत्रों में पीएनजी कनेक्शनों और एमडब्ल्यूपी लक्ष्यों का जीए-वार ब्यौरा **विवरण** में दिया गया है।

सीजीडी परियोजनाओं के लिए सरकार द्वारा कोई निधि निर्गत नहीं की गई है। सम्बन्धित सीजीडी कम्पनियों द्वारा उनकी न्यूनतम कार्य योजना और तकनीकी-वाणिज्यिक व्यवहार्यता के अनुसार सीजीडी परियोजनाओं की परियोजना लागत वहन कीया जाती है।

विवरण**दिनांक 31.01.2025 की स्थिति के अनुसार महाराष्ट्र में पीएनजी (डी) कनेक्शनों का जीए-वार ब्यौरा**

क्र म सं	भौगोलिक क्षेत्र/ सीजीडी नेटवर्क	राज्य/संघ राज्य क्षेत्र	अधिकृत सीजीडी इकाई	प्राधिकार की तारीख	लक्ष्य पूरा होने की तारीख	पीएनजी घरेलू कनेक्शन दिनांक 31.01.2025 की स्थिति के अनुसार		
						एमडब्ल्यूपी लक्ष्य	आनुपातिक लक्ष्य	उपलब्धि
	पालघर जिला और ठाणे ग्रामीण	महाराष्ट्र	गुजरात गैस लिमिटेड	01-अप्रैल-15	31-मार्च-22	51452	51452	54171
	रायगढ़ जिला (ईएएए)	महाराष्ट्र	महानगर गैस लिमिटेड	01-अप्रैल-15	31-मार्च-22	26476	26476	89400
	पुणे जिला (ईएएए)	महाराष्ट्र	टोरेट गैस पुणे लिमिटेड	18-मई-15	30-जून-22	52810	52810	21373
	रत्नागिरी जिला	महाराष्ट्र	यूनिसन एनवायरो प्राइवेट लिमिटेड	09-अगस्त-16	30-सितम्बर-23	19856	19856	16742
	सोलापुर जिला	महाराष्ट्र	आईएमसी लिमिटेड	06-मार्च-17	30-जून-24	43658	43658	36108
	कोल्हापुर जिला	महाराष्ट्र	एचपीओआईएल गैस प्राइवेट लिमिटेड	06-मार्च-18	31-मई-25	38760	34884	34229
	अहमदनगर और औरंगाबाद जिले	महाराष्ट्र	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	28-सितम्बर-18	30-सितम्बर-28	708100	236034	145777
	वलसाड (ईएएए), धुले और नासिक जिले	महाराष्ट्र और गुजरात	महाराष्ट्र नेचुरल गैस लिमिटेड	28-सितम्बर-18	30-सितम्बर-28	937965	312655	215722

लातूर और उस्मानाबाद जिले	महाराष्ट्र	यूनिस्स एनवायरो प्राइवेट लिमिटेड	25-सितम्बर-18	30-सितम्बर-28	9999	3333	3418
सांगली और सतारा जिले	महाराष्ट्र	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	28-सितम्बर-18	30-नवंबर-28	376700	119289	79175
सिंधुदुर्ग जिला	महाराष्ट्र	महाराष्ट्र नेचुरल गैस लिमिटेड	06-सितम्बर-18	30-सितम्बर-28	25779	8593	8664
बुलदाना , नांदेड़ और परभणी जिले	महाराष्ट्र	महाराष्ट्र नेचुरल गैस लिमिटेड	15-03-2022 (नई आरंभ तारीख 01.10.2023)	30-सितम्बर-31	2007730	66925	0
बीड , जलगांव और जालना जिले	महाराष्ट्र	इंडियन ऑयल कॉर्पोरेशन लिमिटेड	15-03-2022 (नई आरंभ तारीख 01.10.2023)	30-सितम्बर-31	2309973	77000	0
अकोला, हिंगोली और वाशिम जिले	महाराष्ट्र	अडानी टोटल गैस लिमिटेड	09-03-2022 (नई आरंभ तारीख 01.07.2023)	30-जून-31	511962	29865	0
अमरावती और यवतमाल जिले	महाराष्ट्र	अडानी टोटल गैस लिमिटेड	15-03-2022 (नई आरंभ तारीख 01.10.2023)	30-सितम्बर-31	901962	30066	0
चंद्रपुर और वर्धा जिले	महाराष्ट्र	मेघा सिटी गैस डिस्ट्रीब्यूशन प्राइवेट लिमिटेड	15-03-2022 (नई आरंभ तारीख 01.10.2023)	30-सितम्बर-31	909000	30300	0

नागपुर जिला	महाराष्ट्र	एचसीजी नागपुर प्राइवेट लिमिटेड	18-02-2022 (नई आरंभ तारीख 01.07.2023)	30-जून-31	1965000	114625	0
भंडारा , गोंदिया और गरचिरोली जिले	महाराष्ट्र	अडानी टोटल गैस लिमिटेड	09-03-2022 (नई आरंभ तारीख 01.10.2023)	30-सितम्बर-31	361962	12066	0
मुंबई और ग्रेटर मुंबई	महाराष्ट्र	महानगर गैस लिमिटेड	21-जनवरी-09	31-मार्च-12	406000	406000	1354251
पुणे शहर जिसमें पिंपरी - चिंचवाड़ और निकटवर्ती क्षेत्र हिंजवडी , चाकन , तालेगांव शामिल हैं	महाराष्ट्र	महाराष्ट्र नेचुरल गैस लिमिटेड	01-जून-09	30-जून-14	72000	72000	729635
ठाणे शहरी और आसपास की नगर पालिकाएँ	महाराष्ट्र	महानगर गैस लिमिटेड	04-अगस्त-09	31-मार्च-14	225000	225000	1277571
अलीराजपुर , नंदुरबार और बड़वानी जिले	महाराष्ट्र और मध्य प्रदेश	अडानी टोटल गैस लिमिटेड	09-मार्च-22	31-मार्च-30	221962	40694	0
योग - पीएनजीआरबी द्वारा अधिकृत सीजीडी नेटवर्क					12184106	2013581	4066236

दिनांक 31.01.2025 की स्थिति के अनुसार मध्य प्रदेश में पीएनजी (डी) कनेक्शनों का जीए-वार

ब्यौरा

क्र म सं.	भौगोलिक क्षेत्र/ सीजीडी नेटवर्क	राज्य/संघ राज्य क्षेत्र	अधिकृत सीजीडी इकाई	प्राधिकार की तारीख	लक्ष्य पूरा होने की तारीख	पीएनजी घरेलू कनेक्शन दिनांक 31.01.2025 की स्थिति के अनुसार		
						एमडब्ल्यू पी लक्ष्य	आनुपाति क लक्ष्य	उपल ब्धि
	देवास	मध्य प्रदेश	गेल गैस लिमिटेड	01-जून-09	30-जून-14	40000	40000	22350
	धार जिला	मध्य प्रदेश	नवेरिया गैस प्राइवेट लिमिटेड	07-नवंबर-16	31- दिसम्बर- 23	1061	1061	1490
	इंदौर (उज्जैन शहर सहित)	मध्य प्रदेश	आवंतिका गैस लिमिटेड	31-अगस्त- 09	31-मार्च- 14	50000	50000	11342 7
	ग्वालियर	मध्य प्रदेश	आवंतिका गैस लिमिटेड	04-जनवरी- 10	11- दिसम्बर- 14	44000	44000	59235
	बुरहानपुर , खंडवा , खरगोन और हरदा जिले	मध्य प्रदेश	अडानी टोटल गैस लिमिटेड	09-मार्च-22	31-मार्च- 30	511978	93863	0
	टीकमगढ़ , निवाड़ी , छतरपुर और पन्ना जिले	मध्य प्रदेश	अडानी टोटल गैस लिमिटेड	09-मार्च-22	31-मार्च- 30	191978	35196	0
	बैतूल , छिंदवाड़ा , सिवनी और बालाघाट जिले	मध्य प्रदेश	मेघा सिटी गैस डिस्ट्रीब्यूशन प्राइवेट लिमिटेड	09-03-2022 (नई आरंभ तारीख 01.10.2023)	30- सितम्बर- 31	400500	13350	136
	दमोह , जबलपुर, कटनी , मंडला , उमरिया और डिंडोरी जिले	मध्य प्रदेश	मेघा सिटी गैस डिस्ट्रीब्यूशन प्राइवेट लिमिटेड	23-03-2022 (नई आरंभ तारीख 01.07.2023)	30-जून-31	153000 0	89250	0
	होशंगाबाद , नरसिंहपुर , सागर और विदिशा जिले	मध्य प्रदेश	मेघा सिटी गैस डिस्ट्रीब्यूशन प्राइवेट लिमिटेड	09-03-2022 (नई आरंभ तारीख 01.10.2023)	30- सितम्बर- 31	663300	22110	0
	अशोकनगर जिला	मध्य प्रदेश	इंडियन ऑयल कॉर्पोरेशन लिमिटेड	29-मार्च-19	31-मार्च- 29	3885	1101	1565

ग्वालियर (ईएए) जिला और श्योपुर जिला	मध्य प्रदेश	राजस्थान स्टेट गैस लिमिटेड	29-मार्च-19	31-मार्च-29	167756	47531	354
मुरैना जिला	मध्य प्रदेश	इंडियन ऑयल कॉर्पोरेशन लिमिटेड	29-मार्च-19	31-मार्च-29	8160	2312	3932
रायसेन , शाजापुर और सीहोर जिले	मध्य प्रदेश	गेल गैस लिमिटेड	29-मार्च-19	31-मार्च-29	400001	113334	6725
शिवपुरी जिला	मध्य प्रदेश	थिंक गैस भोपाल प्राइवेट लिमिटेड	29-मार्च-19	31-मार्च-29	27229	7715	3126
सीधी और सिंगरौली जिले	मध्य प्रदेश	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	29-मार्च-19	31-मार्च-29	20800	5894	6462
उज्जैन (ईएए) जिला, देवास (ईएए) जिला और इंदौर (ईएए) जिला	मध्य प्रदेश	गुजरात गैस लिमिटेड	29-मार्च-19	31-मार्च-29	484500	137275	1998
भोपाल और राजगढ़ जिले	मध्य प्रदेश	थिंक गैस भोपाल प्राइवेट लिमिटेड	24-सितम्बर-18	30-सितम्बर-28	550222	183408	38989
गुना जिला	मध्य प्रदेश	इंडियन ऑयल कॉर्पोरेशन लिमिटेड	06-सितम्बर-18	30-सितम्बर-28	4900	1634	1528
रीवा जिला	मध्य प्रदेश	इंडियन ऑयल कॉर्पोरेशन लिमिटेड	06-सितम्बर-18	30-सितम्बर-28	7861	2621	2652
सतना और शांडोल जिले	मध्य प्रदेश	भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड	06-सितम्बर-18	30-सितम्बर-28	15600	5200	8038
अनुपपुर , बिलासपुर और कोरबा जिले	मध्य प्रदेश और छत्तीसगढ़	अडानी टोटल गैस लिमिटेड	29-मार्च-19	31-मार्च-29	77033	21827	0
झाबुआ , बांसवाड़ा , रतलाम और डूंगरपुर जिले	मध्य प्रदेश और राजस्थान	गुजरात गैस लिमिटेड	29-मार्च-19	31-मार्च-29	450000	127500	1150
झाँसी (ईएए) जिला, भिंड , जालौन , ललितपुर और दतिया जिले	मध्य प्रदेश और उत्तर प्रदेश	अडानी टोटल गैस लिमिटेड	29-मार्च-19	31-मार्च-29	110099	31195	105
आगरा मालवा, नीमच, मंदसौर और झालावाड़ जिले	मध्य प्रदेश और राजस्थान	मेघा सिटी गैस डिस्ट्रीब्यूशन प्राइवेट लिमिटेड	15-मार्च-22	31-मार्च-30	540000	99000	0
अलीराजपुर, नंदुरबार और बड़वानी जिले	महाराष्ट्र और मध्य प्रदेश	अडानी टोटल गैस लिमिटेड	09-मार्च-22	31-मार्च-30	221962	40694	0
योग - पीएनजीआरबी द्वारा अधिकृत सीजीडी नेटवर्क					652282 5	121707 1	27326 2

**दिनांक 31.01.2025 को संघ शासित प्रदेश दादरा नगर हवेली में पीएनजी (डी) कनेक्शनों का
जीए -वार ब्यौरा**

क्र म सं	भौगोलिक क्षेत्र/ सीजीडी नेटवर्क	राज्य/संघ राज्य क्षेत्र	अधिकृत सीजीडी इकाई	प्राधिकार की तारीख	लक्ष्य पूरा होने की तारीख	पीएनजी घरेलू कनेक्शन दिनांक 31.01.2025 की स्थिति के अनुसार		
						एमड ब्ल्यूपी लक्ष्य	आनुपा तिक लक्ष्य	उपल ब्धियों
	केंद्र शासित प्रदेश दादरा एवं नगर हवेली	दादरा एवं नगर हवेली (यूटी)	गुजरात गैस लिमिटेड	01-अप्रैल- 15	31-मार्च- 22	3823	3823	13097
योग - पीएनजीआरबी द्वारा अधिकृत सीजीडी नेटवर्क						3823	3823	13097

स्रोत: पीएनजीआरबी

जैव-डीजल की बढ़ती मांग

2511. श्री रवीन्द्र शुक्ला उर्फ रवि किशन:

क्या **पेट्रोलियम और प्राकृतिक गैस** मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या देश में जैव-डीजल की मांग और आपूर्ति बढ़ रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) देश में जैव-डीजल की मांग और आपूर्ति का ब्यौरा क्या है तथा जैव-डीजल की बढ़ती मांग को पूरा करने के लिए क्या ठोस कदम उठाए गए हैं;
- (ग) क्या सरकार का निजी जैव-डीजल निर्माताओं को वितरक के रूप में कार्य करने की अनुमति देने तथा उपभोक्ताओं को जैव-डीजल की आपूर्ति के सीमित उद्देश्य के लिए उन्हें विपणन और वितरण अधिकार प्रदान करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) इसका मौजूदा आपूर्तिकर्ताओं और निर्माताओं तथा भारतीय रेलवे जैसे थोक उपभोक्ताओं पर क्या प्रभाव पड़ने की संभावना है?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय में राज्य मंत्री; तथा पर्यटन मंत्रालय में राज्य मंत्री (श्री सुरेश गोपी):

(क) और (ख) राष्ट्रीय जैव ईंधन नीति-2018, जिसे वर्ष 2022 में संशोधित किया गया है, देश भर में वर्ष 2030 तक डीजल में जैवडीजल के 5 प्रतिशत मिश्रण के लक्ष्य को हासिल करने के लिए सांकेतिक लक्ष्य की रूपरेखा तैयार करती है। पिछले तीन वर्षों के दौरान डीजल में मिश्रण के लिए सार्वजनिक क्षेत्र की तेल विपणन कंपनियों (ओएमसीज) द्वारा अधिप्राप्त की गई जैव डीजल के ब्यौरे में नीचे दिए गए हैं:

वर्ष	अधिप्राप्त की गई मात्रा (किलो लीटर में)
2021-22	561
2022-23	60571
2023-24	439860

स्रोत: पीएसयू ओएमसीज

सरकार ने जैव ईंधन उत्पादन को बढ़ावा देने के उद्देश्य से कई उपाय किए हैं, जिनमें अन्य बातों के साथ-साथ राष्ट्रीय जैव ईंधन नीति के तहत डीजल में जैव डीजल के मिश्रण / जैव डीजल की प्रत्यक्ष बिक्री का सांकेतिक लक्ष्य निर्धारित करना, “परिवहन उद्देश्यों के लिए हाई स्पीड डीजल के साथ मिश्रण हेतु जैव डीजल की बिक्री के लिए दिशानिर्देश-2019” को अधिसूचित करना, मिश्रण कार्यक्रम के लिए जैव डीजल की अधिप्राप्ति के लिए जीएसटी दर को 12% से घटाकर 5% करना आदि शामिल हैं।

(ग) परिवहन उद्देश्यों के लिए हाई स्पीड डीजल के साथ मिश्रण हेतु जैव डीजल की बिक्री के लिए दिशानिर्देश-2019 को पेट्रोलियम और प्राकृतिक गैस मंत्रालय द्वारा पहले ही जारी किया जा चुका है।

(ङ) भारतीय रेलवे द्वारा चलाए गए विद्युतिकरण अभियान के कारण भारतीय रेलवे द्वारा डीजल की मांग में काफी कमी आई है।

OPERATIONAL MEGA FOOD PARKS UNDER PMKSY**2512. SHRI SUDHAKAR SINGH:**

Will the Minister of **FOOD PROCESSING INDUSTRIES** be pleased to state:

- (a) the details of the number of Mega Food Parks operational across the country under the Pradhan Mantri Kisan Sampada Yojana (PMKSY), State-wise, specifically in Bihar;
- (b) whether the Government has a plan regarding the expansion of Mega Food Parks and other food processing infrastructure for the upcoming years to enhance the sector's growth, if so, the details thereof;
- (c) whether any steps are being taken to ensure better participation and project approvals for underdeveloped regions like Southern Bihar, particularly Buxar, Kaimur, and Rohtas, given that PMKSY is demand-driven and not region-specific, if so, the details thereof; and
- (d) whether any efforts are being made by the Government to establish more food processing units, cold chain facilities, and agro-based industries in Bihar, especially in districts where agriculture is a primary economic activity considering that only one cold chain project has been approved in Gopalganj district, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAVNEET SINGH):

(a) The Ministry has approved two Mega Food Park projects in the State of Bihar, both the projects are at various stages of implementation. The details of Mega Food Parks approved in Bihar along with 24 operational Mega Food Parks across India under the Pradhan Mantri Kisan Sampada Yojana (PMKSY) state-wise is at **Statement-I.**

(b) to (d) The Ministry of Food Processing Industries was implementing the Mega Food Park scheme (MFPS), a component scheme of Pradhan Mantra Kisan Sampada Yojana (PMKSY) for creating modern infrastructure for the food processing sector along the value chain from farm to market. The scheme has been discontinued by the Government w.e.f. 01.04.2021.

The Ministry is also implementing other component schemes of Pradhan Mantri Kisan Sampada Yojana (PMKSY) viz. Creation of Infrastructure for Agro Processing Clusters (APC), Integrated Cold Chain and Value Addition Infrastructure (ICC), Creation / Expansion of Food Processing and Preservation Capacities (CEFPPC) and Operation Greens (OG) which provide financial assistance for setting up of Food Processing Infrastructure/units in the country. The Ministry does not set up Mega Food Park or Food Processing units on its own. All these schemes are demand driven and are not State/ region or district specific and proposals for setting up of Food Processing units under these schemes are invited through Expression of Interest. The details of projects sanctioned by the Ministry for setting up of / expansion of Food Processing units under component schemes of PMKSY in the state of Bihar are in **Statement-II.**

Under the component schemes namely Cold Chain, APC, CEFPPC and OG, following concessions are provided for proposals received from difficult areas such as Integrated Tribal Development Project (ITDP), North Eastern Region, Hilly States etc.:-

- The combined net worth of the applicant equal to the grants-in-aid sought against 1.5 times in general areas.
- Term loan from the Bank for an amount not less than 10% of the total project cost against 20% in general areas.
- Infusion of equity of at least 10% of the total project cost against 20% in general areas.
- Minimum eligible project cost of Rs.1.00 (one) crore against Rs. 3.00 crore in general areas.
- Grants-in-aid @50% of eligible project cost against @ 35% of the eligible project cost in general areas, subject to a maximum amount of Rs. 5.00 crore in case of CEFPPC scheme, Rs. 10.00 crore in case of APC and Cold Chain schemes and Rs.15.00 crore in case of OG scheme.

STATEMENT-I

The details of Mega Food Parks approved in Bihar along with 24 operational Mega Food Parks across India under the Pradhan Mantri Kisan Sampada Yojana (PMKSY) state-wise

a. Mega Food Park Projects in Bihar

S. No.	SPV/IA Name	District Name	Date of Final Approval	Total Project Cost (INR in Cr)	Grant Approved (INR in Cr)	Grant Released (INR in Cr)	Status
1	Bihar Industrial Area Development Authority (BIADA)	Muzaffarpur	7-Apr-2022	180.57	45.40	12.25	On going
2	Pristine Mega Food Park Pvt Ltd	Khagaria	6-Aug-2014	120.13	41.9	34.80	On going

b. Operational 24 Mega Food Park Projects across India

S. No.	SPV/IA Name	State/UT Name	District Name	Date of Final Approval	Total Project Cost (INR in Cr)	Grant Approved (INR in Cr)	Grant Released (INR in Cr)	Status
1	Srini Food Park Pvt Ltd	Andhra Pradesh	Chittoor	30-Mar-09	121.1	49.92	49.92	Operational
2	Godavari Mega Aqua Food Park Pvt Ltd	Andhra Pradesh	West Godavari	16-Dec-13	122.6	50	44.53	Operational

3	North East Mega Food Park Ltd	Assam	Nalbari	30-Mar-09	84.96	48.84	48.84	Operational
4	Indus Best Mega Food Park Pvt Ltd	Chhattisgarh	Raipur	04-Jun-14	96.58	43.96	39.57	Operational
5	Gujarat Agro Infrastructure Mega Food Park Pvt Ltd	Gujarat	Surat	22-May-14	121.86	50	45	Operational
6	Haryana State Industrial and Infrastructure Development Corporation Ltd (HSIIDC)	Haryana	Sonapat	06-Nov-15	155.58	44.94	33.85	Operational
7	Cremica Food Park Pvt Ltd	Himachal Pradesh	Una	06-Aug-14	107.34	50	45	Operational
8	Integrated Food Park Ltd	Karnataka	Tumkur	29-Mar-11	144.33	48.72	48.72	Operational
9	Kerala Industrial Infrastructure Development Corporation (KINFRA)	Kerala	Palakkad	27-Nov-15	105.39	50	50	Operational
10	Kerala State Industrial Development Corporation Ltd (KSIDC)	Kerala	Alappuzha	27-Nov-15	129.15	50	37.8	Operational

11	Indus Mega Food Park Pvt Ltd	Madh ya Prade sh	Kharg one	27- Aug-12	131. 28	49.37	49.37	Operati onal
12	Avantee Mega Food Park Pvt Ltd	Madh ya Prade sh	Dewa s	31- Dec-15	146. 07	50	40	Operati onal
13	Satara Mega Food Park Pvt Ltd	Mahar ashtra	Satara	06- Aug-14	139. 33	50	45	Operati onal
14	Paithan Mega Food Park Pvt Ltd	Mahar ashtra	Auran gabad	08-Mar- 13	124. 52	48.82	43.94	Operati onal
15	Zoram Mega Food Park Pvt Ltd	Mizor am	Kolasi b	10-Jun- 15	75.2	50	44.62	Operati onal
16	MITS Mega Food Park Ltd	Odish a	Rayag ada	16-Apr- 12	87.8 8	45.94	44.95	Operati onal
17	International Mega Food Park Ltd	Punja b	Fazilk a	25- May-11	130. 38	50	45	Operati onal
18	Sukhjit Mega Food Park and Infra Ltd	Punja b	Kapurt hala	06- Nov-15	107. 83	48.7	38.76	Operati onal
19	Greentech Mega Food Park Pvt Ltd	Rajast han	Ajmer	19-Feb- 14	110. 35	49.88	44.9	Operati onal
20	Smart Agro Food Park Pvt Ltd	Telan gana	Nizam abad	10-Jun- 15	108. 95	50	44.99	Operati onal

21	Sikaria Mega Food Park (P) Ltd	Tripura	West Tripura	30-Nov-11	77.79	48.39	45	Operational
22	Patanjali Food and Herbal Park Pvt Ltd	Uttarakhand	Haridwar	30-Mar-09	95.08	50	50	Operational
23	Himalayan Food Park Pvt Ltd	Uttarakhand	Udhamsingh Nagar	23-Jan-14	98.08	48.12	47.79	Operational
24	Jangipur Bengal Mega Food Park Ltd	West Bengal	Murshidabad	16-Mar-10	132.7	50	45	Operational
Total					2754.33	1175.6	1072.55	

STATEMENT-II

The details of projects sanctioned by the Ministry for setting up of / expansion of Food Processing units under component schemes of PMKSY in the state of Bihar

a. Cold Chain Scheme

S. No.	Project	District	Date of Approval	Project cost (₹ in crore)	approved grant-in-aid (₹ in crore)	Amount of grant released (₹ in crore)	Status
1	Ganga Dairy Ltd.	Begusarai	27-03-2009	22.60	9.35	9.35	Completed
2	RK Agri Biz LLP	Muzaffarpur	04-05-2017	22.79	7.48	7.48	Completed
3	ABZ Agro Pvt Ltd	Kishanganj	24-07-2019	43.34	10.00	10.00	Completed
4	Shalimar Cold Storage	Patna	22-07-2019	29.87	9.97	6.15	On-going
5	Saran Dairy Producer Company Limited	Gopalganj	28-09-2020	12.13	3.05	1.88	On-going

b. Agro Processing Clusters Scheme

S.No.	Name of the Project Execution	District	Date of approval	Project cost (In Cr.)	Grant Approved (in Cr.)	Total Grant	Status

	Agency (PEA)					released (in Cr.)	
1	M/s Shreekangan Food Park	Begusarai	15.03.2019	30.434	7.9081	2.4911	On- going

c. CEFPPC Scheme

Sr. No.	Name of the PIA	District	Date of Approval	Project Cost (Rs. in Cr.)	Approved Grant (Rs. in Cr.)	Released Amount (Rs. in Cr.)	Status
1	M/s Natraja Nutrifeed Pvt Ltd	Khagaria	25.07.2019	23.21	5.00	4.97	Completed
2	M/s SMM Products LLP	Muzaffarpur	05.12.2022	24.4628	5.00	2.50	Ongoing
3	M/s Ganga Dairy Ltd	Begusarai	05.01.2023	16.41	5.00	2.50	Ongoing
4	M/s Anmol Industries Limited	Kishanganj	05.01.2023	172.7689	5.00	2.50	Ongoing
5	M/s Nature Frost	Begusarai	22.11.2023	13.1596	5.00	0.00	Ongoing

उत्तर प्रदेश में पीएमकेएसवाई का कार्यान्वयन

2513. डॉ. राजकुमार सांगवान:

क्या जल शक्ति मंत्री यह बताने की कृपा करेंगे कि:

(क) उत्तर प्रदेश में बागपत जिले सहित प्रधानमंत्री कृषि सिंचाई योजना (पीएमकेएसवाई) के कार्यान्वयन का ब्यौरा क्या है तथा योजना की शुरुआत से अब तक कुल कितना क्षेत्र सिंचाई के अंतर्गत लाया गया है;

(ख) विगत तीन वर्षों तथा वर्तमान वर्ष के दौरान उत्तर प्रदेश में पीएमकेएसवाई के अंतर्गत आवंटित तथा उपयोग की गई निधि का वर्षवार ब्यौरा क्या है तथा लाभान्वित किसानों की वर्षवार संख्या कितनी है;

(ग) क्या पीएमकेएसवाई के अंतर्गत किसानों द्वारा पानी के उपयोग दक्षता में सुधार लाने तथा सतत सिंचाई पद्धतियों को बढ़ावा देने के लिए कोई कदम उठाए गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या सरकार द्वारा कृषि उत्पादकता तथा किसानों की आय पर पीएमकेएसवाई के प्रभाव के संबंध में कोई आकलन किया गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री (डॉ. राज भूषण चौधरी):

(क) प्रधानमंत्री कृषि सिंचाई योजना (पीएमकेएसवाई) एक अम्ब्रेला स्कीम है, जिसमें त्वरित सिंचाई लाभ कार्यक्रम (एआईबीपी) और हर खेत को पानी (एचकेकेपी) नामक दो प्रमुख घटक शामिल हैं, जिन्हें जल संसाधन, नदी विकास और गंगा संरक्षण विभाग, जल शक्ति मंत्रालय द्वारा कार्यान्वित किया जा रहा है। एचकेकेपी में चार उप-घटक शामिल हैं: (i) कमांड क्षेत्र विकास और जल प्रबंधन (सीएडी और डब्ल्यूएम); (ii) सतही लघु सिंचाई (एसएमआई); (iii) जल निकायों की मरम्मत, नवीकरण और पुनरुद्धार (आरआरआर); और (iv) भूजल (जीडब्ल्यू) विकास। वर्ष 2016 में, संशोधित एआईबीपी प्रारूप के आरंभ के साथ, एचकेकेपी के सीएडी और डब्ल्यूएम उप-घटक को एआईबीपी के साथ समानांतर रूप से कार्यान्वित करने के लिए शामिल किया गया था।

इसके अलावा, भारत सरकार द्वारा दिसंबर, 2021 में, वर्ष 2021-22 से 2025-26 की अवधि के लिए पीएमकेएसवाई के कार्यान्वयन को अनुमोदित किया गया है। हालाँकि, पीएमकेएसवाई-एचकेकेपी के

अंतर्गत भूजल घटक की स्वीकृति अनंतिम रूप से वर्ष 2021-22 तक केवल प्रतिबद्ध दायित्वों के लिए दी गई है, जिसे बाद में चल रहे कार्यों के पूरा होने तक बढ़ा दिया गया है। इसके साथ-साथ, प्रति बूंद अधिक फसल घटक, जो पहले पीएमकेएसवाई का एक घटक था, अब इसे राष्ट्रीय कृषि विकास योजना (आरकेवीवाई) के अंतर्गत कृषि एवं किसान कल्याण विभाग (डीओएण्डएफडब्ल्यू) द्वारा अलग से कार्यान्वित किया जा रहा है।

उत्तर प्रदेश राज्य में पीएमकेएसवाई के विभिन्न घटकों के अंतर्गत वास्तविक प्रगति का ब्यौरा निम्नानुसार है।

क्र.सं.	पीएमकेएसवाई का घटक	उत्तर प्रदेश राज्य में वास्तविक प्रगति
1.	पीएमकेएसवाई-एआईबीपी और सीएडी और डब्ल्यूएम	उत्तर प्रदेश में पीएमकेएसवाई-एआईबीपी के अंतर्गत चार (04) परियोजनाएं कार्यान्वित की गई हैं अर्थात् बाणसागर नहर परियोजना, सरयू नहर (एनपी) परियोजना, अर्जुन सहायक परियोजना और मध्य गंगा नहर चरण- II परियोजना। पीएमकेएसवाई-एआईबीपी और सीएडीडब्ल्यूएम के अंतर्गत कार्यान्वित किसी भी परियोजना से उत्तर प्रदेश के बागपत जिले को लाभ नहीं मिल रहा है। इन परियोजनाओं के अंतर्गत वर्ष 2016-17 से कुल 7.67 लाख हेक्टेयर सिंचाई क्षमता का सृजन किया गया है और 21.71 हजार हेक्टेयर कमान क्षेत्र विकसित किया गया है।
2.	पीएमकेएसवाई-एचकेकेपी-आरआरआर	पीएमकेएसवाई के इस घटक के अंतर्गत 2.35 हजार हेक्टेयर क्षेत्र सिंचाई क्षमता का सृजन किया गया है
3.	पीएमकेएसवाई-जीडब्ल्यू	14,752 कुएं बनाए गए हैं और 36.36 हजार हेक्टेयर क्षेत्र को भूजल सिंचाई के अंतर्गत लाया गया है।
4.	पीएमकेएसवाई-डब्ल्यूडीसी	वर्ष 2015-16 से 2021-22 तक 20,307 जल संचयन संरचनाओं का निर्माण/पुनरुद्धार किया गया और 1.05 लाख हेक्टेयर अतिरिक्त क्षेत्र को सुरक्षात्मक सिंचाई के अंतर्गत लाया गया। इसके साथ-साथ, उत्तर प्रदेश राज्य को वर्ष 2021-22 में 2.64 लाख हेक्टेयर क्षेत्र को कवर करने वाली 56 परियोजनाओं (बागपत में 02 परियोजनाएं) को स्वीकृति दी गई है।
5.	पीडीएमसी	सूक्ष्म सिंचाई के अंतर्गत 477 लाख हेक्टेयर क्षेत्र कवर किया गया है।

(ख) पीएमकेएसवाई के विभिन्न घटकों के अंतर्गत विगत तीन वर्षों और चालू वर्ष में प्रदान की गई केंद्रीय सहायता और लाभार्थियों की अनुमानित संख्या निम्नवत है।

क्र.सं.	पीएमकेएसवाई का घटक	प्रदान की गई केंद्रीय सहायता (रूपए करोड़ रूपए में)				लक्षित लाभार्थियों की अनुमानित संख्या
		2021-22	2022-23	2023-24	2024-25	
1.	पीएमकेएसवाई-एआईबीपी और सीएडीडब्ल्यूएम	0.00	23.90	0.00	0.00	43,22,751
2.	पीएमकेएसवाई-जीडब्ल्यू	0.00	10.00	0.00	0.00	15,252
3.	पीएमकेएसवाई-डब्ल्यूडीसी	21.78	0.00	86.20	54.64	1,11,963
4.	पीडीएमसी	150.00	149.25	133.49	173.87	3,04,551

(ग) पीएमकेएसवाई के अंतर्गत भूमिगत पाइपलाइन (यूजीपीएल), एससीएडीए आधारित सिंचाई और सटीक सिंचाई को बढ़ावा दिया जाता है। पीएमकेएसवाई-एआईबीपी के अंतर्गत लगभग 55,290 किलोमीटर यूजीपीएल के वितरण नेटवर्क के निर्माण से, लगभग 76,594 हेक्टेयर भूमि को अधिग्रहण से बचाया गया है और जल उपयोग दक्षता में वृद्धि हुई है। देश में पीएमकेएसवाई-पीडीएमसी के अंतर्गत 96.23 लाख हेक्टेयर क्षेत्र को सूक्ष्म सिंचाई के अंतर्गत लाया जा चुका है।

(घ) नीति आयोग के अंतर्गत विकास अनुवीक्षण और मूल्यांकन कार्यालय (डीएमईओ) ने वर्ष 2015-2020 की अवधि के लिए पीएमकेएसवाई का मूल्यांकन किया है। पीएमकेएसवाई के अधिकांश घटकों को कार्यनिष्पादन की प्रासंगिकता, दक्षता, प्रभाव और इक्विटी मापदंडों के संदर्भ में संतोषजनक माना गया है।

RIISING ACCIDENTS DUE TO BLACK SPOTS

2514. ADV. ADOOR PRAKASH:

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

- (a) whether the Government is aware of increasing incidents of vehicle accidents in 'black spots' on highways across the country, if so, the details thereof;
- (b) whether the National Highways Authority of India (NHAI) has identified such 'black spots' which are accidents-prone and is providing financial assistance for taking necessary safety measures, of so, the details thereof;
- (c) the number of such places identified, State-wise, and the corrective measures taken so far; and
- (d) the details of 'black spots' identified in the State of Kerala and the present status of works?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (c) Government has finalized criteria for identification of road accident spots as black spot depending on number of accidents in three consecutive calendar years involving fatalities and grievous injuries. Based on the road accident data provided by all the State/UT Governments, Government has identified 13,795 nos. of black spots on various National Highways (NHs) in the Country. Out of total 13,795 black spots identified on the NHs in the country, long-term rectification has been completed on 5,036 black spots. For timely rectification of the blackspots,

the Government has issued guidelines in August, 2019 and delegated powers to field officers for taking up the immediate measures for rectification of blackspots based on the site inspection. The state-wise details are **Statement**

(d) Government has identified 692 numbers of blackspots in the state of Kerala. Further, Government has issued guidelines for immediate short-term rectification measures on black spots like road markings, signages, crash barriers, road studs, delineators, closure of median openings, traffic calming measures, etc. Long-term measures like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are also taken for permanent rectification of black spots.

Rectification of black spots is a continuous process, and temporary measures are taken on immediate basis. Out of total 692 black spots identified on the NHs in the state of Kerala, short-term rectification measures have been completed on 420 black spots and long-term rectification have been completed on 66 black spots.

STATEMENT

The state-wise details of black spots on various National Highways (NHs) in the Country

State/UT	No. of black spots on National Highways	No. of Short-Term Rectifications completed	No. of Long-Term Rectifications completed
Andaman	4	2	2

Andhra Pradesh	1202	768	338
Arunachal Pradesh	9	9	4
Assam	236	236	67
Bihar	355	242	56
Chandigarh	7	7	2
Chhattisgarh	257	257	200
Delhi	132	132	129
Goa	47	40	14
Gujarat (Including Daman and Diu)	374	363	147
Haryana	144	86	44
Himachal Pradesh	226	226	196
J and K	200	140	63
Jharkhand	263	255	91
Karnataka	1217	1048	515
Kerala	692	420	66
Madhya Pradesh	674	555	220
Maharashtra	642	304	169
Manipur	27	14	14
Meghalaya	55	36	20
Mizoram	2	1	1
Nagaland	40	40	39
Odisha	568	560	342
Punjab	911	911	439
Rajasthan	954	867	238

Sikkim	19	16	5
Tamil Nadu (Including Puducherry)	1080	986	359
Telangana	1121	966	288
Tripura	22	21	11
Uttar Pradesh	981	742	349
Uttarakhand	81	80	65
West Bengal	1253	1108	543

एमईजीपी के अंतर्गत वित्तीय सहायता

2515. श्री छोटेलाल:

क्या सूक्ष्म, लघु और मध्यम उद्यम मंत्री यह बताने की कृपा करेंगे कि:

(क) प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) के अंतर्गत अब तक कितने उद्यमों को वित्तीय सहायता प्रदान की गई है और इसके माध्यम से कितने रोजगार सृजित हुए हैं;

(ख) उक्त योजना के अंतर्गत वित्तीय सहायता प्राप्त करने के लिए पात्रता मानदंडों का ब्यौरा क्या है;

(ग) क्या सरकार का एमएसएमई क्षेत्र, विशेषकर महामारी से प्रभावित उद्यमों के लिए ऋण सीमा बढ़ाने का विचार है;

(घ) यदि हां, तो संशोधित सीमा कब तक लागू होने की संभावना है; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) शुरुआत से वित्तीय वर्ष 2008-09 से लेकर वित्तीय वर्ष 2024-25 तक (दिनांक 06.03.2025 तक), देश भर में प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी) के अंतर्गत 9.99 लाख से अधिक

सूक्ष्म उद्यमों को 26,569.84 करोड़ रुपये की मार्जिन मनी (एमएम) सब्सिडी के रूप में वित्तीय सहायता प्रदान की गई है, जिससे अनुमानित 81.50 लाख लोगों को रोजगार प्राप्त हुआ है।

(ख) स्कीम के अंतर्गत नए उद्यम स्थापित करने के लिए वित्तीय सहायता प्राप्त करने हेतु पात्रता मानदंड का ब्यौरा निम्नानुसार है:

- i. 18 वर्ष से अधिक आयु का कोई भी व्यक्ति
- ii. इस स्कीम के अंतर्गत केवल पीएमईजीपी के अंतर्गत विशेष रूप से स्वीकृत नई परियोजनाओं के लिए ही सहायता उपलब्ध है।
- iii. विनिर्माण क्षेत्र में 10 लाख रुपये से अधिक तथा व्यवसाय/सेवा क्षेत्र में 5 लाख रुपये से अधिक लागत वाली परियोजना स्थापित करने के लिए लाभार्थियों के पास कम से कम आठवीं कक्षा उत्तीर्ण शैक्षणिक योग्यता होनी चाहिए।
- iv. पूंजीगत व्यय के बिना परियोजनाएं इस स्कीम के अंतर्गत वित्तपोषण के लिए पात्र नहीं हैं।
- v. पीएमईजीपी के अंतर्गत स्थापित सभी नई इकाइयों को इकाई के वास्तविक सत्यापन और पीएमईजीपी लाभार्थी ऋण खाते में मार्जिन मनी के समायोजन से पहले उद्यम पोर्टल के अंतर्गत अनिवार्य रूप से पंजीकृत किया जाएगा।
- vi. पीएमईजीपी के अंतर्गत परियोजनाएं स्थापित करने के लिए एक परिवार से केवल एक व्यक्ति ही वित्तीय सहायता प्राप्त करने के लिए पात्र है।

वर्ष 2018-19 से, मौजूदा पीएमईजीपी/आरईजीपी/मुद्रा उद्यमों को मौजूदा इकाइयों के उन्नयन के लिए सब्सिडी के साथ दूसरे ऋण के साथ सहायता प्रदान की जा रही है। दूसरा ऋण प्राप्त करने के लिए पात्रता के मानदंड निम्नानुसार हैं:

- i. पीएमईजीपी के अंतर्गत दावा की गई एमएम सब्सिडी को 3 वर्ष की लॉक-इन अवधि पूरी होने पर सफलतापूर्वक समायोजित किया जाना चाहिए तथा प्राप्त किए गए पहले ऋण का सफलतापूर्वक भुगतान किया जाना चाहिए।
- ii. इकाई विगत तीन वर्षों से लाभ कमा रही हो।

(ग) से (ड) वर्तमान में, महामारी से प्रभावित उद्यमों के लिए पीएमईजीपी स्कीम के अंतर्गत ऋण सीमा बढ़ाने का सरकार के पास कोई प्रस्ताव विचाराधीन नहीं है। तथापि, स्कीम के अंतर्गत मार्जिन मनी सब्सिडी के लिए स्वीकार्य परियोजना/इकाई की अधिकतम लागत को वर्ष 2022 से विनिर्माण क्षेत्र में 25 लाख रुपये से बढ़ाकर 50 लाख रुपये और सेवा क्षेत्र में 10 लाख रुपये से बढ़ाकर 20 लाख रुपये कर दिया गया है, ताकि स्कीम का सब्सिडी लाभ अधिक उद्यमों तक पहुंचाया जा सके।

हिट एंड रन मोटर वाहन दुर्घटना योजना, 2022 के अंतर्गत पीड़ितों को मुआवजा

2516. श्री भारत सिंह कुशवाह:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार द्वारा हिट एंड रन मोटर वाहन दुर्घटना पीड़ितों को मुआवजा योजना, 2022 लागू की गई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या मामले की स्वीकृति के बाद उसे भुगतान के लिए जनरल इंश्योरेंस काउंसिल, मुंबई को भेजना पड़ता है जिसके कारण राहत राशि के भुगतान में देरी और कठिनाई होती है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) मध्य प्रदेश में इस योजना के तहत अब तक कितने मामलों में राहत राशि वितरित की गई है; और

(घ) क्या सरकार का राहत राशि स्वीकृत करने और भुगतान करने की प्रक्रिया को सरल बनाने और राज्य स्तर पर एजेंसी कार्यालय स्थापित करने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) जी, हां। सरकार ने सा.का.नि. (जी.एस.आर.)163(इ) दिनांक 25 फरवरी, 2022 के तहत हिट एंड रन मोटर दुर्घटना के पीड़ितों के लिए मुआवजा योजना, 2022 अधिसूचित की है, ताकि हिट एंड रन मोटर दुर्घटनाओं के परिणामस्वरूप व्यक्तियों की मृत्यु या उन्हें गंभीर चोट लगने पर मुआवजा प्रदान किया जा सके। यह योजना 1 अप्रैल, 2022 से लागू की जा रही है। योजना के अनुसार, मृत्यु के मामले

में 2 लाख रुपये की एक निश्चित राशि प्रदान की जानी है, और गंभीर चोट के मामले में 50,000 रुपये की एक निश्चित राशि प्रदान की जानी है।

(ख) इस योजना के अनुसार, आवेदक को उस उप-मंडल या तालुका के दावा जांच अधिकारी को निर्धारित दस्तावेजों के साथ मुआवजे की मांग करते हुए एक आवेदन प्रस्तुत करना होगा जहां पर दुर्घटना हुई थी। दावा जांच अधिकारी को दावा प्राप्त होने के एक माह के भीतर अपना निर्णय बताना आवश्यक है, जिसके बाद दावा निपटान अधिकारी को दावों को स्वीकृत करने तथा स्वीकृति आदेश को जनरल इंश्योरेंस काउंसिल को अग्रेषित करने के लिए पंद्रह दिन का समय दिया जाता है। जनरल इंश्योरेंस काउंसिल पंद्रह दिनों की अवधि के भीतर दावेदार द्वारा बताए गए बैंक खाते में ई-भुगतान करेगी।

(ग) मध्य प्रदेश राज्य में आवेदकों को मुआवजा राशि वितरित किए जाने वाले मामलों की संख्या का विवरण निम्नानुसार है:

वित्तीय वर्ष (वित्त वर्ष)	मृत्यु मामलों की संख्या	गंभीर चोट के मामलों की संख्या
2022-23	0	0
2023-24	21	13
वित्तीय वर्ष 2024-25 (फरवरी, 2025 तक)	77	36
कुल	98	49

(घ) जी, नहीं। वर्तमान में ऐसा कोई प्रस्ताव विचाराधीन नहीं है। हालांकि, मुआवजा राशि का भुगतान संबंधित जिला प्रशासन द्वारा स्वीकृत किया जाता है और भुगतान सामान्य बीमा परिषद द्वारा जारी किया जाएगा।

TAP WATER CONNECTIONS TO RURAL HOUSEHOLDS UNDER JJM**2517. SHRI SUKHDEO BHAGAT:**

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Jal Jeevan Mission (JJM) aimed to provide tap water connections to all rural households by the year 2024 and if so, the details thereof;
- (b) whether only ten crore households have been covered as on October, 2023, falling short of the target by over six crore and if so, the details thereof;
- (c) whether more than thirty per cent of the installed infrastructure is already facing issues with water quality and sustainability despite a significant budget allocation of rupees fifty-five thousand crore for the year 2023-24 and if so, the details thereof;
- (d) whether Indian Institute of Management, Bangalore and International Labour Organisation have raised concerns that the implementation of the mission has failed to generate the projected fifty-nine lakh ninety thousand person-year of employment and if so, the details thereof;
- (e) the steps taken/being taken by the Government to address the failure in meeting the targets of the said mission; and
- (f) the measures undertaken/being undertaken to ensure long-term sustainability and employment generation under JJM and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) to (c) To make provision of tap water supply to every rural household across the country, Government of India in partnership with States, is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal since August 2019.

At the start the Mission, only 3.23 Crore (16.7%) rural households were reported to have tap water connections. So far, as reported by States/ UTs as on 06.03.2025, under Jal Jeevan Mission (JJM) – Har Ghar Jal around 12.28 Crore additional rural households have been provided with tap water connections. Thus, as on 06.03.2025, out of 19.36 Crore rural households in the country, more than 15.51 Crore (80.07%) households are reported to have tap water supply in their homes and works for the remaining 3.85 Crore households are at various stages of completion as per saturation plan of the respective State/ UT.

Department of Drinking Water and Sanitation undertakes annual assessment of the functionality of household tap water connections provided under the Mission, through an independent third-party agency, based on standard statistical sampling. During the Functionality Assessment 2022, it was found that 86% of households (HHs) had working tap connections. Out of these, 85% were getting water in adequate quantity, 80% were getting water regularly as per the schedule of water supply for their piped water supply scheme, and 87% of households were receiving water as per the prescribed water quality standards. A copy of Functionality Assessment 2022 is in public domain and can be accessed at <https://jaljeevanmission.gov.in/functionality-reports>.

(d) to (f) For developing in-village water supply infrastructure, water resource management, source strengthening/ augmentation, distribution network, treatment

plant, etc., unskilled, semi-skilled and skilled human resource is required in rural areas. Moreover, there has been procurement of material for the construction of water supply schemes therein generating employment at different levels throughout the country, boosting the manufacturing activities, thus, the economy and in the long run will enhance 'ease of living' in rural areas.

Under Jal Jeevan Mission, efforts are being made to bring improvements in the lives of rural people by providing potable tap water supply to rural households. With the prioritized implementation of the Mission across the country, positive impacts are being assessed by reputed national and international institutions/ individuals.

A few of these are listed as under:

- i. The World Health Organization (WHO) estimated that achieving saturation under JJM will result in savings of more than 5.5 Crore hours of time every day, which is otherwise spent in collection of water for household needs, primarily for women.
- ii. The World Health Organization (WHO) has also estimated that ensuring safely managed drinking water for all households in the country could prevent nearly 400,000 deaths caused by diarrheal diseases leading to savings of approximately 14 million Disability Adjusted Life Years (DALYs) on account of the lives so saved.
- iii. Nobel laureate Prof. Michael Kremer has published a research paper and has concluded that the implementation of JJM with coverage for all rural households with safe water, is likely to lead to almost 30% reduction in mortality among children below the age of five years, amounting to 1,36,000 lives saved annually.
- iv. The Indian Institute of Management Bangalore, in partnership with International Labour Organisation (ILO) has estimated the employment potential of JJM. The

report released by the two institutions estimates that implementation of the Jal Jeevan Mission shall result in 59.9 lakh person-years of direct and 2.2 Crore person-years of indirect employment during the capex phase of JJM. Furthermore, the operation and maintenance of the Mission is likely to generate 13.3 lakh person-years of direct employment.

Further, to ensure long term sustainability of infrastructure created, quality material and quality construction is being ensured through third party inspection before making payment. Moreover, measurement and monitoring of water supply in villages through sensor-based IoT solution, linking AADHAR of the head of household for targeted delivery subject to statutory provisions, geo-tagging of assets created, etc. are also provisioned under JJM.

Further, to bring transparency and effective monitoring, an online 'JJM dashboard' and mobile App has been created, which provides State/ UT, district, and village-wise progress as well as status of provision of tap water supply to rural homes.

Provisions for taking up augmentation and strengthening of local drinking water sources in convergence with other schemes viz. MGNREGS, 15th Finance Commission grants to Rural Local Bodies (RLBs)/ Panchayati Raj Institutions (PRIs), Integrated Watershed Management Programme (IWMP), State schemes, MP/ MLA-LAD funds, District Mineral Development Fund, CSR funds, community contribution, etc. have also been envisaged under the JJM.

In addition, a number of steps have been taken to plan and implement JJM in the whole country, with speed, *inter alia*, including joint discussions and finalization of saturation plans and annual action plans of States/ UTs, regular review of

implementation, workshops/ conferences/ webinars for capacity building, training, knowledge sharing, field visits by multi-disciplinary team to provide technical support, etc. A detailed Operational Guideline for the implementation of JJM; Margdarshika for Gram Panchayats and VWSCs to provide safe drinking water in rural households and Guidelines on a special campaign to provide piped water supply in anganwadi centres, ashramshalas and schools have been shared with States/ UTs to facilitate planning and implementation of Jal Jeevan Mission. For online monitoring, JJM–Integrated Management Information System (IMIS) and JJM–Dashboard has been put in place. Provision has also been made for transparent online financial management through Public Financial Management System (PFMS).

उत्तर प्रदेश के इटावा जिले में सीवर लाइनें

2518. श्री जितेंद्र दोहरे:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार के पास सीवर लाइन बिछाने का कोई प्रस्ताव है, क्योंकि उत्तर प्रदेश के इटावा जिले में कोई सीवर लाइन नहीं है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या सरकार का विचार सीवर लाइन और जल उपचार संयंत्र की सुविधाएं विकसित करने का है, क्योंकि इटावा नगर पालिका और लगभग दो लाख की आबादी वाले जिला मुख्यालय में अभी तक सीवर लाइन और जल उपचार संयंत्र नहीं लगा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके पूरा होने की अपेक्षित समय-सीमा क्या है;

(ग) इस परियोजना के लिए अनुमानित व्यय का ब्यौरा क्या है;

(घ) क्या सरकार ने आकलन किया है कि इटावा शहर से अनुपचारित अपशिष्ट जल सीधे नदियों को प्रदूषित कर रहा है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस गंदे पानी को नदियों में जाने से रोकने के लिए क्या कदम उठाए गए/उठाए जा रहे हैं; और

(ङ) क्या सरकार ने खुली नालियों और ठहरे हुए अपशिष्ट जल के कारण फैलने वाली बीमारियों से निपटने के लिए कोई विशेष योजना बनाई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) से (ङ) आवासन और शहरी कार्य मंत्रालय द्वारा उपलब्ध कराई गई सूचना के अनुसार, जल राज्य का विषय है, शहरी क्षेत्रों में लागू मानकों के अनुसार जल और जल निकायों की गुणवत्ता का प्रबंधन तथा रखरखाव राज्य सरकार/शहरी स्थानीय निकायों की जिम्मेदारी है। तथापि, आवासन और शहरी कार्य मंत्रालय ने विभिन्न दिशानिर्देशों को जारी करके और राष्ट्रीय मिशनों अर्थात् अटल नवीकरण तथा शहरी परिवर्तन मिशन (अमृत) और अमृत 2.0 के कार्यान्वयन के माध्यम से शहरी क्षेत्रों में जल के स्थायी प्रबंधन की दिशा में कई कदम उठाए हैं।

अमृत और अमृत 2.0 राज्यों/संघ राज्य क्षेत्रों को संबंधित यूएलबी में परियोजनाओं को डिजाइन करने, प्राथमिकता देने, अनुमोदित करने और लागू करने का अधिकार प्रदान करता है। आवासन और शहरी कार्य मंत्रालय की भूमिका केवल राज्यों/संघ राज्य क्षेत्रों द्वारा प्रस्तुत राज्य वार्षिक कार्य योजनाओं और राज्य जल कार्य योजनाओं को अनुमोदित करना तथा मिशन दिशानिर्देशों की शर्तों के अनुसार केंद्रीय अंश जारी करना है। अमृत के तहत, इटावा शहर में 0.91 करोड़ रुपये की लागत वाली एक सीवरेज/सेप्टेज प्रबंधन परियोजनाएं और 18 करोड़ रुपये की लागत से 2 जल आपूर्ति परियोजनाएं शुरू की गई हैं। सभी 3 परियोजनाएं पूरी हो चुकी हैं। अमृत 2.0 के तहत, इटावा जिले द्वारा प्रस्तुत 352.05 करोड़ रुपये की 8 जल आपूर्ति परियोजनाओं के लिए राज्य जल कार्य योजनाओं को मंजूरी दी गई है।

पंजाब के सीमावर्ती गांवों में पेयजल पाइपलाइन

2519. श्री सुखजिंदर सिंह रंधावा:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या पंजाब के गुरदासपुर जिले के फतेहगढ़ चूड़ियां ब्लॉक के सीमावर्ती गांव हरदोरावाल कलां में अभी भी पेयजल पाइपलाइन नहीं है, जिसके कारण लगभग दस हजार निवासियों को दूर के स्रोतों से पेयजल लाना पड़ता है;

(ख) यदि हां, तो क्या सरकार निकटवर्ती गांव घरकियां से हरदोरावाल कलां तक जल पाइपलाइन बिछाने की योजना बना रही है और यदि हां, तो इसके पूरा होने की समय-सीमा क्या है और यदि नहीं, तो इसके क्या कारण हैं, और

(ग) जल जीवन मिशन के तहत पंजाब के सीमावर्ती गांव में पेयजल उपलब्ध न होने के क्या कारण हैं?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) से (ग) पंजाब राज्य सरकार द्वारा सूचित किए गए अनुसार, विश्व बैंक परियोजना के अंतर्गत हरदोरावाल कलां जलापूर्ति स्कीम 2,240 आबादी वाले 345 परिवारों को शामिल करते हुए 09.09.2009 को शुरू की गई थी। इसके बाद, यह योजना ग्राम पंचायत जल एवं स्वच्छता समिति (जीपीडब्ल्यूएससी) को सौंप दी गई। हरदोरावाल कलां को 26.06.2022 को जल जीवन मिशन के तहत हर घर जल घोषित कर दिया गया था। वर्तमान में, 345 परिवारों के पास अपने स्वयं के निजी स्रोत हैं और अपने स्वयं के परिसर में पीने योग्य पानी की आपूर्ति तक पहुंच उपलब्ध है।

एटीसीओ की भर्ती

2520. श्री शंकर लालवानी:

क्या **नागर विमानन मंत्री** यह बताने की कृपा करेंगे कि:

(क) क्या सरकार के पास आगामी विमानपत्तनों पर एटीसीओ की बढ़ती आवश्यकता को देखते हुए एटीसीओ की भर्ती करने की कोई योजना है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;

(ग) क्या सरकार का उन एयरलाइन ऑपरेटरों पर भारी जुर्माना लगाने का विचार है जो विमान इंजनों की उड़ान योग्यता सुनिश्चित करने संबंधी सुरक्षा और रखरखाव नियमों का उल्लंघन करते पाए जाते हैं;

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

(ङ) क्या सरकार के पास सभी विमानपत्तनों पर जल्द ही इंस्ट्रूमेंट लैंडिंग सिस्टम (आईएलएस) स्थापित करने का कोई प्रस्ताव है जो रात के साथ-साथ खराब मौसम की स्थिति में भी विमानों की सुरक्षित लैंडिंग सुनिश्चित करता है; और

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

सहकारिता मंत्रालय में राज्य मंत्री; तथा नागर विमानन मंत्रालय में राज्य मंत्री (श्री मुरलीधर मोहोले):

(क) और (ख) नागर विमानन महानिदेशालय (डीजीसीए) द्वारा निर्धारित दिशा-निर्देशों के अनुसार वायु यातायात नियंत्रक (एटीसीओ) की भर्ती, विभिन्न हवाईअड्डों पर प्रचालन आवश्यकताओं के आधार पर भारतीय विमानपत्तन प्राधिकरण (एएआई) द्वारा की जाने वाली एक नियमित प्रक्रिया है। विमानन क्षेत्र की बढ़ती मांगों को पूरा करने के लिए रिक्त पदों को सीधी भर्ती परीक्षाओं के साथ-साथ विभागीय परीक्षाओं के माध्यम से भरा जाता है। कुशल वायु यातायात प्रबंधन सुनिश्चित करने के लिए वायु यातायात की मात्रा के आधार पर एटीसीओ को हवाईअड्डों पर तैनात किया जाता है।

एटीसीओ कार्मिकों की आवश्यकताओं को पूरा करने के लिए, हाल के वर्षों में एटीसीओ के 1636 अतिरिक्त पदों का सृजन किया गया है तथा एटीसीओ के 496 पदों को भरने के लिए सीधी भर्ती प्रक्रिया एएआई द्वारा शुरू की गई है।

(ग) और (घ) विमान नियम, 1937 के नियम 162 में एयरलाइनों/ऑपरेटरों द्वारा नियमों के उल्लंघन के लिए दंड निर्धारित किया गया है। दंड की मात्रा नियम 162 की अनुसूची VIबी के अंतर्गत निर्दिष्ट की गई है और उल्लंघन या उल्लंघन की गंभीरता के आधार पर निर्धारित की जाती है। मामूली उल्लंघन (स्तर 1) के लिए दंड 10,000 रुपये से लेकर गंभीर अपराधों (स्तर 10) के लिए 1 करोड़ रुपये तक है।

(ड) और (च) जब दृश्यता 800 मीटर से कम हो जाती है या रनवे विजुअल रेंज (आरवीआर) 550 मीटर से कम हो जाती है, तो हवाईअड्डों पर इंस्ट्रुमेंट लैंडिंग सिस्टम (आईएलएस) (कैट II/कैट III) का प्रचालन शुरू किया जाता है। किसी हवाईअड्डे पर आईएलएस स्थापित करने का निर्णय परिचालन मांग, वायु यातायात की मात्रा और मौजूदा मौसम की स्थिति और न्यूनतम दृश्यता आवश्यकताओं जैसे कारकों पर निर्भर करता है।

महाराष्ट्र के नंदूरबार में मिर्च की खेती

2521. एडवोकेट गोवाल कागडा पाडवी:

क्या **खाद्य प्रसंस्करण उद्योग** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या महाराष्ट्र राज्य में, विशेष रूप से नंदूरबार लोक सभा निर्वाचन क्षेत्र में मिर्च उत्पादन, प्रसंस्करण और भंडारण की बहुत अधिक संभावना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ख) क्या नंदूरबार में 5000 हेक्टेयर से अधिक भूमि मिर्च की खेती के लिए उपयोग की जा रही है, फिर भी उक्त निर्वाचन क्षेत्र में कोई मिर्च पार्क या मसाला पार्क नहीं है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) देश भर में संचालित मिर्च/मसाला पार्क की संख्या का ब्यौरा क्या है;

(घ) महाराष्ट्र राज्य में उद्घाटन किए गए, संचालित किए गए और पूर्ण किए कुल मिर्च/मसाला पार्कों की संख्या कितनी है;

(ड) महाराष्ट्र राज्य के लिए मिर्च/मसाला पार्कों की स्थापना के लिए संवितरित निधि का ब्यौरा क्या है; और

(च) क्या सरकार द्वारा उक्त निर्वाचन क्षेत्र में मिर्च पार्क स्थापित करने के लिए कोई कदम उठाए जा रहे हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री रवनीत सिंह):

(क) से (च) खाद्य प्रसंस्करण उद्योग मंत्रालय (एमओएफपीआई) मेगा फूड पार्क (एमएफपी) योजना और कृषि प्रसंस्करण क्लस्टर (एपीसी) योजना को कार्यान्वित कर रहा है, जो प्रधान मंत्री किसान संपदा योजना (पीएमकेएसवाई) की घटक योजनाएं हैं। एमएफपी और एपीसी योजना का मुख्य उद्देश्य खेत से बाजार तक मूल्य श्रृंखला के साथ मसाले/मिर्च सहित सभी खाद्य उत्पादों के लिए खाद्य प्रसंस्करण क्षेत्र हेतु आधुनिक अवसंरचना सृजित करना है। योजना के दिशानिर्देशों के अनुसार मेगा फूड पार्क/एपीसी का खाद्य उत्पादवार/फसलवार आवंटन नहीं किया जाता है। यह आगे भी कहा जा सकता है कि एमओएफपीआई स्वयं कोई एमएफपी या एपीसी परियोजना स्थापित नहीं करता है। बल्कि एमओएफपीआई इन योजनाओं के माध्यम से अनुदान सहायता के माध्यम से वित्तीय सहायता प्रदान करता है जो प्रकृति में मांग आधारित होती हैं। इच्छुक व्यक्तियों/संस्थाओं से समय-समय पर अभिरुचि की अभिव्यक्ति (ईओआई) के माध्यम से प्रस्ताव आमंत्रित किए जाते हैं। पात्रता और मूल्यांकन मानदंड के आधार पर प्राप्त प्रस्तावों का मूल्यांकन किया जाता है और पात्र पाए गए प्रस्तावों में से योग्यता के आधार पर अनुमोदन प्रदान किया जाता है। ए.पी.सी. योजना 15वें वित्त आयोग चक्र के दौरान जारी है, जबकि एम.एफ.पी. योजना दिनांक 01.04.2021 से बंद कर दी गई है। नंदुरबार संसदीय क्षेत्र में कृषि प्रसंस्करण क्लस्टर के तहत एक परियोजना को पहले ही अनुमोदित किया जा चुका है। नंदुरबार संसदीय क्षेत्र में स्वीकृत परियोजना का ब्यौरा **विवरण-I** में दिया गया है।

मसाला बोर्ड ने प्रमुख उत्पादन / बाजार केन्द्रों में आठ फसल विशिष्ट मसाला पार्क स्थापित किए हैं जिनका ब्यौरा **विवरण-II** में दिया गया है।

विवरण -I**नंदुरबार संसदीय क्षेत्र में स्वीकृत परियोजना का ब्यौरा**

क्रमांक	कार्यान्वयन एजेंसी का नाम	राज्य/संघ राज्य क्षेत्र का नाम	जिले का नाम	स्थिति	अंतिम अनुमोदन की तिथि	कुल परियोजना लागत (करोड़ रुपये में)	अनुमोदित अनुदान राशि	जारी अनुदान राशि (करोड़ रुपये में)
1.	मेसर्स रेवा तापी घाटी औद्योगिक विकास	महाराष्ट्र	नंदुरबार	जारी	08.01.2019	27.06	10.00	6.75

विवरण – II**मसाला बोर्ड ने प्रमुख उत्पादन / बाजार केन्द्रों में स्थापित आठ फ स ल विशिष्ट मसाला पार्कों का ब्यौरा**

मसाला पार्क का नाम	राज्य	शामिल किए गए मसाले
छिंदवाड़ा	मध्य प्रदेश	लहसुन और मिर्च
गुना	मध्य प्रदेश	धनिया
गुंटूर	आंध्र प्रदेश	मिर्च
जोधपुर	राजस्थान	जीरा
रामगंज मंडी	राजस्थान	धनिया
पुट्टुडी	केरल	इलायची और काली मिर्च
रायबरेली	उत्तर प्रदेश	पुदीना
शिवगंगा	तमिलनाडु	मिर्च और हल्दी

चंद्रपुर जिले के येल्लापुर गांव में पानी की कमी

2522. श्रीमती प्रतिभा सुरेश धानोरकर:

क्या **जल शक्ति** मंत्री यह बताने की कृपा करेंगे कि:

(क) चंद्रपुर जिले के जिवती तालुका के येल्लापुर गांव के नागरिकों को पानी की कमी के कारण गांव छोड़ने के लिए मजबूर होने की स्थिति से निपटने के लिए सरकार की क्या भूमिका है;

(ख) क्या सरकार जल जीवन मिशन के अंतर्गत पानी की टंकी के घटिया निर्माण के लिए जिम्मेदार ठेकेदार के विरुद्ध कार्रवाई करेगी और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) सरकार द्वारा जिवती तालुका के येल्लापुर गांव में पानी की आपूर्ति सुनिश्चित करने के लिए क्या उपाय किए गए हैं/किए जा रहे हैं?

जल शक्ति मंत्रालय में राज्य मंत्री; तथा रेल मंत्रालय में राज्य मंत्री (श्री वी. सोमन्ना):

(क) भारत सरकार देश के प्रत्येक ग्रामीण परिवार के लिए नल जल आपूर्ति का प्रावधान करने हेतु महाराष्ट्र सहित राज्यों/संघ राज्य क्षेत्रों की भागीदारी में अगस्त 2019 से जल जीवन मिशन का कार्यान्वयन कर रही है।

पेयजल राज्य का विषय है। पेयजल आपूर्ति योजनाओं/परियोजनाओं की आयोजना, डिजाइन, अनुमोदन एवं कार्यान्वयन का अधिकार राज्य सरकार के पास है। भारत सरकार तकनीकी और वित्तीय सहायता प्रदान करके राज्यों के प्रयासों में सहायता करती है।

जेजेएम के तहत, सूखाग्रस्त और रेगिस्तानी क्षेत्रों, जल गुणवत्ता प्रभावित बसावटों, आकांक्षी जिलों के गांवों, सांसद आदर्श ग्राम योजना (एसएजीवाई) और एससी/एसटी बहुल गांवों में नल जल आपूर्ति का प्रावधान करने को प्राथमिकता दी जाती है। तदनुसार, राज्यों/संघ राज्य क्षेत्रों को प्राथमिकता के आधार पर इन क्षेत्रों में जल जीवन मिशन कार्यान्वित करने पर जोर दिया जाता है।

(ख) जेजेएम के **कार्यसंबंधी** दिशानिर्देशों के अनुसार, राज्य जल और स्वच्छता मिशन

(एसडब्ल्यूएसएम) तथा जिला जल और स्वच्छता मिशन (डीडब्ल्यूएसएम) क्रमशः राज्य और जिला स्तर पर जल जीवन मिशन के समग्र कार्यान्वयन के लिए जिम्मेदार हैं। जल जीवन मिशन के अंतर्गत परियोजनाओं के कार्यान्वयन के लिए ठेकेदारों का चयन पूर्णतः एक प्रशासनिक कार्य है और यह संबंधित राज्य सरकार के कार्यक्षेत्र में आता है। इसके अलावा, उपयोग की जाने वाली सामग्री (जैसे पाइप आदि) की गुणवत्ता सुनिश्चित करने की जिम्मेदारी पीएचई/आरडब्ल्यूएस विभाग/बोर्ड/निगम आदि और कार्य निष्पादित करने वाली एजेंसी की है।

राज्य द्वारा सूचित किए गए अनुसार, जेजेएम के अंतर्गत स्कीम के संबंधित ठेकेदार ने राइजिंग मेन, संवितरण प्रणाली, एलिवेटिड सर्विस जलाशय (ईएसआर), पम्पिंग मशीनरी और एफएचटीसी जैसे आबंधित कार्यों को पूरा कर लिया है। ईएसआर कंटेनर, स्लुइस वाल्व और संवितरण पाइप लाइन में रिसाव हुआ था जिसे ठेकेदार द्वारा ठीक कर दिया गया है।

(ग) जल जीवन मिशन के अंतर्गत, गांव में जल आपूर्ति अवसंरचना के सृजन के अलावा पेयजल स्रोतों के विकास/सुदृढ़ीकरण/संवर्धन हेतु और जल की कमी वाले सूखा प्रवण क्षेत्र तथा विश्वसनीय भू-जल स्रोतों से रहित मरुभूमि क्षेत्रों में जल के थोक अंतरण हेतु अवसंरचना, शोधन और संवितरण प्रणालियों के लिए प्रावधान किए गए हैं।

इसके अलावा, ग्रामीण स्तर पर अन्य योजनाओं जैसे मनरेगा, आरएलबी/पीआरआई को 15वें वित्त आयोग से सशर्त अनुदान, एकीकृत वाटरशेड प्रबंधन कार्यक्रम (आईडब्ल्यूएमपी), राज्य की योजनाएं, जिला खनिज विकास कोष, सीएसआर निधि, सामुदायिक योगदान आदि के सामंजस्य में स्थानीय पेयजल स्रोतों के संवर्धन और सुदृढ़ीकरण के प्रावधानों की भी जेजेएम के तहत परिकल्पना की गई है। राज्य द्वारा जेजेएम-आईएमआईएस पर सूचित किए गए अनुसार, चंद्रपुर जिले के जिवती ब्लॉक में कुल 18,632 ग्रामीण परिवारों में से 15,873 परिवारों (85.19%) को 10.03.2025 तक नल जल कनेक्शन प्राप्त हो गए हैं।

ARSENIC-AFFECTED HABITATIONS IN ASSAM**2523. SHRI JOYANTA BASUMATARY:**

Will the Minister of **JAL SHAKTI** be pleased to state:

(a) the total number of arsenic-affected habitations in Assam and the number of these habitations covered with mitigation measures under the Jal Jeevan Mission since 2019;

(b) whether there are any discrepancies between Central and Assam State data on arsenic affected habitations yet to receive mitigation measures and if so, the details thereof along with the reasons therefor;

(c) whether any arsenic-safe well designed by the Central Groundwater Board (CGWB) have been constructed in Assam; and

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

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI; AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI V. SOMANNA):

(a) and (b) As reported by State of Assam in the Integrated Management Information System of JJM, there were 3,151 Arsenic affected habitations at the start of the Jal Jeevan Mission. Provision of safe drinking water through pipe water supply schemes has been made available in all these 3,151 habitations as on 10.03.2025. The Central Ground Water Board (CGWB), D/o Water Resources, River Development and Ganga Rejuvenation (DoWR, RDandGR) has informed that the CGWB's sampling locations and State habitation wise sampling locations are different. Therefore, Arsenic affected ground water data of CGWB and JJM are

not comparable. However, CGWB is regularly sharing its database through Ground Water Year Book, Ground Water Quality Report and also through fortnightly quality alert along with mitigation method with State Government.

(c) and (d) CGWB has shared the design of Arsenic free well with State departments including State JJM and CGWB have informed that the State JJM Department has shared it with all its field units. However, as also informed, CGWB has not constructed any Arsenic free wells in Assam.

A Handbook on Drinking Water Treatment Technologies was released in March 2023 to disseminate information regarding new technologies available amongst all stakeholders to improve the performance and implementation drinking water treatment plants using technologies that address local issues and challenges faced in water-quality affected villages. The States may take up appropriate water treatment system depending upon techno-economic feasibility.

Water being a state subject, the responsibility of planning, approval, implementation, operation, and maintenance of drinking water supply schemes, including those under the Jal Jeevan Mission, lies with State/UT Governments. The Government of India supports the States by providing technical and financial assistance. Under the Jal Jeevan Mission, as per existing guidelines, Bureau of Indian Standards' publication BIS:10500 are adopted as benchmark for ensuring the quality of water being supplied through the piped water supply schemes.

EXPANSION OF TRIBAL DEVELOPMENT COUNCIL IN ODISHA

2524 SHRI SUKANTA KUMAR PANIGRAHI:

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

- (a) whether the Government is aware of recent expansion of the Special Development Council (SDC) to 23 districts of Odisha to preserve tribal culture and heritage;
- (b) if so, the manner in which the Government is planning to collaborate with the State Government to support and enhance these initiatives; and
- (c) the specific schemes implemented and the funds allocated by the Government to promote tribal welfare in these expanded areas?

THE MINISTER OF STATE IN THE MINISTRY OF TRIBAL AFFAIRS (SHRI DURGA DAS UIKEY):

(a) to (c) Yes. As informed, the Government of Odisha has set up Special Development Councils (SDC) for 9 Tribal dominated districts in Mayurbhanj, Sundargarh, Keonjhar, Malkangiri, Koraput, Nabarangpur, Rayagada, Gajapati and Kandhamal in the year 2017. During 2023, Government of Odisha expanded the Special Development Council (SDC) to 23 districts by adding 14 new districts namely; Angul, Balasore, Bargarh, Bolangir, Boudh, Deogarh, Dhenkanal, Ganjam, Jajpur, Jharsusuda, Kalahandi, Nayagarh, Nuapada and Sambalpur. These Councils especially focus on preservation of tribal culture and traditions, heritage and unique identity of each tribe.

Ministry of Tribal Affairs has no provision of funds to support and enhance the state initiative. However, under the Special Development Council (SDC) Scheme, the District allocation for each Special Development Council is provided by the State Government in shape of Grant-in-Aid, which is determined on the basis of number of blocks in district. The allocation for nine existing SDCs is @1.50 Crores per block. For the newly included fourteen SDC Districts, blocks having more than 50,000 tribal populations receive allotment @Rs.1.50 Cr. per Block and blocks having less than 50,000 tribal populations receive allotment @Rs.0.75 Cr. per block.

GROUNDWATER DEPLETION IN DROUGHT-PRONE AREAS

2525. SHRI PUSHPENDRA SAROJ:

Will the Minister of **JAL SHAKTI** be pleased to state:

- (a) whether the Government is addressing groundwater depletion especially in drought-prone area/States;
- (b) if so, the details of investments made/being made in destination plants to address water scarcity; and
- (c) the way in which the Government ensure fair water distribution between States with ongoing river disputes?

THE MINISTER OF STATE IN THE MINISTRY OF JAL SHAKTI (DR. RAJ BHUSHAN CHOUDHARY):

(a) Water being a State subject, the responsibility of addressing the ground water related issues lies primarily with the concerned State Governments. However, the Central Government facilitates the efforts of the State Governments by way of technical and financial assistance through its various schemes and projects. In this direction, the important steps taken by the Ministry of Jal Shakti and other central ministries for improvement of ground water resources of the country, with special focus on drought prone and water stressed regions, are given below:-

- i. The Government is implementing Jal Shakti Abhiyan (JSA) in the country since 2019 which is a mission mode and time bound programme for harvesting the rainfall and taking up water conservation activities. Currently, JSA 2024 is being implemented in the country with special focus on 151 water stressed districts of the country. JSA is an umbrella campaign under which various ground water recharge and conservation related works are being taken up in convergence with various central and state schemes.
- ii. M/o Jal Shakti is implementing Atal Bhujal Yojana, which is a community led scheme for participatory ground water management focusing on demand side management of ground water. The Scheme is currently in operation in 80 districts in 7 States, which have been identified, among other factors, based on the degree of water stress being faced by them.
- iii. Master Plan for Artificial Recharge to Groundwater- 2020 has been prepared by the Central Ground Water Board (CGWB) for the entire country and shared with States/UTs providing a broad outline for construction of around 1.42 crore rain

water harvesting and artificial recharge structures in the country to harness 185 BCM (Billion cubic meter).

iv. Department of Agriculture and Farmers' Welfare (DA and FW), GoI, is implementing Per Drop More Crop Scheme in the country, since 2015-16, which focuses on enhancing water use efficiency at farm level through Micro Irrigation and better on-farm water management practices to optimize the use of available water resources. The scheme is of immense benefit to drought prone regions of the country with limited water available for irrigation purposes.

v. Mission Amrit Sarovar was launched by the Government of India which aimed at developing and rejuvenating at least 75 water bodies in each district of the country, for the purpose of increasing water storage and boosting ground water recharge. As an outcome nearly 69,000 Amrit Sarovars have been constructed/rejuvenated in the country.

vi. M/o Jal Shakti is promoting conjunctive use of surface water and groundwater and to reduce over-dependence on groundwater, surface water based Major and Medium irrigation projects have been taken up in the country under PMKSY-AIBP scheme in collaboration with States/UTs.

(b) Government of India in partnership with States, is implementing Jal Jeevan Mission (JJM) – Har Ghar Jal, since August 2019, to make provision of potable tap water supply in adequate quantity to every rural household in the country. As per the operational guidelines of the JJM, in coastal areas, augmentation of water supply services can be done with energy efficient small desalination plants with high recovery ratio. However, it is for the states to devise suitable projects for

setting up desalination plants as per their requirements and feasibility. As per the information available on the JJM dashboard, it is seen that from the beginning of the Scheme in 2019 to 2024-25 (up to the month of February) funds to the tune of Rs. 4.3 lakh cr were allocated by the central government and an amount of Rs. 3.73 lakh cr. has been spent towards providing safe drinking water to more than 12.1 cr rural households in the country, which includes addressing of water salinity and scarcity issues.

In addition to the above, Ministry of Earth Sciences, through its autonomous Institute, National Institute of Ocean Technology (NIOT), has set up eight Low Temperature Thermal Desalination (LTTD) technology-based sea water desalination plants at eight islands of the Union Territory of Lakshadweep. Additionally, CSIR- Central Salt and Marine Chemical Research Institute (CSMCRI), Bhavnagar has commissioned 160 Reverse Osmosis (RO) based desalination plants in the different states of the country.

(c) For the adjudication of disputes related to the water of inter-State rivers and their river valleys, Parliament enacted the Inter-State River Water Disputes (ISRWD) Act, 1956 (the Act). When a request under the Act is received from a State Government regarding a water dispute over inter-State rivers, and the Central Government believes the dispute cannot be resolved through negotiations, it constitutes a River Water Disputes Tribunal for adjudication. Tribunals formed for the adjudication of such disputes under this Act ensure that the issues raised in the request made by the State(s) to the Central Government under Section 3 of the Act are adequately considered, heard, and addressed.

COMPLIANCE OF SAFETY AND MAINTENANCE REGULATIONS**2526. SHRI SACHITHANANTHAM R:**

Will the Minister of **CIVIL AVIATION** be pleased to state:-

(a) whether the Government has taken measures to implement the Parliamentary standing committee recommendations to ensure compliance of airline operators with all safety and maintenance regulations for aircraft engines, if so, the details thereof;

(b) whether as per the committee's recommendation to impose heavy penalties on airline operators found violating rules in this regard, a penalty method has been introduced and if so, the details thereof; and

(c) the details of companies that have been penalized during the last two years for non-compliance with aircraft engine safety norms?

**THE MINISTER OF STATE IN THE MINISTRY OF COOPERATION; AND
MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI
MURLIDHAR MOHOL):**

(a) Yes. Directorate General of Civil Aviation (DGCA) permits the import of only those aircraft and engines that are type-certified by the state of design, such as the Federal Aviation Administration (FAA), European Aviation Safety Agency (EASA), Transport Canada etc., and type-accepted by DGCA. ;

As per the laid down regulation, responsibility for maintaining the aircraft lies with the airline which is required to ensure that the aircraft and its components i.e engines are maintained as per the DGCA approved maintenance programme

prepared as per the instructions/recommendation issued by manufacture/type certificate holder and state of design. Airline/ Operator is also responsible for ensuring that the required qualified and experienced manpower, equipment and spares including maintenance data are available for maintaining the aircraft and its engines. ;

DGCA ensure the compliance of airline operators with all safety and maintenance regulations for aircraft engines through the mechanism of conducting surveillance, spot checks, night surveillance etc. of the airlines/ organizations and personnel. The observations/ findings made during surveillance, spot checks and night surveillance are provided to the airline for taking corrective action. In case of violations, DGCA takes enforcement action in accordance with laid down procedures which may consist of warning, suspension, cancellation including imposition of financial penalty to the personnel involved/ airline.;

(b) Enforcement Policy and Procedures Manual of DGCA specifies the procedures for determining enforcement action in response to violations of regulations by Airline/Operators. Enforcement action include administrative measures like warning, suspension, cancellation including imposition of financial penalty to the personnel involved/ airline as well as judicial actions such as prosecution. ;

Amount of penalties are specified in Schedule VIB of Rule 162 of the Aircraft Rules, 1937. Penalties are determined based on the severity of violations or contraventions, ranging from INR 10,000 for minor violation (Level 1) to INR 1 crore for serious offenses (Level 10). The amounts vary for individuals and organizations, depending on their size.;

(c) The details of financial penalty imposed on companies during the last two years for non-compliance with engine safety norms is enclosed as **Statement**.

STATEMENT

Details of Penalty imposed on engines related issues during the last two years

S No.	Name of Organisation	Description of violation	year	Penalty imposed (Rs)
1.	Bhushan Aviation Limited	Falsification of Technical Log Book of VT-BSL	2023	75000
2.	M/s Mandke and Mandke	The engine task water rinse was not carried out even once during this period flying of aircraft VT-MAN Robinson R66(RR 300) in and out of Dumas Helipad (Surat, Gujarat) from 27.10.2022 to 30.12.2022	2023	300000
3.	M/s SKYNEX AERO PVT LTD	Organisation has installed vide work order no. SNA/LAA/2023-48 dated 23.11 .2023, an engineoverhauled by an unapproved organisation on aircraft VT-LAA on 04.12.23	2024	300000
4.	M/s Wings Aviation Pvt.Ltd	Use of Indian MOGAS of specification IS 2796:2017 instead of manufacturer recommended Indian MOGAS of specification IS 2796:2008 in Tecnam	2024	750000

5.	RED BIRD FLYING TRAINING	Use of Indian MOGAS of specification IS 2796:2017 instead of manufacturer recommended Indian MOGAS of specification IS 2796:2008 in Tecnam	2024	1500000
6.	SKYNEX AERO PVT LTD	Use of Indian MOGAS of specification IS 2796:2017 instead of manufacturer recommended Indian MOGAS of specification IS 2796:2008 in Tecnam	2024	750000

AMRUT IN TAMIL NADU

2527. SHRI C N ANNADURAI:

Will the Minister of **HOUSING AND URBAN AFFAIRS** be pleased to state:

- (a) the number of projects approved under the Atal Mission for Rejuvenation and Urban Transformation Mission (AMRUT) since its inception in Tamil Nadu;
- (b) the number of projects completed and the number of projects currently under implementation along with their expected timelines for completion;
- (c) whether the Government has proposed any new reforms or modifications under AMRUT 2.0 and if so, the details thereof;
- (d) the manner in which the AMRUT has contributed to the improvement of urban water supply and sewerage systems in AMRUT cities along with the measurable outcomes achieved;
- (e) whether the Government has reviewed the functioning of AMRUT and if so, the details thereof along with the thrust areas of AMRUT; and

(f) the status of various water and sewer connection projects grounded under AMRUT in Tamil Nadu during the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS (SHRI TOKHAN SAHU):

(a) and (b) Ministry of Housing and Urban Affairs (MoHUA) is implementing Atal Mission for Rejuvenation and Urban Transformation (AMRUT), which was launched on 25 June 2015 in selected 500 cities (now 485 cities including 15 merged cities) and towns across the country. As reported by the Government of Tamil Nadu on AMRUT portal, 445 projects have been taken up in the State under AMRUT and an amount of ₹13,339 crore has been sanctioned for these projects, which includes Central Assistance (CA) of ₹4,756.68 crore. Out of these projects, 433 projects worth ₹7,810.68 crore have been completed, and 12 Projects worth ₹5,528.75 crores are at implementation stage. Total works worth ₹12,637.60 crore have been physically completed. State Government has further informed that the tentative date of completion of project is June 2025.

(c) Atal Mission for Rejuvenation and Urban Transformation (AMRUT) 2.0 scheme has been launched on 01 October, 2021 in all Urban Local Bodies (ULBs)/ cities, enabling the cities to become 'self-reliant' and 'water secure'. The Mission aims to provide water tap connections to households in all statutory towns. Providing universal coverage of sewerage and septage management in 500 AMRUT cities is one of the major focus areas of AMRUT 2.0. Rejuvenation of water bodies, development of green spaces and parks, etc are other components of the

Mission. The mission focuses on Information Education and Communication (IEC), adopting latest technologies through Start-ups and preparation of Aquifer Management Plans for cities. The reform agenda of the Mission provisions for use of recycled treated used water to meet at least 20% of total city water demand; 24x7 water supply with 'Drink from tap' (DFT) facility; Geographic Information System (GIS) based master plans of the cities and raising funds through issuance of municipal bonds.

Under AMRUT 2.0, AMRUT Mitra initiative has been launched to actively involve women SHG groups in water demand management, water quality testing, water infrastructure operations, and other water sectoral projects. So far, 1762 projects worth ₹140 crore have been approved under this initiative.

Jal Hi AMRIT has been launched as a sub-scheme under AMRUT 2.0 reforms, which aims to incentivize states and Uts to efficiently manage sewage treatment plants for recyclable treated water meeting environmental standards. The focus of sub scheme is to build capacity and incentivizing qualitative improvements in the treated discharge effluent.

The Shallow Aquifer Management (SAM) 2.0 has been launched under AMRUT 2.0 in 75 cities. The initiative is designed to integrate aquifer management into broader urban planning, ensuring that groundwater resources are managed sustainably as cities continue to grow. Key interventions include the construction of new and restoration of defunct recharge structures, implementation of rainwater harvesting systems, catchment level improvement for regional groundwater

recharge and the development of comprehensive city-wide groundwater management plans.

Technology Sub-Mission is an important component of AMRUT 2.0 to encourage start-up ideas, private entrepreneurship and commissioning them into the pilot projects. It facilitates identification of innovative, proven and potential environment friendly technologies in the fields of water and used water treatment, distribution and water body rejuvenation. The Start-ups fulfilling the definition given by "Start-up India" initiative of DPIIT are eligible to participate. As per the AMRUT 2.0 guidelines, start-up projects costing up to ₹20 lakh are approved by a State Water Start-Up Screening Committee consisting of State Mission Director, representative of technical institute and/ or practitioners in water sector. Approved projects can be taken up for which necessary assistance are provided by the concerned ULB. Start-up projects with path breaking technologies, costing more than ₹20 lakh are approved by National Water Start-Up Screening Committee consisting of representatives of MoHUA, CPHEEO and experts in water sector.

(d) Under AMRUT Mission in convergence with the States 189 lakh water tap connections (new/ serviced) have been provided against the target of 139 lakh; 149 lakh sewer connections (new/ serviced) (including households covered through Faecal Sludge and Septage Management-FSSM) provided against the target of 145 lakh; Sewer network of 19,598 kilometers and water supply network of 64,463 kilometers have been constructed; 4,447 Million Litre Per Day (MLD) Sewerage Treatment Capacity (STP) and 4,734 Million Litre Per Day (MLD) Water Treatment Capacity (WTP) have been developed; 1,434 km length of drains have been

constructed resulting in eliminating 3,708 numbers of water logging points; 5,086 acres of Green space, 430 km pedestrian/ walkway and 43 km of cycle track have been developed.

(e) Project taken up under AMRUT mission are large infrastructure projects with long gestation periods. AMRUT guidelines have provisions for formation of State High Powered Steering Committee (SHPSC) headed by the Chief Secretary of the State, to monitor and supervise the implementation of the scheme at the State/ UT level. State Level Technical Committee (SLTC) headed by the Secretary, Urban Development and Housing Department provides technical support to the SHPSC in monitoring and supervising the scheme at the State level. Further, an Apex Committee constituted under the ambit of Mission guidelines reviews and monitor the Mission periodically. For assessment and monitoring of work done under AMRUT in the States/ UTs, there is a provision of Independent Review and Monitoring Agencies (IRMAs). Funds are released to the States/ UTs upon satisfactory compliance

of IRMA reports. Also, in order to fast-track the implementation of AMRUT, the progress is periodically reviewed and monitored through regular video conferences/ webinars/ workshops/ site-visits etc. by Ministry of Housing and Urban Affairs (MoHUA) with the States/ UTs and ULBs. There is a dedicated AMRUT online portal for tracking the progress and project-wise outcomes of provisions of water tap connections provided by the States/ UTs.

(f) Under AMRUT, all the 18 water supply projects worth ₹7,436.02 crore and 18 sewerage/septage management projects worth ₹5,670.8 crore have already been

grounded. No projects have been grounded in Tamil Nadu under AMRUT, during the last three years.

Under AMRUT Mission in convergence with the States 16.07 lakh water tap connections (new/ serviced) and 25.20 lakh sewer connections (new/ serviced) (including households covered through Faecal Sludge and Septage Management-FSSM) have been provided.

ADDRESSING ROAD ACCIDENTS DUE TO DRIVER DROWSINESS

2528. SHRI RAJKUMAR CHAHAR:

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

- (a) whether the Government is aware that driver drowsiness and sleepiness are major contributors to road accidents;
- (b) if so, whether specific data is collected by the Transport Research Wing in this regard, if so, the details thereof and if not, the reasons therefor;
- (c) whether the lack of any data on drowsy driving-related accidents impede effective policy interventions, if so, the details thereof;
- (d) whether the Government plans to collect and analyze data on accidents caused by driver drowsiness to take targeted measures, if so, the details thereof; and
- (e) the year until which the data of road accidents due to drowsiness and sleepiness was collected and provide the reasons for discontinuing the same?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI):

(a) to (e) Government publishes “Road Accidents in India” annually based on data received from States/ UTs. As per the data received from the States/UTs, road accidents occur due to multiple causes such as over speeding, use of mobile phone, drunken driving/consumption of alcohol and drug, driving on wrong side/ lane indiscipline, jumping red light, non-use of safety devices such as helmets and seat belts, vehicular condition, weather condition, road condition, etc. As per the Report for the year 2022, around 78% of road accidents were caused due to drivers’ fault.

Government has constituted a Committee to review the formats for reporting of road accident by the State/UT Police Departments for the annual publication. The Committee included experts from IIT-Delhi, IIT-Kharagpur, World Health Organization (WHO), senior officers from Police and Transport Departments of States and other stakeholders.

The Committee recommended a revised set of accident Recording Formats for furnishing of data by the States/UTs. All the States/UTs were requested to furnish the annual road accident data in the new Reporting Formats with effect from calendar year 2017. The revised set of formats do not include provisions for reporting accidents caused by driver fatigue, drowsiness, or sickness.

नवीकृत विद्युत वितरण क्षेत्र योजना का कार्यान्वयन

2529. श्री अनिल फिरोजिया:

क्या विद्युत मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या नवीकृत विद्युत वितरण क्षेत्र योजना (आरडीएमएम) के अंतर्गत तृतीय पक्ष की संपरीक्षा के माध्यम से नए ट्रांसफार्मरों, ग्रिडों और लाइनों के निर्माण की निगरानी की जा रही है और यदि हां, तो इसे किस प्रकार कार्यान्वित किया जा रहा है;

(ख) उक्त योजना के अंतर्गत तीसरे पक्ष से परीक्षा करने के लिए नियुक्त की गई एजेंसियों का ब्यौरा क्या है और पारदर्शी तरीके से उनका चयन करने के लिए क्या तंत्र अपनाया गया है;

(ग) क्या नवीकृत विद्युत वितरण क्षेत्र योजना के अंतर्गत ट्रांसफार्मरों और ग्रिडों से संबंधित प्रक्रिया में स्थानीय प्रतिनिधियों की भागीदारी सुनिश्चित की गई है और यदि नहीं, तो इसके क्या कारण हैं; और

(घ) क्या स्थानीय आवश्यकताओं और समस्याओं को सुनिश्चित करने के लिए पूरी प्रक्रिया में जन प्रतिनिधियों के साथ समन्वय करने की सरकार की कोई योजना है?

विद्युत मंत्रालय में राज्य मंत्री; तथा नवीन और नवीकरणीय ऊर्जा मंत्रालय में राज्य मंत्री (श्री श्रीपाद येसो नाईक):

(क) जी, हाँ। संशोधित वितरण क्षेत्र स्कीम (आरडीएसएस) के अंतर्गत समवर्ती गुणवत्ता निगरानी के लिए एक तंत्र है, जिसे नोडल एजेंसियों अर्थात् आरईसी लिमिटेड और पावर फाइनैस कॉरपोरेशन लिमिटेड द्वारा तृतीय-पक्ष गुणवत्ता निगरानी एजेंसी (टीपीक्यूएमए) के माध्यम से कार्यान्वित किया जा रहा है, जो डिस्कॉम द्वारा अपनाई जाने वाली गुणवत्ता जांच और प्रक्रियाओं के अतिरिक्त है।

वितरण अवसंरचना कार्यों (नए ट्रांसफार्मर, एचटी/एलटी लाइन, बिजली सबस्टेशन आदि सहित) के लिए टीपीक्यूएमए के माध्यम से नोडल एजेंसियों द्वारा गुणवत्ता निगरानी के लिए दिशा-निर्देशों को आरडीएसएस की निगरानी समिति द्वारा अनुमोदित किया जाता है। तृतीय-पक्ष गुणवत्ता निगरानी एजेंसियां (i) सामग्री निरीक्षण और (ii) क्षेत्र निरीक्षण करने के लिए जिम्मेदार हैं।

(ख) आरडीएसएस की तृतीय-पक्ष गुणवत्ता निगरानी के लिए नियुक्त एजेंसियों का ब्यौरा **विवरण** पर है। इन एजेंसियों को सरकारी ई-मार्केटप्लेस (जीईएम) पोर्टल पर ई-टेंडरिंग मोड में आयोजित एकल-चरण दो-भाग बोली प्रक्रिया के माध्यम से नियुक्त किया गया है।

(ग) और (घ) जां हां, विद्युत मंत्रालय ने भारत सरकार की स्कीमों के अनुसार जिले में विद्युत आपूर्ति अवसंरचना के समग्र विकास की समीक्षा और समन्वय के लिए दिनांक 16.09.2021 को “जिला विद्युत समिति” (डीईसी) का गठन किया है। डीईसी की संरचना में संसद सदस्य (एमपी), विधान सभा सदस्य (एमएलए), जिला कलेक्टर, जिला पंचायत के अध्यक्ष/अध्यक्ष और संबंधित जिले में स्थित विद्युत मंत्रालय के केंद्रीय सार्वजनिक क्षेत्र उपक्रमों (सीपीएसयू) के सबसे वरिष्ठ प्रतिनिधि या उनके नामित अधिकारी और वितरण कंपनी (डिस्कॉम)/विद्युत विभाग (पीडी) के मुख्य अभियंता/अधीक्षण अभियंता शामिल हैं। राज्यों को नियमित आधार पर बैठकें आयोजित करने की सलाह दी गई है।

विवरण

आरडीएसएस के अंतर्गत तृतीय-पक्ष गुणवत्ता निगरानी एजेंसियों की सूची

टीपीक्यूएमए एजेंसी	राज्य/संघ राज्य क्षेत्र जिनके लिए टीपीक्यूएमए नियुक्त किया गया है
मेसर्स वैपकोस लिमिटेड	मध्य प्रदेश, आंध्र प्रदेश, पुडुचेरी
मेसर्स राइट्स लिमिटेड	हिमाचल प्रदेश, उत्तराखंड, केरल
नेशनल पावर ट्रेनिंग इंस्टिट्यूट	तमिलनाडु, जम्मू और कश्मीर, लद्दाख, मणिपुर
मेसर्स वॉयंट्स सॉल्यूशंस प्राइवेट लिमिटेड	झारखंड, गुजरात हरियाणा, पंजाब, दिल्ली, उत्तर प्रदेश, गोवा, मिजोरम, राजस्थान, त्रिपुरा, छत्तीसगढ़
मेसर्स मर्कडोस एनर्जी मार्केट्स इंडिया प्राइवेट लिमिटेड	महाराष्ट्र, पश्चिम बंगाल, असम, अरुणाचल प्रदेश, अंडमान और निकोबार द्वीप समूह
एन आर्क कंसल्टिंग एंगप्लस प्राइवेट लिमिटेड	बिहार, मेघालय, नागालैंड, सिक्किम

महाराष्ट्र में बाइपास सड़कें

2530. श्री संजय उत्तमराव देशमुख:

क्या सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) राष्ट्रीय राजमार्गों और राज्यीय राजमार्गों पर बाइपास के निर्माण के लिए सरकार द्वारा क्या प्रावधान किए गए हैं और मानदंड तय किए गए हैं;

(ख) महाराष्ट्र में विशेषकर वाशिम-यवतमाल निर्वाचन क्षेत्र में निर्मित राष्ट्रीय राजमार्गों और राज्यीय राजमार्गों की संख्या कितनी है तथा तत्संबंधी ब्यौरा क्या है;

(ग) क्या सरकार का वाशिम-यवतमाल संसदीय निर्वाचन क्षेत्र में राज्यीय राजमार्ग-213 से राष्ट्रीय राजमार्ग-161 तक कोई बाइपास बनाने का प्रस्ताव है;

(घ) यदि हां, तो इसकी पूर्णता की समय-सीमा क्या है और यदि नहीं, तो इसके क्या कारण हैं; और

(ङ) उक्त स्थानों पर ट्रैफिक जाम की स्थिति से निपटने और सार्वजनिक सुरक्षा सुनिश्चित करने के लिए क्या उपाय किए गए हैं?

सड़क परिवहन और राजमार्ग मंत्री (श्री नितिन जयराम गडकरी):

(क) बाईपास के निर्माण की आवश्यकता का आकलन विस्तृत परियोजना रिपोर्ट (डीपीआर) तैयार करते समय गैर-शहरी यातायात, मार्गाधिकार (आरओडब्ल्यू) की उपलब्धता, शहरी/निर्मित खंडों में भीड़-भाड़, सड़क सुरक्षा संबंधी सोच-विचार आदि के लिए यातायात अपेक्षाओं के अनुसार, मामला-दर-मामला आधार पर किया जाता है और राष्ट्रीय राजमार्ग (एनएच) कार्यों के अनुमोदित डीपीआर में तदनुसार प्रावधान किया जाता है।

(ख) बाईपास का निर्माण या तो एनएच उन्नयन कार्यों के हिस्से के रूप में या स्टैंडअलोन आधार पर किया जाता है। सरकार के सड़क परिवहन और राजमार्ग मंत्रालय ने महाराष्ट्र राज्य में विभिन्न एनएच पर 83 बाईपास का निर्माण किया है, जिसमें वाशिम-यवतमाल संसदीय निर्वाचन क्षेत्र में एनएच-161 पर मेदशी, मालेगांव और वाशिम और एनएच-361 पर मडकोना, कलंब और यवतमाल नामक छह बाईपास शामिल हैं।

(ग) से (ङ) वाशिम-यवतमाल संसदीय निर्वाचन क्षेत्र के दिग्रस शहर में राज्यीय राजमार्ग-213 से एनएच-161 ए तक बाईपास के निर्माण के लिए ऐसा कोई प्रस्ताव विचाराधीन नहीं है। तथापि, सरकार ने वर्तमान

यातायात जाम को कम करने और दिग्रस शहर से गुजरने वाले एनएच-161ए के खंड में सड़क सुरक्षा सुनिश्चित करने के लिए 4-लेन बनाने को मंजूरी दे दी है, जिसके समापन की लक्षित तिथि मई, 2025 है।

(iv) Unstarred Question Nos. 2531 to 2760 (17.03.2025)

NATIONAL MEANS-CUM-MERIT SCHOLARSHIP SCHEME

2531. SHRI ARUN BHARTI:

SHRI NAVASKANI K.:

SHRI C. N. ANNADURAI:

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

- (a) the objectives and the key features of the National Means-cum-Merit Scholarship Scheme (NMMSS);
- (b) the total number of students who have benefitted by the Scheme in the country during the last three years including Tamil Nadu;
- (c) the details of funds allocated, sanctioned and disbursed under the scheme since January 2020, year-wise and State/UT-wise including Bihar;
- (d) whether the Government has identified any challenges in the implementation of the scheme and if so, the step taken by the Government in this regard;

- (e) whether the Government has taken any measures to ensure effective monitoring, transparency and timely disbursement of scholarships under the scheme across the country including Bihar and if so, the details thereof;
- (f) whether there is any plans of the Government to increase the number of scholarships, revise eligibility criteria or enhance the scholarship amount to support more meritorious students from weaker sections and if so, the details thereof;
- (g) the details of the measures taken by the Government to increase awareness about the NMMSS among eligible students in Bihar;
- (h) whether the Government is considering to increase the allocation for Bihar under the Scheme to cater the rising demand of scholarships in the State and if so, the details thereof; and
- (i) whether disbursal of NMMSS in Bihar have improved access to education among underprivileged students and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

- (a) The objective of Central Sector 'National Means-cum-Merit Scholarship Scheme' is to award scholarships to meritorious students of economically weaker sections to arrest their dropout at class VIII and encourage them to continue their study at secondary stage upto Class XII. One lakh fresh scholarships @ of Rs.12000/- per annum per student is awarded to selected

meritorious students of class IX every year and their continuation/renewal in classes X, XI and XII for study in a State Government, Government-aided or Local body schools. Each State/UT is allotted a fixed quota for selection of meritorious students. The scheme provides reservation to different categories of students as per the State/UT norms. The selection of students for award of scholarships under the scheme is made through an examination conducted by the State/UT Governments. The scheme is boarded on National Scholarship Portal (NSP) for receipt of applications of students in on-line mode. Scholarships are disbursed directly by electronic transfer into the accounts of students through Public Financial Management System (PFMS).

- (b) 7,16,407 number of students have benefitted by the Scheme in the country during the last three years from 2021-22 to 2023-24 including Tamil Nadu.
- (c) The details of funds allocated, sanctioned and disbursed under the scheme since January 2020, year-wise is given in the enclosed **Statement-I** and State/UT-wise number of scholarships sanctioned including Bihar is given in the enclosed **Statement -II**.
- (d) For streamlining and fast-tracking release of scholarships, NMMSS is completely boarded on National Scholarship Portal (NSP) since 2018-19 to deliver scholarships with efficiency, transparency and reliability. Aadhaar Payment Bridge (APB) gateway is used for disbursement of scholarship through NSP in DBT mode. It is a unique payment system, which uses Aadhaar number as a central key for electronically channelizing the scholarship amount in the Aadhaar seeded Bank Account of the beneficiary. Benefits of APB System

include elimination of delays and transfer of benefits in a seamless, timely manner and directly into the Aadhaar seeded Bank Account. All the eligible candidates across the country have to register themselves on NSP to avail the scholarship under NMMSS. But technical glitches due to frequent revisions of NSP and revised Standard Operating Procedure (SOP) still prevail and therefore, poor students from rural areas are not able to adapt themselves to the system. Connectivity in remote areas is another major issue in implementation of scheme at ground level.

- (e) Ministry of Education continuously engages with NSP Team and DBT Mission in Cabinet Secretariat, which is directly monitoring implementation of scholarship schemes boarded on NSP. The Ministry is regularly organizing virtual/physical orientation sessions with the State/District and Institution Nodal Officers on the modalities for registering, biometric authentication and verification of applicants on the NSP for NMMS scheme. The Ministry is also operating a Helpline No. 011-23383363 for registering and resolving the complaints/grievances of students, teachers, parents and Nodal Officers. Grievance Redressal Mechanism is also available on NSP, which is integrated with CPGRAMs, for resolving the complaints of students.
- (f) The Expenditure Finance Committee (EFC) had approved continuation of the scheme after enhancing the amount of scholarship from Rs.6000/- to Rs.12000/- per annum in 2017-18 upto 2020-21. The Cabinet Committee on Economic Affairs (CCEA) has approved continuation of the scheme from 2021-22 upto 2025-26.

- (g) The Ministry of Education conducts workshops and virtual orientation sessions with all States/UTs, including Bihar, to take suitable measures for promoting awareness among eligible students. Besides the forum of PIB Vartalap, social media is used for dissemination about the scheme features and NSP operations.
- (h) Any modification in allocation for scheme is considered after due deliberation with State/UT. There is no proposal at present to increase the number of students for scholarships for Bihar.
- (i) Based on the Third-Party Evaluation of NMMSS conducted by Institute of Economic Growth in 2020, it was observed that the scheme has been received well by the meritorious students from the economically disadvantaged sections of the society in all States/UTs including Bihar. This scholarship helps eligible students to pursue their secondary and senior secondary education without any economic hindrance. The meritorious children from economically backward sections of remote and rural areas are not only benefited during their secondary and senior secondary stages of education, but also feel motivated and inspired to compete academics without burdening their parents.

STATEMENT-I

Statement showing funds allocation and year-wise number of scholarships and funds sanctioned under the National Means-cum-Merit Scholarship Scheme (NMMSS) during the years 2020-21 to 2023-24.

S.No.	Financial Year	Budget Allocation (Rs. in crore) R.E.	Amount Sanctioned on Scholarships (Rs. in crore)	Number of Scholarships (Fresh +Renewals)
1	2020-21	350.00	319.09	267503
2	2021-22	284.20	248.15	206794
3	2022-23	307.45	299.91	259524
4	2023-24	358.00	300.10	250089

Note : Funds under the scheme are not allocated to States/UTs but transferred directly to bank accounts of the beneficiaries

STATEMENT-II

Statement showing State wise and year-wise number of scholarships and funds sanctioned under the National Means-cum-Merit Scholarship Scheme (NMMSS) during the years 2020-21 to 2023-24.

S. No.	Name of State/ UTs	F.Y. 2020-21		F.Y. 2021-22		F.Y. 2022-23		F.Y. 2023-24	
		Number of Scholarships (Fresh+Renewals)	Amount (Rs in lakh)	Number of Scholarships (Fresh+Renewals)	Amount (Rs in lakh)	Number of Scholarships (Fresh+Renewals)	Amount (Rs in lakh)	Number of Scholarships (Fresh+Renewals)	Amount (Rs in lakh)
1	Andaman and Nicobar	129	15.48	129	15.48	141	16.92	143	17.16

	Island s								
2	Andhr a Prade sh	9063	108 7.56	7451	894. 12	7366	883. 92	9900	118 8.00
3	Telan gana	5112	613. 44	4315	517. 80	4373	524. 76	3672	440. 64
4	Aruna chal Prade sh	117	14.0 4	112	13.4 4	303	27.9 6	144	17.2 8
5	Assa m	2291	273. 48	2403	288. 36	3813	457. 56	4931	591. 72
6	Bihar	15670	186 2.76	10029	120 3.48	14140	167 6.70	12749	152 9.88
7	Chand igarh	322	38.6 4	173	20.7 6	204	24.4 8	234	28.0 8
8	Chhatt isgarh	919	110. 28	1434	172. 08	25070	202 9.74	3190	382. 80
9	Dadra and Nagar Haveli and Dama n and Diu	67	8.04	78	9.36	144	14.0 4	107	12.8 4
10	Delhi	8102	972. 24	2368	284. 16	2367	284. 04	2718	326. 16
11	Goa	90	10.8 0	77	9.24	79	9.48	178	21.3 6

12	Gujar at	15899	190 7.88	13027	156 3.24	13536	162 4.26	14307	171 6.84
13	Harya na	10540	126 4.80	6806	816. 72	7200	864. 00	7256	870. 72
14	Himac hal Prade sh	3356	402. 72	2973	356. 76	3068	368. 16	3003	360. 36
15	Jamm u and Kash mir	3135	376. 20	2462	295. 44	2794	335. 28	2221	266. 52
16	Jhark hand	1339	160. 68	1588	190. 56	2166	259. 92	2466	295. 92
17	Karnat aka	13298	159 5.76	12242	146 9.04	13075	156 9.00	14183	170 1.96
18	Kerala	13031	156 3.72	12810	153 7.20	13321	159 8.52	13574	162 8.88
19	Ladak h	#	#	#	#	#	#	112	13.4 4
20	Laksh adwee p	-	*	-	*	-	*	8	0.96
21	Madh ya Prade sh	14511	159 5.71	15521	186 2.52	17459	198 1.98	16585	199 0.20
22	Mahar ashtra	59152	709 0.20	36424	437 0.88	37730	452 7.60	37953	455 4.36
23	Manip ur	130	15.6 0	105	12.6 0	154	18.4 8	291	34.9 2
24	Megh alaya	304	36.4 8	85	10.2 0	122	14.6 4	155	18.6 0

25	Mizoram	277	33.24	219	26.28	728	59.64	291	34.92
26	Nagaland	659	79.08	-	*	-	*	65	7.80
27	Odisha	13978	1677.36	8713	1045.56	9354	1122.48	10267	1232.04
28	Puducherry	398	47.76	370	44.40	375	45.00	381	45.72
29	Punjab	5010	596.70	4556	546.72	5124	614.88	5729	687.48
30	Rajasthan	11198	1329.72	9964	1195.68	16035	1924.20	14407	1728.84
31	Sikkim	98	11.76	92	11.04	137	16.44	157	18.84
32	Tamil Nadu	26932	3231.84	22215	2665.80	22801	2736.12	23183	2781.96
33	Tripura	464	55.62	458	54.96	729	87.48	962	115.44
34	Uttar Pradesh	5141	616.86	5772	692.64	9837	1180.44	16528	1983.36
35	Uttarakhand	3637	436.44	1386	166.32	1730	207.60	2123	254.76
36	West Bengal	23134	2776.08	20437	2452.44	24049	2885.88	25916	3109.92
Total		267503	31908.97	206794	24815.28	259524	29991.60	250089	30010.68

* Proposal not received from State/UT Governments.

Laddakh included in Jammu and Kashmir State.

ग्रामीण विद्यालयों की बुनियादी अवसंरचना

2532. श्री बाल्या मामा सुरेश गोपीनाथ म्हात्रे:

श्रीमती लवली आनंद:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने ग्रामीण विद्यालयों में अवसंरचना की स्थिति में सुधार के लिए कोई कदम उठाए हैं;

(ख) यदि हां, तो राज्यवार ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं; और

(ग) क्या सरकार देश के ग्रामीण क्षेत्रों के विद्यालयों में शिक्षकों की नियुक्ति को प्राथमिकता दे रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) और (ख): स्कूल शिक्षा और साक्षरता विभाग, शिक्षा मंत्रालय वर्ष 2018-19 से पूरे देश में समग्र शिक्षा को लागू कर रहा है। इस योजना को राष्ट्रीय शिक्षा नीति (एनईपी), 2020 की सिफारिशों के अनुरूप बनाया गया है। इसका उद्देश्य यह सुनिश्चित करना है कि सभी बच्चों को एक समान और समावेशी कक्षा वातावरण के साथ गुणवत्तापूर्ण शिक्षा तक पहुंच मिले, जो उनकी विविध पृष्ठभूमि, बहुभाषी आवश्यकताओं, विभिन्न शैक्षणिक क्षमताओं का ध्यान रखे और उन्हें सतत अधिगम प्रक्रिया में सक्रिय भागीदार बनाए। समग्र शिक्षा के अंतर्गत राज्यों/संघ राज्य क्षेत्रों को स्कूल के बुनियादी ढांचे जैसे कक्षाएं, पुस्तकालय, लड़कियों और लड़कों के लिए शौचालय, चारदीवारी, मुख्य मरम्मत, पेयजल, स्कूल की दीवारों पर पेंटिंग, फर्नीचर की आपूर्ति आदि को सुदृढ़ करने के लिए सहायता प्रदान की जाती है। ग्रामीण क्षेत्रों सहित सरकारी स्कूलों में बुनियादी ढांचागत सुविधाओं के लिए आवंटित धनराशि का राज्यवार ब्यौरा संलग्न **विवरण** में दिया गया है।

(ग): शिक्षकों की भर्ती, उनकी सेवा शर्तें और तैनाती संबंधित विषय राज्य सरकारों और संघ राज्य क्षेत्रों के प्रशासन के अधिकार क्षेत्र में आती है। भर्ती एक सतत प्रक्रिया है और सेवानिवृत्ति, त्याग-पत्र,

छात्रों की बढ़ती संख्या के परिणामस्वरूप शिक्षकों की बढ़ती आवश्यकता जैसे कई कारकों के कारण रिक्तियां उत्पन्न होती हैं। स्कूल शिक्षा और साक्षरता विभाग समय-समय पर समीक्षा बैठकों और परामर्शों के माध्यम से राज्य सरकारों और संघ राज्य क्षेत्रों से स्वायत्त शिक्षक भर्ती बोर्ड के माध्यम से इन रिक्तियों को भरने और उनकी तर्कसंगत तैनाती करने का अनुरोध करता है। इसके अतिरिक्त केंद्र सरकार केंद्र प्रायोजित योजना समग्र शिक्षा के माध्यम से राज्यों और संघ राज्य क्षेत्रों को स्कूल शिक्षा के विभिन्न स्तरों के लिए उपयुक्त छात्र-शिक्षक अनुपात (पीटीआर) बनाए रखने के लिए वित्तीय सहायता प्रदान करती है।

विवरण

समग्र शिक्षा के अंतर्गत सरकारी स्कूलों में बुनियादी ढांचे के लिए आवंटित धनराशि - 2024-25

रुपए लाख में

राज्य	अति रिक्त कक्षाएँ	कला / शि ल्प कक्ष	लड़ कों का शौचा लय	लड़ कि यों का शौ चाल य	सी ड ब्ल्यू एस एन शौ चा लय	वि ज्ञान प्रयो गशा ला	भौति क विज्ञा न प्रयो गशा ला	जीव वि ज्ञान प्रयो गशा ला	रसाय न विज्ञा न प्रयोग शाला	क म्प्यू टर कक्ष	पेय जल	वि द्यु ती कर ण	पु स्त का लय कक्ष	रैम्प और हैण्ड रेल
आंध्र प्रदेश	0.00	666.00	0.00	0.00	0.00	573.50	0.00	0.00	0.00	3935.67	0.00	0.00	2471.70	0.00
अरुणाचल प्रदेश	1065.00	0.00	265.00	390.00	0.00	0.00	0.00	0.00	0.00	126.00	0.00	0.00	95.14	0.00
असम	9915.95	0.00	1965.00	1790.34	0.00	4629.66	341.53	360.51	360.51	0.00	0.00	0.00	0.00	146.02

बिहार	2425 6.54	0.00	6203 .86	759 3.5 5	0.0 0	0.0 0	0.0 0	0.0 0	0.00	0.0 0	353 7.84	0.0 0	0.0 0	0.0 0
छत्तीसगढ़	2964 .23	137. 34	539. 38	246 .16	17 9.5 5	466 .02	0.0 0	0.0 0	0.00	206 .08	42.0 0	0.0 0	41 7.7 9	10. 80
गुजरात	9566 .40	0.00	657. 20	690 .12	33 5.2 8	0.0 0	0.0 0	0.0 0	0.00	0.0 0	0.00	0.0 0	0.0 0	0.0 0
हरियाणा	8100 .84	562. 02	0.00	0.0 0	0.0 0	398 .75	712 .50	741 .00	769. 12	119 .20	0.00	0.0 0	37 7.0 0	0.0 0
हिमाचल प्रदेश	1552 .95	209 1.69	40.5 0	22. 50	0.0 0	128 4.0 1	77. 35	123 .76	92.8 2	856 .44	0.00	17. 50	22 87. 63	0.0 0
जम्मू एवं कश्मीर	9389 .68	270. 00	564. 41	264 .95	65. 34	216 .00	342 .00	378 .00	378. 00	576 .00	0.00	0.0 0	86 9.4 0	0.0 0
झारखंड	2648 .12	0.00	563. 75	362 .88	29. 28	114 .57	25. 46	89. 11	89.1 1	0.0 0	130. 69	0.0 0	0.0 0	0.0 0
कर्नाटक	0.00	0.00	0.00	0.0 0	0.0 0	0.0 0	0.0 0	0.0 0	0.00	0.0 0	6.30	74. 40	0.0 0	0.0 0
केरल	0.00	0.00	210. 00	290 .40	10 0.7 0	0.0 0	0.0 0	0.0 0	0.00	0.0 0	4.05	3.9 0	0.0 0	4.7 5
लद्दाख	455. 90	37.1 3	47.6 5	33. 44	8.6 2	36. 60	0.0 0	0.0 0	0.00	36. 60	9.15	16. 80	19. 30	21. 00
मध्य प्रदेश	5737 .60	105 9.50	2219 .02	251 9.5 4	16 1.0 0	123 5.0 0	550 .48	550 .48	571. 48	105 9.5 0	135. 00	0.0 0	10 59. 50	0.0 0

महाराष्ट्र	986. 40	496. 00	3393 .50	185 9.0 0	28 60. 00	315 .00	210 .00	192 .50	192. 50	297 .00	0.00	0.0 0	55 0.0 0	0.0 0
मणिपुर	1685 .00	175. 00	240. 00	315 .00	0.0 0	409 .21	225 .00	225 .00	225. 00	475 .00	376. 00	0.0 0	49 8.4 0	0.0 0
मिजोरम	165. 19	0.00	0.00	0.0 0	0.0 0	0.0 0	0.0 0	0.0 0	0.00	0.0 0	0.00	81. 00	0.0 0	0.8 3
ओडिशा	1420 5.75	0.00	7085 .61	340 8.3 3	20 13. 18	0.0 0	0.0 0	0.0 0	0.00	0.0 0	13.5 0	88 5.3 0	0.0 0	0.0 0
पंजाब	1585 .30	152. 80	239. 04	268 .71	54 0.0 0	703 .08	0.0 0	0.0 0	0.00	0.0 0	0.00	0.0 0	24 5.5 2	0.0 0
राजस्थान	6770 .07	567. 16	241. 80	127 9.6 8	0.0 0	107 19. 74	0.0 0	0.0 0	0.00	691 7.0 2	281 5.62	0.0 0	11 30 5.0 0	0.0 0
सिक्किम	111. 00	0.00	175. 65	76. 84	10. 17	0.0 0	0.0 0	0.0 0	0.00	0.0 0	5.20	10. 91	0.0 0	29. 50
तमिलनाडु	4997 .36	0.00	1651 .40	339 8.4 0	13 78. 16	0.0 0	0.0 0	0.0 0	0.00	0.0 0	0.00	0.0 0	0.0 0	0.0 0
त्रिपुरा	1898 .70	399. 37	91.8 0	135 .00	16 2.9 0	322 .15	112 .72	113 .07	115. 34	309 .29	0.00	0.0 0	31 1.1 0	38. 48
उत्तर प्रदेश	1581 5.46	12.5 0	24.8 0	18. 60	40 8.3 6	0.0 0	43. 50	174 .00	58.0 0	150 .00	150. 00	0.0 0	17 5.0 0	3.4 1

उत्तराखंड	2228 .38	639. 52	296. 53	368 .27	5.8 2	401 .55	642 .48	722 .79	749. 56	824 .34	0.00	8.1 6	74 2.2 8	0.0 0
पश्चिम बंगाल	2148 .16	0.00	223. 14	220 .40	0.0 0	820 .31	0.0 0	0.0 0	0.00	0.0 0	0.00	0.0 0	0.0 0	0.0 0
कुल	1282 49.9 8	726 6.03	2693 9.04	255 52. 11	82 58. 36	226 45. 14	328 3.0 3	367 0.2 2	3601 .432	158 88. 13	722 5.34	10 97. 97	21 42 4.7 5	254 .79

स्त्रोत : प्रबंध

SSA UNDER DHARTI AABA JANAJATIYA GRAM UTKARSH ABHIYAN

2533. SHRI BALASHOWRY VALLABHANENI:

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

(a) whether the Government has cognized the Samagra Siksha Abhiyan (SSA) under the Dharti Aaba Janajatiya Gram Utkarsh Abhiyan;

(b) whether it is true that 1000 hostels are planned to construct by the Government under the scheme;

(c) if so, the details thereof and the status of its implementation in Andhra Pradesh, year-wise and district-wise; and

(d) whether there is delay by the Government for this project, if so, the present status of the scheme and the timeline fixed by the Government for completion of construction of 1000 hostels, if so, the details thereof and the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (d): Department of School Education and Literacy (DoSEandL) is one of the participating departments in "Dharti Aaba Janjatiya Gram Utkarsh Abhiyan" (DAJGUA). The Abhiyan has set a target of construction of 1000 hostels with a run-over period of five years from 2024-25 to 2028-29.

The program is being implemented in convergence with Samagra Shiksha Scheme. The source of funds for these interventions shall be available under Development Action plan for Scheduled Tribes (DAPST) grants of Samagra Shiksha.

As of now, 304 hostels in 15 States have been approved in the FY 2024-25 under Samagra Shiksha for hostels in DAJGUA scheme. Andhra Pradesh has submitted the proposal for 64 Hostels on 10.03.2025 for FY 2025-26.

डिजिटल लेनदेन प्लेटफॉर्म की सुरक्षा

2534. श्री राजीव राय:

श्री अनूप संजय धोत्रे:

डॉ. डी. रवि कुमार:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

(क) पिछले तीन वर्षों और चालू वर्ष के दौरान देश में किए गए यूनिफाइड पेमेंट इंटरफेस (यूपीआई)

लेनदेनों की कुल संख्या कितनी है;

- (ख) क्या सरकार देश में हो रहे यूपीआई (यूनिफाइड पेमेंट इंटरफेस) संबंधी धोखाधड़ी से अवगत है और यदि हां, तो पिछले तीन वर्षों के दौरान सूचित की गई धोखाधड़ी का ब्यौरा क्या है और सरकार द्वारा यूपीआई भुगतान से जुड़े जोखिमों को कम करने के लिए क्या कदम उठाए गए हैं;
- (ग) क्या सरकार द्वारा देश में डिजिटल लेनदेन प्लेटफॉर्म की सुरक्षा सुनिश्चित करने के लिए कोई प्रभावी कदम उठाए गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यूपीआई नकद जमा से जुड़ी चुनौतियां और जोखिम क्या हैं;
- (घ) क्या सरकार को उन वरिष्ठ नागरिकों के बैंक खातों से डिजिटल लेनदेन के माध्यम से धोखाधड़ी से धनराशि निकालने की कोई शिकायत मिली है, जिन्होंने अभी तक डिजिटल लेनदेन और ऑनलाइन बैंकिंग सुविधाओं को नहीं अपनाया है;
- (ङ.) यदि हां, तो दिल्ली में प्राप्त ऐसी शिकायतों का ब्यौरा क्या है और सरकार द्वारा उन पर जिलावार क्या कार्रवाई की गई है; और
- (च) क्या सरकार सीमापार लेनदेन के लिए यूपीआई को अन्य देशों की तीव्र भुगतान प्रणालियों के साथ एकीकृत करने की योजना बना रही है और इससे व्यक्तियों और वित्तीय क्षेत्र को किस प्रकार का लाभ होगा?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क): पिछले तीन वित्तीय वर्ष और चालू वित्तीय वर्ष के दौरान देश में किए गए एकीकृत भुगतान इंटरफेस (यूपीआई) लेनदेन की कुल संख्या का ब्यौरा संलग्न **विवरण-I** में दिया गया है।

(ख) और (ग): पिछले कुछ वर्षों में देश में डिजिटल भुगतान लेनदेन में वृद्धि के साथ यूपीआई धोखाधड़ी सहित डिजिटल वित्तीय धोखाधड़ियों की घटनाओं में भी वृद्धि हुई है। पिछले तीन वित्तीय वर्ष के दौरान देश में सूचित की गई धोखाधड़ियों का ब्यौरा संलग्न **विवरण-II** में दिया गया है।

यूपीआई लेनदेन धोखाधड़ियों सहित भुगतान संबंधी धोखाधड़ियों को रोकने के लिए सरकार, भारतीय रिजर्व बैंक (आरबीआई) और भारतीय राष्ट्रीय भुगतान निगम (एनपीसीआई) द्वारा विभिन्न पहल की गई हैं। इनमें, अन्य बातों के साथ-साथ, ग्राहक के मोबाइल नंबर और डिवाइस के बीच डिवाइस बाइंडिंग, पिन के माध्यम से द्वि-स्तरीय प्रमाणीकरण, दैनिक लेनदेन सीमा, प्रायोगिक मामलों (यूज केसों) पर नियंत्रण शामिल हैं। एनपीसीआई सभी बैंकों को धोखाधड़ी निगरानी समाधान उपलब्ध कराता है ताकि वे एआई/एमएल आधारित मॉडल का उपयोग करके लेनदेन के संबंध में चेतावनी जारी कर सकें और उसे अस्वीकार कर सकें। आरबीआई और बैंक लघु एसएमएस, रेडियो अभियान, साइबर-अपराध के निवारण के लिए प्रचार-प्रसार आदि के माध्यम से जागरूकता अभियान भी आयोजित कर रहे हैं।

इसके अतिरिक्त, वित्तीय धोखाधड़ियों की सूचना देने की सुविधा प्रदान करने के लिए गृह मंत्रालय (एमएचए) ने राष्ट्रीय साइबर अपराध रिपोर्टिंग पोर्टल (www.cybercrime.gov.in) राष्ट्रीय साइबर अपराध हेल्पलाइन नंबर (1930) आरंभ किया है। इसके अलावा, दूरसंचार विभाग (डीओटी) ने डिजिटल आसूचना प्लेटफॉर्म (डीआईपी) और 'चक्षु' सुविधा आरंभ की है, जो नागरिकों को कॉल, एसएमएस या व्हाट्सएप के माध्यम से प्राप्त संदिग्ध धोखाधड़ी वाले संचारों के बारे में सूचना देने में सक्षम बनाती है।

एनपीसीआई ने सूचित किया है कि यूपीआई अंतरपरिचालनीय नकद जमा (आईसीडी) सेवा सितंबर 2024 में आरंभ की गई थी और भारत में 2,400 कैश रिसाइकिलर के द्वारा इसे समर्थन प्राप्त हुआ है। यह सेवा लाभार्थी के खाते का सत्यापन करके और जमाकर्ता को नकदी स्लॉट सक्रिय करने से पहले अपने यूपीआई पिन के साथ प्रमाणीकरण करना अनिवार्य बनाकर दोहरी सत्यापन प्रक्रिया के माध्यम से सुरक्षित लेनदेन सुनिश्चित करती है।

(घ) और (ड): आरबीआई ने सूचित किया है कि इस मामले में उनके पास कोई सूचना उपलब्ध नहीं है।

(च): सरकार और आरबीआई सीमा-पार (क्रॉस बॉर्डर) भुगतान की सुविधा प्रदान करने के लिए

यूपीआई को अन्य देशों की त्वरित भुगतान प्रणालियों (एफपीएस) के साथ सम्बद्ध करने के लिए प्रयासरत हैं। इन प्रयासों में एफपीएस को अंतर-परिचालनीय आधार पर इंटरलिंग करने के साथ-साथ अन्य देशों में भुगतान अवसंरचना का प्रावधान करना शामिल है। वर्तमान में यूपीआई 7 देशों (यूईई, नेपाल, भूटान, सिंगापुर, मॉरिशस, फ्रांस और श्रीलंका) में लाइव है।

यूपीआई को अन्य देशों के त्वरित भुगतान प्रणालियों से इंटरलिंग करने से उपयोगकर्ता रियल-टाइम, पारदर्शी और किफायती डिजिटल भुगतान लेनदेन करने में सक्षम हो सकेंगे। इससे निर्बाध विप्रेषण लेनदेन सुनिश्चित होगा और विदेश भ्रमण करने वाले भारतीय पर्यटकों को निर्बाध भुगतान करने में सहायता मिलेगी।

विवरण I

पिछले तीन वित्तीय वर्ष और चालू वित्तीय वर्ष के दौरान यूपीआई लेनदेन

वित्तीय वर्ष	मात्रा (करोड़ में)	मूल्य (लाख करोड़ में)
वित्तीय वर्ष 2021-22	4,595.61	84.16
वित्तीय वर्ष 2022-23	8,371.44	139.15
वित्तीय वर्ष 2023-24	13,112.95	199.95
वित्तीय वर्ष 2024-25 (फरवरी '25 तक)	16,756.45	235.80

विवरण II

पिछले 3 वित्तीय वर्ष के दौरान यूपीआई घरेलू भुगतान संबंधी धोखाधड़ियां

वित्तीय वर्ष	घटनाओं की संख्या (लाख में)	अंतर्ग्रस्त राशि (करोड़ रुपए में)
वित्तीय वर्ष 2021-22	4.07	242

वित्तीय वर्ष 2022-23	7.25	573
वित्तीय वर्ष 2023-24	13.42	1,087

DEPOSITOR PROTECTION MECHANISM

2535. SHRI SAPTAGIRI SANKAR ULAKA:

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

(a) the total number of cooperative banks currently operational in the country along with their financial health status and classification into sound, stressed and at-risk categories;

(b) the details of cooperative banks that have faced financial fraud, mismanagement or regulatory action during the last five years including the nature of violations and actions taken;

(c) whether the Government is aware of the recent financial fraud at the New India Cooperative Bank and the measures taken by the Government to investigate and prevent such incidents in the future; and

(d) the details of depositor protection mechanisms in case of financial fraud or bank failure including the scope and implementation of coverage under the Deposit Insurance and Credit Guarantee Corporation (DICGC)?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (d): As informed by RBI and NABARD, the number of cooperative banks in the country are as under:

- i) State Cooperative Banks (StCBs)– 34
- ii) District Central Cooperative Banks (DCCBs) – 352
- iii) Urban Cooperative Banks (UCBs) – 1465

RBI has informed that licenses of 50 UCBs have been cancelled in the last five years and 24 UCBs are currently under All Inclusive Directions (AID) for various reasons. The number of cooperative banks that have faced frauds during the last five years is given in the enclosed **Statement**.

The measures taken by RBI in respect of New India Co-operative Bank Ltd., are mentioned as below:

- To prevent further deterioration in the bank's financials and to protect the interests of the depositors, New India Co-operative Bank Ltd., Mumbai was placed under All-Inclusive Directions (AID) w.e.f. close of business as on February 13, 2025.
- In order to secure proper management in the bank, RBI superseded the board of New India Co-operative Bank Ltd., Mumbai w.e.f. February 14, 2025 and appointed an Administrator along with a Committee of Advisors.
- The withdrawal limit for depositors has been relaxed to ₹25,000/- per depositor. With this relaxation in withdrawal limits, more than 50% of the total depositors would be eligible to withdraw their entire balances.

The following measures are also in place to protect the interest of depositors from financial frauds in cooperative banks:

- Master Direction on Fraud Management for the Regulated Entities viz. Cooperative Banks have been issued in 2024 and contain comprehensive guidelines related to reporting of fraud, following of principles of natural justice, governance mechanism, implementation of early warning mechanism, staff accountability, fixation of responsibility of third parties and role of external and internal auditors, among others.
- The Prompt Corrective Action (PCA) Framework requires the identified UCBs to initiate and implement remedial measures in a timely manner, to restore their financial health and protect the interests of the depositors.
- RBI has implemented a financial safety net for the account holders of banks (including cooperative banks) in the form of Deposit Insurance through DICGC.
- RBI through “RBI Kehta Hai” has issued awareness material / useful information on aspects such as different types of frauds and their modus-operandi.

The Deposit Insurance and Credit Guarantee Corporation (DICGC) insures all types of deposits (inclusive of principal and interest) up to ₹5,00,000 per depositor in insured banks, including cooperative banks.

STATEMENT

Number of Cooperative Banks that have faced financial fraud during the last five years

Category of bank	No. of Frauds
State Cooperative Banks (StCBs)	227
District Central Cooperative Banks (DCCBs)	938

Urban Cooperative Banks (UCBs)	2851

CPSE Projects Operational in West Bengal

2536. SUSHRI SAYANI GHOSH:

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

- (a) the details of Central Public Sector Enterprises (CPSEs) projects currently operational in West Bengal;
- (b) the number of new CPSEs, extension projects approved and shut down in West Bengal during the last ten years; and
- (c) the total amount of funds allocated and utilised for the same during the last ten years?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): The Ministry of Statistics and Programme Implementation is mandated to monitor Ongoing Central Sector Infrastructure Projects costing ₹ 150 crore and above on time and cost overrun, based on the information reported by the Line Ministries/ Project Implementing Agencies on the Online Computerized Monitoring System (OCMS) of the Ministry. Based on the information furnished by Ministry of Statistics and Programme Implementation, the details of on-going projects of Central Public Sector Enterprises (CPSEs) in West Bengal are given in the enclosed **Statement-I**.

(b) and (c): As per information available in PE Survey 2023-24, the number and details of new CPSEs incorporated during the last ten years with registered office in West Bengal are given in the enclosed **Statement-II**. Most CPSEs have operations beyond the place of their incorporation.

Based on the information furnished by Ministry of Statistics and Programme Implementation, the number of completed projects and dropped /deleted projects of CPSEs along with their cost and expenditure details during the last ten years in West Bengal are given in the enclosed **Statement-III** and **IV** respectively.

STATEMENT- I

On-going Projects of Central Public Sector Enterprises (CPSEs) in West Bengal as on 31.01.2025

SI. No	CPSE/ Project Name	Date of Approval (month / year)	Original (Revised) [Anticipated] Date of Commissioning (month / year)	Original (Revised) [Anticipated] Cost (Rs. crore)	Cumulative Expenditure in Rs. crore (Cost Overrun in Rs. crore) [Time Overrun in months]
	<u>Airport Authority of India</u>				
1	AIRSIDE CAPACITY ENHANCEMENT OF NSBI AIRPORT, KOLKATA	1/2019	11/2021 (-) [5/2023]	389.71 (-) [397.00]	396.57 (7.29) [0]
2	BAGDOGRA AIRPORT: DEVELOPMENT OF NEW CIVIL ENCLAVE AT BAGDOGRA AIRPORT. SUB-HEAD : CONSTRUCTION OF N	8/2024	3/2027 (-) [3/2027]	1,549.00 (-) [1,549.00]	70.32 (0.00) [0]

Sl. No	CPSE/ Project Name	Date of Approval (month / year)	Original (Revised) [Anticipated] Date of Commissioning (month / year)	Original (Revised) [Anticipated] Cost (Rs. crore)	Cumulative Expenditure in Rs. crore (Cost Overrun in Rs. crore) [Time Overrun in months]
3	CONSTRUCTION OF ATC TOWER AND TECHNICAL BLOCK AT NSCBI AIRPORT KOLKATA	1/2016	3/2020 (6/2022) [12/2023]	458.00 (-) [458.00]	246.68 (0.00) [0]
4	NSCBI AIRPORT KOLKATA: RE-CONSTRUCTION OF RIGID POSITIONS OF SECONDARY RUNWAY, 'K' AND 'A' TAXIWAY	4/2023	10/2025 (-) [10/2025]	328.30 (-) [328.30]	73.04 (0.00) [0]
	<u>Bharat Coking Coal Limited</u>				
5	2.0 MTPA BHOJUDIH NLW WASHERY	12/2015	9/2020 (-) [2/2025]	341.22 (341.22) [341.22]	340.47 (0.00) [53]
	<u>Eastern Coal Fields Limited</u>				
6	BONJEMEHARI EXPANSION OCP	8/2021	3/2026 (3/2026) [3/2026]	570.12 (-) [570.11]	80.09 (-0.01) [0]
7	EXPANSION PR OF JHANJRA UG (5.00 MTY)	4/2020	3/2029 (-) [3/2029]	1,210.12 (-) [1,210.12]	463.11 (0.00) [0]
8	ITAPARA OC	12/2023	3/2030 (-) [3/2030]	929.10 (-) [929.10]	59.55 (0.00) [0]
9	MOHANPUR EXPANSION OC PHASE II	11/2020	3/2026 (3/2026) [3/2026]	888.99 (-) [888.99]	61.45 (0.00) [0]
10	NAKRAKONDA KUMARDIH B OCP	8/2018	3/2029 (-) [3/2029]	502.68 (-) [502.67]	65.80 (-0.01) [0]
11	PARASCOLE JAMBAD OCP	11/2024	3/2037 (-) [3/2037]	1,193.55 (-) [1,193.55]	0.00 (0.00) [0]
12	RANIGANJ MASTER PLAN	8/2009	8/2019 (-)	2,661.73 (-)	773.95 (2,484.75)

Sl. No	CPSE/ Project Name	Date of Approval (month / year)	Original (Revised) [Anticipated] Date of Commissioning (month / year)	Original (Revised) [Anticipated] Cost (Rs. crore)	Cumulative Expenditure in Rs. crore (Cost Overrun in Rs. crore) [Time Overrun in months]
			[8/2024]	[5,146.48]	[0]
13	SHYAMSUNDARPUR UG INCLUDING SAPI UNIT	4/2020	3/2026 (3/2026) [3/2026]	483.65 (-) [483.65]	51.11 (0.00) [0]
14	SIDULI MINE (OC AND UG)	5/2018	3/2027 (-) [3/2027]	535.18 (-) [535.17]	4.20 (-0.01) [0]
15	SONEPUR BAZARI EXPANSION OC	7/2021	3/2029 (-) [3/2029]	5,365.88 (5,366.00) [5,365.88]	524.60 (0.00) [0]
16	UCE OF PARASEA BELBAID REORGANISATION UG	1/2023	3/2029 (3/2028) [3/2028]	389.10 (-) [389.10]	130.56 (0.00) [-12]
17	UCE OF TILABONI UG	1/2023	3/2029 (-) [3/2029]	749.07 (-) [749.07]	51.13 (0.00) [0]
	<u>Bharat Petroleum Corporation Limited</u>				
18	CITY GAS DISTRIBUTION PROJECTS AT ALIPURDUAR AND COOCH BEHAR	12/2022	3/2030 (-) [3/2030]	1,017.00 (-) [1,017.00]	122.45 (0.00) [0]
	<u>Gas Authority of India Limited</u>				
19	DURGAPUR-HALDIA PIPELINE PROJECT	3/2017	12/2020 (7/2025) [12/2025]	1,740.00 (2,433.15) [2,433.15]	2,117.50 (693.15) [60]
	<u>Hindustan Petroleum Corporation Limited</u>				
20	CGD PROJECT IN WEST BENGAL 11TH ROUND	6/2022	6/2030 (-) [6/2030]	2,628.00 (-) [2,628.00]	177.63 (0.00) [0]
21	CITY GAS DISTRIBUTION IN WEST BENGAL	3/2019	3/2031 (3/2029) [3/2029]	5,830.20 (-) [5,830.20]	828.43 (0.00) [-24]

Sl. No	CPSE/ Project Name	Date of Approval (month / year)	Original (Revised) [Anticipated] Date of Commissioning (month / year)	Original (Revised) [Anticipated] Cost (Rs. crore)	Cumulative Expenditure in Rs. crore (Cost Overrun in Rs. crore) [Time Overrun in months]
22	HALDIA PANAGARH PIPELINE PROJECT	11/2022	11/2025 (-) [11/2025]	1,010.00 (-) [1,010.00]	344.83 (0.00) [0]
	<u>Indian Oil Corporation Limited</u>				
23	CGD PROJECT AT EAST MEDNIPORE, WEST MEDNIPORE AND JHARGRAM DISTRICTS	3/2022	3/2030 (-) [6/2031]	609.00 (-) [609.00]	57.97 (0.00) [15]
	<u>National Thermal Power Corporation</u>				
24	RAMMAM-III HEPP (3X40 MW)	9/2014	9/2019 (-) [3/2029]	1,381.84 (-) [1,803.00]	1,119.24 (421.16) [114]
	<u>Kolkata Metro Rail Corporation Limited</u>				
25	EAST WEST METRO CORRIDOR KOLKATA	2/2009	9/2016 (-) [6/2024]	4,874.58 (8,575.00) [10,442.41]	0.00 (5,567.83) [0]
26	NEW WORK FOR CONSTRUCTION OF METRO RAILWAY FROM NOAPARA-BARASAI VIA BIMANBANDER (MTP)	4/2010	3/2016 (-) [3/2016]	2,397.72 (-) [2,397.72]	197.20 (0.00) [0]
	<u>Rail Vikas Nigam Ltd.</u>				
27	NEW WORK FOR CONSTRUCTION OF METRO RAILWAY FROM BARANAGAR TO BARRACKPORE AND DAKSHINESHWAR (MTP)	4/2010	3/2014 (-) [12/2025]	2,298.42 (-) [2,733.86]	392.98 (435.44) [141]
28	NEW WORK FOR CONSTRUCTION OF METRO RAILWAY FROM JOKA TO BINOY BADAL DINESH BAGH.	4/2010	3/2016 (-) [12/2026]	2,913.51 (-) [4,834.54]	3,918.86 (1,921.03) [129]

Sl. No	CPSE/ Project Name	Date of Approval (month / year)	Original (Revised) [Anticipated] Date of Commissioning (month / year)	Original (Revised) [Anticipated] Cost (Rs. crore)	Cumulative Expenditure in Rs. crore (Cost Overrun in Rs. crore) [Time Overrun in months]
29	NEW WORK FOR CONSTRUCTION OF METRO RAILWAY FROM NSCB AIRPORT TO NEW GARIA VIA RAJARHAT (MTP)	4/2010	3/2016 (-) [3/2026]	3,951.98 (-) [8,964.35]	7,387.40 (5,012.37) [120]
	<u>Steel Authority of India Limited (SAIL)</u>				
30	REBUILDING OF COKE OVEN BATTERY NO.4 OF DURGAPUR STEEL PLANT	11/2023	12/2026 (-) [12/2026]	916.78 (-) [916.78]	62.49 (0.00) [0]

(-) represents the original cost/date is not revised.

STATEMENT- II

Central Public Sector Enterprises (CPSEs) incorporated during last 10 years with registered office in West Bengal

S. No	Name of CPSE	Year of Incorporation
1	Braithwaite NACOF Solar Project Limited	2023
2	CIL Navikarniya Urja Limited	2021
3	CIL Solar PV Limited.	2021
4	Hooghly Cochin Shipyard Ltd.	2017
5	Inland and Coastal Shipping Ltd.	2016
6	Visakhapatnam Port Logistics Park Ltd.	2014

STATEMENT- III**Details of completed projects of Central Public Sector Enterprises (CPSEs)
in West Bengal during the last ten Years**

S. N o.	Project name	Agency name (CPSE)	Original date of commissio ning	Original cost (in Rs cr.)	Cumulativ e expenditur e (in Rs cr.)
1	EXPANSION OF DURGAPUR STEEL PLANT	STEEL AUTHORITY OF INDIA LIMITED (SAIL)	12/2012	2875.00	2640.00
2	TEESTA LOW DAM HEP, STAGE-IV (4X40 MW) (NHPC)	NATIONAL HYDRO-ELECTRIC POWER CORPORATION	09/2009	1061.38	2048.42
3	REBUILDING OF BATTERY BLOCK 5A AND RE-CONSTRUCTION OF BATTERY BLOCK 5B	STEEL AUTHORITY OF INDIA LIMITED (SAIL)	06/2015	313.05	319.91
4	TAMLUK-BASULYA-SUTAHATA DOUBLING	RAIL VIKAS NIGAM LTD.	06/2013	171.02	241.76
5	NEW 250 TMTPL LPG PLANT AT PANAGARH	HINDUSTAN PETROLEUM CORPORATION LIMITED	09/2017	190.45	130.15
6	TRANSMISSION SYSTEM FOR DEVELOPMENT OF POOLING STN. IN NR PART OF WEST BENGAL AND TRANSFER OF POWER	POWER GRID CORPORATION OF INDIA LIMITED	01/2015	4404.57	3700.95
7	DISTILLATE YIELD IMPROVEMENT PROJECT (COKER) AT HALDIA REFINERY	INDIAN OIL CORPORATION LIMITED	09/2017	3076.00	3450.30
8	BS-VI PROJECT (PHASE-I) AT HALDIA REFINERY	INDIAN OIL CORPORATION LIMITED	09/2019	2934.40	1957.94
9	CONSTRUCTION OF WORKSHOPS AND BUILDINGS FOR 24 NOS NEW INDUSTRIAL TRAINING	HINDUSTAN STEELWORK CONSTRUCTION LIMITED	03/2016	185.37	178.30

S. N o.	Project name	Agency name (CPSE)	Original date of commissioning	Original cost (in Rs cr.)	Cumulative expenditure (in Rs cr.)
	INSTITUTES(ITI) WEST BENG				
10	REPLACEMENT OF CONVERTER SHELLS TOGETHER WITH BOTTOM STIRRING SYSTEM AND INSTALLATION OF SECONDARY E	STEEL AUTHORITY OF INDIA LIMITED (SAIL)	09/2020	263.36	253.46
11	EASTERN REGION STRENGTHENING SCHEME-XV	POWER GRID CORPORATION OF INDIA LIMITED	04/2018	454.11	345.21
12	KHARAGPUR LPG BOTTLING PLANT	INDIAN OIL CORPORATION LIMITED	04/2020	163.02	153.78
13	CNCI KOLKATA WEST BENGAL	HOSPITAL SERVICES CONSULTANCY CORPORATION LTD	09/2018	244.00	224.92
14	CONSTRUCTION OF HOSPITAL BLOCK, IIT, KHARAGPUR	HOSPITAL SERVICES CONSULTANCY CORPORATION LTD	05/2017	168.90	182.10
15	RESIDENTIAL COMPLEX AND OPD BLOCK, AIIMS, KALYANI WEST BENGAL	HOSPITAL SERVICES CONSULTANCY CORPORATION LTD	03/2019	355.15	321.31
16	HOSPITAL AND TEACHING- AIIMS KALYANI	HOSPITAL SERVICES CONSULTANCY CORPORATION LTD	#	651.99	622.18
17	30 INCH CRUDE OIL PIPELINE IN HALDIA-BARAUNI SECTION OF PHBPL AND CONVERSION OF EXISTING 18 INCH HAL	INDIAN OIL CORPORATION LIMITED	09/2022	3712.00	2915.64
18	INSTALLATION OF SECOND CATALYTIC DEWAXING UNIT (CDW-II) AT HALDIA REFINERY	INDIAN OIL CORPORATION LIMITED	01/2023	1019.00	776.55
19	DURGAPUR PP-III (2X20 MW) - NSPCL	NATIONAL THERMAL POWER CORPORATION	11/2018	529.68	558.39

S. N o.	Project name	Agency name (CPSE)	Original date of commissioning	Original cost (in Rs cr.)	Cumulative expenditure (in Rs cr.)
20	HALDIA LPG IMPORT FACILITY	BHARAT PETROLEUM CORPORATION LIMITED	10/2018	694.00	971.84

Not available

STATEMENT- IV

Details of Dropped/Deleted Projects in West Bengal during the last ten years of Central Public Sector Enterprises (CPSEs)

S.no .	Project name	Agency name (CPSE)	Original date of commissioning	Original cost (in Rs cr.)	Cumulative expenditure (in Rs cr.)
1	HALDIA BARAUNI PRODUCT PIPELINE	INDIAN OIL CORPORATION LIMITED	12/2020	1021.00	4.45
2	EXPANSION PR OF JHANJRA UG(5.00 MTY) OLD (3.50) MTY	EASTERN COAL FIELDS LIMITED	03/2029	1210.12	91.96
3	PARASEA- BELBAID REORGANISATION UG MINE	EASTERN COAL FIELDS LIMITED	03/2027	826.42	4.47
4	TILABONI UG MINE	EASTERN COAL FIELDS LIMITED	03/2027	916.62	12.79

रोजगार मेले

2537. श्री ज्ञानेश्वर पाटील:

श्री संदिपनराव आसाराम भुमरे:

श्रीमती कलाबेन मोहनभाई देलकर:

डॉ. शिवाजी बंडाप्पा कालगे:

क्या **श्रम और रोजगार** मंत्री यह बताने की कृपा करेंगे कि:

- (क) विगत पांच वर्षों के दौरान और आज तक देश में आयोजित रोजगार मेलों का महाराष्ट्र, मध्य प्रदेश तथा दादरा और नगर हवेली सहित राज्यवार और वर्षवार ब्यौरा क्या है;
- (ख) उक्त मेलों के लाभों/प्रभावों का ब्यौरा क्या है;
- (ग) इन मेलों के माध्यम से रोजगारप्राप्त व्यक्तियों की संख्या कितनी है और रोजगार के क्षेत्रों का ब्यौरा क्या है;
- (घ) उक्त मेलों में भाग लेने वाले नियोक्ताओं की संख्या कितनी है और उनके माध्यम से अब तक कुल कितने व्यक्तियों को रोजगार मिला है;
- (ङ) इस संबंध में किए जाने वाले संभावित उपायों का ब्यौरा क्या है;
- (च) क्या दादरा और नगर हवेली में बेरोजगार युवाओं को अभी भी नौकरी नहीं मिल पा रही है;
- (छ) यदि हां, तो इसके क्या कारण हैं;
- (ज) सरकार द्वारा दादरा और नगर हवेली में बेरोजगार युवकों को रोजगार उपलब्ध कराने हेतु क्या कदम उठाए जा रहे हैं; और
- (झ) इस संबंध में किए गए उपायों का ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री

(कुमारी शोभा कारान्दलाजे):

(क) से (झ): भारत सरकार का श्रम और रोजगार मंत्रालय, राष्ट्रीय रोजगार सेवा में बदलाव के लिए राष्ट्रीय करियर सेवा (एनसीएस) परियोजना को कार्यान्वित कर रहा है ताकि एक डिजिटल पोर्टल – www.ncs.gov.in (एनसीएस पोर्टल) के माध्यम से विभिन्न प्रकार की रोजगार संबंधी सेवाएं जैसे रोजगार खोज और मिलान, करियर परामर्श, कौशल विकास पाठ्यक्रमों की जानकारी, रोजगार योग्यता मूल्यांकन, रोजगार योग्यता संवर्धन प्रशिक्षण आदि प्रदान की जा सकें।

राज्य सरकारों/मंत्रालयों/विभागों आदि द्वारा विभिन्न योजनाओं के अंतर्गत नियमित रोजगार मेलों का आयोजन किया जा रहा है।

दिनांक 28 फरवरी, 2025 तक पिछले पांच वर्षों के दौरान महाराष्ट्र, मध्य प्रदेश और दादरा एवं नगर हवेली सहित देश भर में राज्य रोजगार कार्यालयों/आदर्श करियर केंद्रों द्वारा आयोजित किए गए रोजगार मेलों तथा रोजगार चाहने वाले प्रतिभागी और अनंतिम रूप से चयनित रोजगार चाहने वालों एवं प्रतिभागी नियोक्ताओं का ब्यौरा इस प्रकार है:

रोजगार मेले	रोजगार चाहने वाले प्रतिभागी	रोजगार चाहने वाले चयनित	प्रतिभागी नियोक्ता
42,981	40,88,791	18,69,833	1,25,093

रोजगार और बेरोजगारी पर आधिकारिक डेटा वार्षिक आवधिक श्रम बल सर्वेक्षण (पीएलएफएस) के माध्यम से एकत्र किया जाता है, जो वर्ष 2017-18 से सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय (एमओएसपीआई) द्वारा आयोजित किया जाता है। सर्वेक्षण अवधि प्रतिवर्ष जुलाई से जून होती है।

नवीनतम वार्षिक पीएलएफएस रिपोर्ट में उपलब्ध आंकड़ों के अनुसार, दादरा और नगर हवेली तथा दमन एवं दीव में सामान्य स्थिति के आधार पर 15 वर्ष और उससे अधिक आयु के व्यक्तियों के लिए अनुमानित कामगार जनसंख्या अनुपात (डब्ल्यूपीआर) वर्ष 2020-21 में 54.0% से बढ़कर वर्ष 2023-24 में 67.8% हो गया है।

युवाओं के लिए रोजगार सृजन के साथ-साथ नियोजनीयता में सुधार करना सरकार की प्राथमिकता है। तदनुसार, सरकार दादरा एवं नगर हवेली सहित पूरे देश में विभिन्न रोजगार सृजन योजनाएं/कार्यक्रम कार्यान्वित कर रही है। इनमें अन्य बातों के अलावा प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी), महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी योजना (एमजीएनआरईजीएस), दीन दयाल उपाध्याय ग्रामीण कौशल्य योजना (डीडीयू-जीकेवाई), ग्रामीण स्वरोजगार और प्रशिक्षण संस्थान

(आरएसईटीआई), दीनदयाल अंत्योदय योजना-राष्ट्रीय शहरी आजीविका मिशन (डीएवाई-एनयूएलएम), प्रधानमंत्री मुद्रा योजना (पीएमएमवाई), स्टैंड-अप इंडिया योजना, स्टार्टअप इंडिया आदि शामिल हैं। सरकार द्वारा लागू की जा रही विभिन्न रोजगार सृजन योजनाओं/कार्यक्रमों का विवरण https://dge.gov.in/dge/schemes_programmes पर देखा जा सकता है।

PM RESEARCH FELLOWSHIP SCHEME

2538. SHRI EATALA RAJENDER:

SHRI RAJA RAM SINGH:

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

- (a) whether the recent Union budget proposal guarantees 10,000 fellowships exclusively for technological research in IITs and IISc under the PM Research Fellowship Scheme during the next five years, State-wise;
- (b) if so, the details thereof;
- (c) the progress made in this regard and the funds allocated for this purpose;
- (d) whether the social sciences and humanities research in universities like DU, JNU and other Central Universities will be included under the above scheme, if so, the details thereof;
- (e) if not, the reasons therefor;
- (f) whether the Government intends to introduce a similar fellowship scheme exclusively for social science research in Central Universities, if so, the details thereof; and

- (g) whether any Committee has been constituted by the Government to assess the funding gaps for social science research across Central Universities in the country and 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) to (g): In pursuance to the Budget Announcement 2018-19, the Government had approved Prime Minister's Research Fellowship Scheme (PMRF) with total financial outlay of Rs. 1650.00 Cr. The scheme aimed to attract the best and brightest minds to pursue high – quality research in India's premier academic institutions with enhanced financial support. Under first phase of PMRF, 3688 scholars are admitted. The first phase of PMRF has led to better outcomes of research and thus, 10,000 fellowships have been announced under PMRF in Budget 2025-26 for technological research with enhanced financial support.

The Anusandhan National Research Foundation (ANRF) Act, 2023 enables ANRF to serve as an apex body to provide high-level strategic direction for research, innovation and entrepreneurship in the fields of natural sciences including mathematical sciences, engineering and technology, environmental and earth sciences, health and agriculture and scientific and technological interfaces of humanities and social sciences.

एकीकृत पेंशन योजना के विरुद्ध अभ्यावेदन

2539. श्री हनुमान बेनीवाल:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार को एकीकृत पेंशन योजना के विरुद्ध अनेक अभ्यावेदन प्राप्त हुए हैं;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा सरकार द्वारा उक्त पेंशन योजना में क्या कमियां देखी गई हैं, जिससे कर्मचारियों में असंतोष उत्पन्न हो रहा है;
- (ग) एकीकृत पेंशन योजना तथा पुरानी पेंशन योजना के बीच अंतर संबंधी ब्यौरा क्या है;
- (घ) क्या सरकार का कर्मचारियों के हित में पुरानी पेंशन योजना को पुनः लागू करने का विचार है; और
- (ड.) यदि हां, तो इसे कब तक लागू किए जाने की संभावना है और यदि नहीं, तो इसके क्या कारण हैं?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क) और (ख): एकीकृत पेंशन योजना (यूपीएस) को एनपीएस के अंतर्गत आने वाले केंद्र सरकार के कर्मचारियों के लिए सेवानिवृत्ति के बाद सुनिश्चित मासिक भुगतान उपलब्ध कराने के उद्देश्य से राष्ट्रीय पेंशन प्रणाली (एनपीएस) के विकल्प के रूप में सरकार द्वारा दिनांक 24.1.2025 को अधिसूचित किया गया है। यूपीएस की परिकल्पना राष्ट्रीय पेंशन प्रणाली (एनपीएस) के अंतर्गत आने वाले कर्मचारियों की सेवानिवृत्ति के बाद सुनिश्चित पेंशन की मांग को पूरा करने के लिए की गई है, साथ ही वित्तीय रूप से जिम्मेदार वित्त पोषित और अंशदायी पेंशन योजना सुनिश्चित करने के लिए भी की गई है।

(ग): पुरानी पेंशन योजना निर्धारित लाभ वाली गैर-अंशदायी योजना है, जो पूरी तरह से सरकार द्वारा वित्त पोषित है। यह उन केंद्रीय सरकारी कर्मचारियों पर लागू होती है जिनकी दिनांक 1.1.2004 से पहले सेवा में नियुक्ति हुई है जबकि यूपीएस निर्धारित लाभ के घटक वाली निर्धारित अंश दायी योजना

हैं। यह कर्मचारियों को सुनिश्चित भुगतान के लिए लागू अंशदान (कर्मचारी और नियोक्ता दोनों से) के नियमित और समय पर संचय और निवेश पर निर्भर करती है।

(घ) और (ङ): ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

केन्द्रीय विद्यालयों में परिवहन सुविधाएं

2540. श्री उत्कर्ष वर्मा मधुर:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का केन्द्रीय विद्यालयों के लिए परिवहन सुविधाएं उपलब्ध करने का विचार है क्योंकि केन्द्रीय विद्यालयों में परिवहन सुविधाएं नहीं हैं और इससे छात्रों के माता-पिता उनकी सुरक्षा को लेकर चिंतित रहते हैं और यदि नहीं, तो इसके क्या कारण हैं;

(ख) सम्पूर्ण देश के कितने केन्द्रीय विद्यालयों में छात्रावास सुविधाएं हैं और तत्संबंधी ब्यौरा क्या है; और

(ग) क्या सरकार का उत्तर प्रदेश के लखीमपुर खीरी अथवा ट्रांस-शारदा क्षेत्र में केन्द्रीय विद्यालय स्थापित करने अथवा छात्रावास सुविधाएं उपलब्ध कराने का विचार है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क): केन्द्रीय विद्यालय संगठन (केविस.) से प्राप्त जानकारी के अनुसार, छात्रों को केन्द्रीय विद्यालय (केवि) तक आने-जाने के लिए परिवहन सुविधा प्रदान करने का कोई प्रस्ताव नहीं है। माता-पिता अपने बच्चों के लिए परिवहन की व्यवस्था स्वयं करते हैं। इसके अलावा, केवि के छात्रों से ली जाने वाली फीस बहुत मामूली है।

(ख): केविस. से प्राप्त जानकारी के अनुसार, 03 केविस. अर्थात् केवि, लैंसडाउन, केवि नंबर 1, दिल्ली कैंट और केवि, पचमढ़ी में छात्रावास की सुविधा उपलब्ध है, जो स्थानीय मांगों को पूरा करने और कनेक्टिविटी की चुनौतियों का समाधान करने के लिए बहुत पहले स्थापित किए गए थे।

(ग): नए केन्द्रीय विद्यालय खोलना एक सतत प्रक्रिया है। केन्द्रीय विद्यालय पूरे देश में शिक्षा का एक समान कार्यक्रम प्रदान कर मुख्य रूप से रक्षा और अर्ध-सैन्य कर्मियों, केंद्रीय स्वायत्त निकायों, केंद्रीय सार्वजनिक क्षेत्र के उपक्रमों (पीएसयू) और केंद्रीय उच्च शिक्षा संस्थान (आईएचएल) सहित केंद्र सरकार के स्थानांतरणीय कर्मचारियों के बच्चों की शैक्षिक जरूरतों को पूरा करने के लिए खोले जाते हैं। नए केन्द्रीय विद्यालय खोलने के प्रस्तावों को भारत सरकार के मंत्रालयों या विभागों/राज्य सरकारों/संघ राज्य क्षेत्रों (यूटी) प्रशासनों द्वारा प्रायोजित किया जा सकता है जिसमें मानदंडों के अनुसार एक नया केन्द्रीय विद्यालय स्थापित करने के लिए भूमि और अस्थायी आवास सहित अपेक्षित संसाधनों को उपलब्ध कराने की प्रतिबद्धता शामिल रहती है। प्रस्ताव मौजूदा प्रक्रियाओं के अनुसार सक्षम प्राधिकारी के अनुमोदन के अधीन हैं।

केविस. से प्राप्त जानकारी के अनुसार, उत्तर प्रदेश के लखीमपुर खीरी या ट्रांस-शारदा क्षेत्र में नए केवि खोलने के लिए राज्य सरकार/जिला प्रशासन से कोई प्रस्ताव प्राप्त नहीं हुआ है। इसके अलावा, केवि, लखीमपुर खीरी या उत्तर प्रदेश के ट्रांस-शारदा क्षेत्र में किसी अन्य केवि में छात्रावास की सुविधा प्रदान करने का कोई प्रस्ताव नहीं है।

टीचर ऐप

2541. श्री आलोक शर्मा:

श्री गोडम नागेश:

श्री अनूप प्रधान वाल्मीकि:

श्री चिन्तामणि महाराज:

श्री गजेन्द्र सिंह पटेल:

श्री कंवर सिंह तंवर:

डॉ. राजेश मिश्रा:

डॉ. मन्ना लाल रावत:

श्री दामोदर अग्रवाल:

सुश्री कंगना रनौत:

श्री विनोद लखमशी चावड़ा:

श्री बिभु प्रसाद तराई:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का टीचर ऐप को राष्ट्रीय शिक्षा नीति (एनईपी), 2020 के अंतर्गत मौजूदा राष्ट्रीय शिक्षक प्रशिक्षण कार्यक्रमों के साथ एकीकृत करने का विचार है;

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

(ग) क्या सरकार द्वारा टीचर ऐप की पहुंच बढ़ाने के लिए राज्य सरकारों और निजी संगठनों के साथ सहयोग किए जाने की संभावना है/किए जाने का विचार है;

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

(ङ) उक्त कार्यक्रम/सहयोग में भाग लेने के इच्छुक राज्यों और निजी संगठनों के नाम क्या हैं;

(च) क्या टीचर ऐप की पहुंच बढ़ाने के लिए इसके अंतर्गत क्षेत्रीय भाषाओं में शिक्षण सामग्री और विषय-वस्तु उपलब्ध कराए जाने की सरकार की कोई योजना है; और

(छ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और उक्त योजना के कार्यान्वयन के लिए क्या समय-सीमा तय की गई है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) से (छ): शिक्षा मंत्रालय का दीक्षा पोर्टल और दीक्षा ऐप नामक अपना पोर्टल और ऐप है, जिसका उपयोग वर्तमान में देश भर में निजी स्कूलों सहित सभी स्कूलों में सभी शिक्षकों द्वारा किया जाता है। मंत्रालय ने राष्ट्रीय शिक्षा, अनुसंधान एवं प्रशिक्षण परिषद (एनसीईआरटी) के माध्यम से समग्र शिक्षा के अंतर्गत (स्कूल प्रमुखों एवं शिक्षकों की समग्र उन्नति हेतु) प्रारंभिक स्तर पर अधिगम परिणामों में सुधार

करने के लिए राष्ट्रीय पहल वाले एकीकृत निष्ठा नामक शिक्षक प्रशिक्षण कार्यक्रम के माध्यम से एक राष्ट्रीय मिशन शुरू किया है। “निष्ठा” स्कूल शिक्षा क्षेत्र में शिक्षकों, मुख्य शिक्षकों, शिक्षक प्रशिक्षकों और शिक्षा प्रशासकों के लिए एक क्षमता का निर्माण करने वाला कार्यक्रम है। निष्ठा शिक्षकों और स्कूल प्रमुखों को डिजिटल कौशल के साथ सशक्त बनाता है जिसका उपयोग छात्रों की डिजिटल साक्षरता बढ़ाने के लिए किया जा सकता है। निष्ठा (प्राथमिक, माध्यमिक, एफएलएन और ईसीसीई) में भारतीय भाषाओं में विभिन्न पाठ्यक्रम शामिल हैं। इसके तहत, आर्टिफिशियल इंटेलिजेंस सहित शिक्षण-अधिगम में आईसीटी शामिल पाठ्यक्रमों में से एक है। उल्लेख किया जाना चाहिए कि सभी निष्ठा एकीकृत शिक्षक प्रशिक्षण कार्यक्रमों में स्कूली शिक्षा में प्रौद्योगिकी के उपयोग और एकीकरण – शिक्षण, अधिगम और मूल्यांकन पर समर्पित यह एक पाठ्यक्रम मॉड्यूल है।

निष्ठा ऑनलाइन के माध्यम से शिक्षक प्रशिक्षण कार्यक्रम अक्टूबर, 2020 से ज्ञान साझाकरण (दीक्षा) के लिए डिजिटल इन्फ्रास्ट्रक्चर प्लेटफॉर्म पर शामिल किया गया है। दीक्षा पोर्टल और दीक्षा ऐप छात्रों, शिक्षकों, शिक्षकों और अभिभावकों के लिए लगभग 7,438 ई-पुस्तकों, 3.69 लाख ई-सामग्री और 21,558 ई-पाठ्यक्रमों का भंडार गृह है। पोर्टल में 7 विदेशी भाषाओं सहित 133 भाषाओं में प्राइमर सहित सामग्री है। 63 लाख से अधिक शिक्षकों ने दीक्षा पोर्टल पर निष्ठा प्रशिक्षण पूरा किया है।

GOAL OF SKILLING 400 MILLION PEOPLE UNDER NSD PROGRAMME

2542. SHRI RAJMOHAN UNNITHAN:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) whether the Government is aware that according to some reports, 30 per cent of India's youth are neither employed nor in education or training;
- (b) if so, the details thereof and reasons therefor;

- (c) the details of number of people employed under the Skill India Mission;
- (d) whether the Government has taken any initiatives to reach its goal of skilling 400 million people under the National Skills Development (NSD) Programme;
- (e) if so, the details thereof; and
- (f) the time by which the said goal is likely to be achieved?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): As per National Sample Survey (NSS) 79th Round (2022-2023), the percentage of persons of age 15-29 years reported to be not in education, employment or training (NEET) at the all-India level is 25.6 percent. This report also categorizes the persons who were identified as NEET by types of activities they did during last 7 days preceding the survey. This includes (i) seeking/available for work, (ii) engaged in voluntary work in other household/enterprise, (iii) engaged in social/political work voluntarily, (iv) attending domestic duties, (v) not able to work due to health condition, (vi) spending leisure time and (vii) others.

(c) to (f): In order to improve employability of youth of the country, the Ministry of Skill Development and Entrepreneurship (MSDE) under Skill India Mission (SIM), delivers skill, re-skill and up-skill training to youth across the country through an extensive network of skill development centres/institutes under various schemes viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Sikhshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman

Training Scheme (CTS) through Industrial Training Institutes (ITIs). All the Skilling schemes of MSDE are purely demand-driven and joining such courses is a voluntary decision on the part of the potential trainee hence, targets are often not set. The total number of persons trained through schemes of MSDE is as under:

Sl. No.	Schemes	No. of persons trained
1	PMKVY (FY2015-16 to December, 2024)	160.33 lakh
2	JSS (FY 2018-19 to February, 2025)	29.53 lakh
3	NAPS (FY 2018-19 to February, 2025)	37.11 lakh
4	CTS (2018-19 to 2023-24)	79.57 lakh

As per the latest Periodic Labour Force Survey (PLFS), the unemployment rate in usual status of age 15 years and above has come down from 6.1% in 2017-18 to 3.2% in 2023-24.

Aim of the skill development programmes is to equip the youth of the country with market relevant skills to get gainfully employed in wage or self employment. Amongst the schemes of MSDE, placements were tracked in the Short-Term Training (STT) component of PMKVY in the first three versions of the scheme (PMKVY 1.0, PMKVY 2.0 and PMKVY 3.0) implemented from FY 2015-16 to FY 2021-22. The number of candidates reported placed across the country in these three versions of PMKVY are 24,37,887. Under PMKVY4.0, the focus is on empowering trained candidates to choose their varied career path and they are suitably oriented for the same. Further, various IT tools like skill India digital hub (SIDH) also gives this opportunity.

राजस्थान में श्रमिकों के लिए मजदूरी, स्वास्थ्य एवं सुरक्षा संबंधी उपाय

2543. श्री मुरारी लाल मीना:

क्या श्रम और रोजगार मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार का देश में श्रमिकों, विशेषकर राजस्थान के श्रमिकों के लिए स्वास्थ्य एवं सुरक्षा संबंधी उपायों को सुदृढ़ करने का विचार है, जिससे कि उन्हें अत्यधिक तापमान एवं अत्यधिक विषम जलवायु की घटनाओं से बचाया जा सके और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ख) क्या राजस्थान में जलवायु अनुकूलन नीतियों को प्रभावी ढंग से कार्यान्वित किया गया है, जिससे कि श्रमिकों की कार्य स्थितियों में सुधार हो सके तथा उनकी आजीविका सुरक्षित हो सके और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं;
- (ग) क्या सरकार ने स्थानीय स्तर पर जागरूकता कार्यक्रम शुरू किए हैं, जिससे कि श्रमिक जलवायु परिवर्तन के प्रभावों से स्वयं को बचाने के तरीकों को समझ सकें तथा उन्हें अपना सकें और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) क्या अत्यधिक गर्मी/जलवायु परिवर्तन से प्रभावित क्षेत्रों, विशेषकर राजस्थान में, रोजगार सृजन के लिए विशेष योजनाएं तैयार की गई हैं, जिससे कि श्रमिकों को आजीविका के वैकल्पिक साधन मिल सकें और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ङ) क्या सरकार का राजस्थान के श्रमिकों को सरकार की केन्द्रीय योजनाओं में उच्च पारिश्रमिक देने का विचार है, जिससे कि वे सही जीवन-यापन कर सकें और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

- (क) से (ङ): भारत सरकार ने कारखाना अधिनियम, 1948 लागू किया है जिसमें अधिनियम के तहत पंजीकृत कारखानों में काम करने वाले कामगारों की सुरक्षा, स्वास्थ्य और कल्याण के लिए उपबंध किए

गए हैं। उनके कार्य करने वाले कमरों में वेंटिलेशन और तापमान, कृत्रिम आर्द्रता से संबंधित विस्तृत प्रावधान मौजूद हैं।

सरकार ने राजस्थान समेत राज्यों और संघ राज्य क्षेत्रों को एडवाइजरी जारी कर उनसे यह सुनिश्चित करने का अनुरोध किया है कि नियोक्ता और उद्योग के अधिकार क्षेत्र में आने वाले कामगारों पर अत्यधिक गर्म मौसम के प्रतिकूल प्रभावों को कम करने के लिए कारगर कदम उठाएं। इन उपायों में काम के घंटों का पुनर्निर्धारण, पर्याप्त पेयजल सुविधाएं सुनिश्चित करना, कामगारों के लिए नियमित स्वास्थ्य जांच कराना, तथा संनिर्माण कामगारों को आपातकालीन आइस पैक और गर्मी से होने वाली बीमारियों से बचाव की सामग्री उपलब्ध कराना आदि शामिल हैं।

श्रम और रोजगार मंत्रालय के अधीनस्थ/संबद्ध कार्यालय, नियमित आधार पर अत्यधिक गर्मी के संपर्क में आने वाले आउटडोर (बाह्य) कामगारों और मजदूरों को लू से बचने के तरीकों पर केंद्रित प्रशिक्षण कार्यक्रम/जागरूकता सत्र आयोजित करते हैं।

सरकार राजस्थान राज्य समेत देश में विभिन्न रोजगार सृजन योजनाएं/कार्यक्रम लागू कर रही है, जिनमें महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी योजना (एमजीएनआरईजीएस), प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी), दीनदयाल उपाध्याय ग्रामीण कौशल योजना (डीडीयू-जीकेवाई), ग्रामीण स्वरोजगार एवं प्रशिक्षण संस्थान (आरएसईटीआई), दीनदयाल अंत्योदय योजना-राष्ट्रीय शहरी आजीविका मिशन (डीएवाई-एनयूएलएम), प्रधानमंत्री मुद्रा योजना (पीएमएमवाई), स्टैंड-अप इंडिया स्कीम, स्टार्टअप इंडिया आदि शामिल हैं।

महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी योजना (एमजीएनआरईजीएस) का उद्देश्य देश के ग्रामीण क्षेत्रों में परिवारों की आजीविका सुरक्षा को बढ़ाना है, जिसके तहत प्रत्येक परिवार के वयस्क सदस्य जो अकुशल शारीरिक श्रम स्वेच्छा से करते हैं, को एक वित्तीय वर्ष में कम से कम सौ दिन का गारंटीत मजदूरी रोजगार प्रदान किया जाता है, साथ ही सामाजिक समावेशन को भी सक्रिय रूप से सुनिश्चित किया जाता है।

इसके अलावा, श्रम एवं रोजगार मंत्रालय जॉब मैचिंग, करियर परामर्श, व्यावसायिक मार्गदर्शन, कौशल विकास पाठ्यक्रमों की जानकारी, इंटरनशिप आदि जैसी करियर संबंधी सेवाएं प्रदान करने के लिए राष्ट्रीय करियर सेवा (एनसीएस) पोर्टल चला रहा है।

न्यूनतम मजदूरी अधिनियम, 1948 के उपबंधों के तहत, केन्द्र सरकार और राज्य सरकारें, समुचित सरकार के रूप में, अपने-अपने अधिकार क्षेत्र के अंतर्गत अनुसूचित रोजगारों में कार्यरत कर्मचारियों की न्यूनतम मजदूरी का निर्धारण, समीक्षा और संशोधन करती हैं।

बैंकिंग अभिकर्ताओं और डिजिटल बैंकिंग इकाइयों की प्रभावशीलता

2544. श्री दुलू महतो:

श्रीमती हिमाद्री सिंह:

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

(क) विशेष रूप से ग्रामीण और वंचित क्षेत्र वित्तीय योजनाओं में बैंकिंग अभिकर्ताओं के रूप में व्यक्तियों के नामांकन के लिए विशेष अभियान के तहत हाशिए पर पड़े समूहों को शामिल करने के लिए क्या विशिष्ट उपाय किए जा रहे हैं;

(ख) वित्तीय सेवाओं तक व्यापक पहुंच सुनिश्चित करने के लिए बैंकिंग अभिकर्ताओं और डिजिटल बैंकिंग इकाइयों की प्रभावशीलता बढ़ाने हेतु क्या कदम उठाए गए हैं/उठाए जा रहे हैं;

(ग) उन क्षेत्रों और राज्यों का ब्यौरा क्या है जहां नामांकन दर कम है; और

(घ) सरकार, ऐसे विशिष्ट क्षेत्रों या राज्यों, विशेष रूप से झारखंड में कम नामांकन दरों का किस प्रकार समाधान करने की योजना बना रही है?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी)

(क) से (ग): भारतीय रिज़र्व बैंक (आरबीआई) के दिनांक 01.07.2014 के दिशा-निर्देशों के अनुसार, क्षेत्रीय ग्रामीण बैंकों और स्थानीय क्षेत्र बैंकों सहित अनुसूचित वाणिज्यिक बैंकों को व्यवसाय प्रतिनिधियों (बीसी) की सहायता से वित्तीय और बैंकिंग सेवाएं प्रदान करने की अनुमति दी गई है। बैंक अपने निदेशक

मंडल की मंजूरी से बीसी को नियुक्त करने की नीति तैयार करते हैं। तदनुसार, बैंकिंग सेवा वितरण प्रणाली में आखिरी छोर तक संपर्क का प्रतिनिधित्व करने वाले लगभग 13.99 लाख बीसी का एक सशक्त नेटवर्क देश के ग्रामीण और दूरदराज के क्षेत्रों में लेनदेन को सुविधाजनक बना रहा है।

पिछले कुछ वर्षों में, बीसी द्वारा प्रदान की जाने वाली सेवाओं की संख्या बढ़कर 56 हो गई है। इनमें लेनदेन सेवाएं, पीएमजेडीवाई खाते खोलना, जमा संग्रहण, ऋण लीड, एनपीए वसूली, माइक्रो बीमा, आवर्ती जमा आदि शामिल हैं तथा बीसी द्वारा किए गए प्रत्येक लेनदेन के लिए उन्हें कमीशन दिया जाता है। साथ ही, भारतीय बैंक संघ (आईबीए) ने बैंकों एवं भारतीय बैंकिंग और वित्त संस्थान (आईआईबीएफ) के परामर्श से बीसी एजेंटों को उचित व्यवहार अनुकूलन और कौशल प्रदान करने हेतु स्थानीय भाषा(ओं) में उपयुक्त प्रशिक्षण मॉड्यूल विकसित किए हैं। दिनांक 31.01.2025 की स्थिति के अनुसार, समग्र भारत में कार्य कर रहे व्यवसाय प्रतिनिधियों (बीसी) की कुल संख्या का ब्यौरा संलग्न **विवरण** में दिया गया है।

डिजिटल बैंकिंग इकाई (डीबीयू) एक कागज रहित, कार्यक्षम, सुरक्षित तथा संरक्षित वातावरण में डिजिटल मोड/चैनल की सुविधा प्रदान करती है, जिससे वित्तीय समावेशन को बढ़ावा तथा जनता को निर्बाध एवं कार्यक्षम तरीके से वित्तीय उत्पाद उपलब्ध होते हैं। भारतीय रिज़र्व बैंक (आरबीआई) के दिनांक 07.04.2022 के दिशा-निर्देशों के अनुसार, डीबीयू डिजिटल वित्तीय सेवाएं प्रदान करने के साथ-साथ ग्राहकों को सुरक्षित डिजिटल बैंकिंग प्रथाओं, ग्राहक शिकायत निवारण तंत्र आदि से संबंधित शिक्षा प्रदान करने का कार्य करते हैं। दिनांक 31.01.2025 की स्थिति के अनुसार, सार्वजनिक, निजी क्षेत्र, विदेशी और लघु वित्त बैंकों सहित 27 बैंकों द्वारा देश भर के सभी राज्यों और केंद्र शासित प्रदेशों को शामिल करते हुए 102 जिलों में 107 डीबीयू स्थापित किए गए हैं।

(घ): बैंक अपने निदेशक मंडल की मंजूरी से बीसी नियुक्ति की नीति तैयार करते हैं। हालांकि, सरकार द्वारा समय-समय पर बीसी के कामकाज और पारिश्रमिक, प्रशिक्षण, दंड, प्रमाणन, तैनाती क्षमता सृजन आदि सहित विभिन्न अन्य पहलुओं की निगरानी की जाती है। तदनुसार, बैंकों को सलाह दी गई है कि वे उन सभी मुद्दों का समाधान करने के लिए आवश्यक कदम उठाएं जो व्यवसाय प्रतिनिधियों (बीसी)

के कामकाज को प्रभावित कर सकते हैं। दिनांक 31.01.2025 की स्थिति के अनुसार, झारखंड राज्य में कुल 44,023 बीसी कार्यरत हैं।

विवरण

दिनांक 31.01.2025 की स्थिति के अनुसार राज्य-वार व्यवसाय प्रतिनिधियों (बीसी) की संख्या	
राज्य/संघ राज्य क्षेत्र	बीसी की संख्या
अंडमान और निकोबार	27
आंध्र प्रदेश	39,562
अरुणाचल प्रदेश	1,311
असम	28,381
बिहार	218,165
चंडीगढ़	242
छत्तीसगढ़	50,811
दादरा, नगर हवेली, दमन और दीव	501
दिल्ली	12,488
गोवा	1,158
गुजरात	41,292
हरियाणा	21,657
हिमाचल प्रदेश	4,929
जम्मू और कश्मीर	3,264
झारखंड	44,023
कर्नाटक	56,607
केरल	9,380
लद्दाख	164
लक्षद्वीप	3
मध्य प्रदेश	168,274
महाराष्ट्र	99,006
मणिपुर	1,388
मेघालय	1,560
मिजोरम	588
नागालैंड	509

ओडिशा	32,833
पुदुचेरी	274
पंजाब	18,743
राजस्थान	66,793
सिक्किम	170
तमिलनाडु	32,526
तेलंगाना	38,180
त्रिपुरा	2,248
उत्तर प्रदेश	333,641
उत्तराखंड	7,177
पश्चिम बंगाल	61,076
कुल	1,398,951

स्रोत : जन-धन द्रशक ऐप पर बैंकों द्वारा दी गई रिपोर्ट

EKAL ANUBANDH

2545.SHRI PRAVEEN PATEL:

SHRI RADHESHYAM RATHIYA:

SHRI P. C. MOHAN:

SHRI MANOJ TIWARI:

SHRI KHAGEN MURMU:

SHRI BALABHADRA MAJHI:

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

- (a) the impact of digital initiatives like the 'Ekal Anubandh' on the overall ease of doing business for corporate entities engaged in international trade;
- (b) whether the e-bond and e-bank guarantee facility introduced under the 'Ekal anubandh' be integrated with corporate financial compliance systems; and

(c) the manner in which the Government plans to ensure seamless adoption by businesses?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) The digital initiative of 'Ekal Anubandh' has introduced a Single All-India Multipurpose Electronic Bond, with end-to-end automation, for importers and exporters in lieu of the transaction-wise Bonds being submitted across different ports and provides a facility for electronic execution of Bond through integration with National E-Governance Services Limited (NeSL) and online linking of electronic Bank Guarantee.

These digital solutions have made the processes more convenient and efficient for corporate entities engaged in international trade.

(b) There is no proposal for integrating E-bond and E-bank guarantee facility with corporate financial compliance systems.

(c) The Central Board of Indirect Taxes and Customs has issued Circular No. 04/2025-Customs dated 17th Feb, 2025 for implementation and adoption by businesses.

PROMOTION OF RURAL SPORTS IN ANDHRA PRADESH UNDER KHELO INDIA SCHEME

2546. DR. GUMMA THANUJA RANI:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the details of the Government schemes and the amount allocated for Andhra Pradesh to encourage rural sports activities under the "Khelo India" programme during the last three years;
- (b) whether the Government is focusing on developing special facilities to encourage children/youth from rural areas of the country to participate in national/international tournaments and represent the country;
- (c) if so, the details thereof including Andhra Pradesh, State and district-wise; and
- (d) the steps that have been taken by the Government to improve sports infrastructure in tier-2 and tier-3 cities in the country?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a): The 'Khelo India – National Programme for Development of Sports' of this Ministry aims at strengthening the entire sports ecosystem to promote the twin objectives of mass participation and promotion of excellence in sports across the country, including in the State of Andhra Pradesh. It focuses on broad-basing of sports among the youth and promotion of sports activities throughout the country, including rural areas. One of the sub-components of this Scheme, "Promotion of rural and indigenous/tribal games" is specifically dedicated to promote rural sports activities. Funds are allocated Scheme-wise and not State-wise in this Ministry. Details of funds allocated under the Khelo India Scheme during the last three years are as under:

(in ₹ crore)

S. No.	Financial Year	Funds allocated
1.	2021-22	869.00
2.	2022-23	600.00
3.	2023-24	880.00

(b) and (c): Sports' being a State subject, the responsibility to develop special facilities to encourage children/youth from rural areas of the country rests primarily with the respective State/Union Territory Governments. The Union Government supplements their efforts.

Under Khelo India Scheme, various initiatives have been undertaken with an aim to identification of talented athletes across country and nurturing them through training and exposure at par with the International standards in various facilities of Sports Authority of India and Khelo India Accredited academies. These athletes participate in Khelo India Games where benchmark of technical conduct is of International standards. Further, these athletes compete with National/International athletes at various forum which enhances their capabilities and strengthen the bench strength of the country for future National/International events.

(d): Under the "Creation and upgradation of sports infrastructure" component of the Khelo India Scheme, this Ministry renders financial support for creation of basic sports infrastructure such as sports complex, synthetic athletic tracks, synthetic hockey fields, synthetic turf football grounds, multipurpose halls, swimming pools, etc. along with sports equipment. Further, under National Sports Development Funds (NSDF), Government supports various institutions and individuals for

creation and upgradation of sports facilities across the country, including in tier-2 and tier-3 cities. The details of the sports infrastructure sanctioned under Khelo India Scheme and NSDF, across the country, are available in public domain on the dashboard of the Ministry at <https://mdsd.kheloindia.gov.in> and <http://www.nsdf.yas.gov.in/nsdf-glance.html>.

**KHELO INDIA CENTRES ESTABLISHED UNDER KIS IN CHITRADURGA
PARLIAMENTARY CONSTITUENCY**

2547. SHRI GOVIND MAKTHAPPA KARJO:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the details of the total number of Khelo India Centres established under Khelo India Scheme in the Chitradurga Lok Sabha Constituency;
- (b) the number of young athletes identified under this scheme along with the number of athletes provided with training and financial assistance in Karnataka State including said Constituency; and
- (c) the details of the proposals received from the State Government of Karnataka to develop stadiums in the above constituency under the said Scheme and the progress in this regard?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

- (a) and (b): The details of total number of Khelo India Centres established and number of youth athletes identified and provided with training and financial

assistance across the country, including in the State of Karnataka, are available in public domain on the dashboard of the Ministry at <https://dashboard.kheloindia.gov.in/state-wise-khelo-india-centers>.

(c): 'Sports' being a State subject, the responsibility of development of sports, including development of stadium, rests primarily with the respective State/Union Territory Governments. The Union Government only supplements their efforts by bridging critical gaps. Following proposals have been received from the State Government of Karnataka to develop sports infrastructure in the Chitradurga district under the Khelo India Scheme:

- i) Construction of swimming pool at Taluk Stadium Hiriyur, Chithradurga district, Karnataka state
- ii) Construction and installation of synthetic athletic track at Taluk Stadium Hiriyur, Chithradurga district, Karnataka state
- iii) Construction of multipurpose indoor hall at Onake Obavva Stadium Chithradurga district
- iv) Construction and installation of synthetic football turf at Onake Obavva District Stadium Chithradurga district, Karnataka
- v) Construction and installation of synthetic hockey turf at Taluk Stadium Challaker Chithradurga district, Karnataka state

The proposals received from the State/UT Governments and other eligible entities are considered for financial support, subject to their completeness, technical feasibility and availability of funds under the Scheme.

SPENDING OF PSUS UNDER CSR IN TIRUCHIRAPPALLI AND PUDUKOTTAI**2548. SHRI DURAI VAIKO:**

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

The details of PSUs in the districts Tiruchirappalli and Pudukottai of Tamil Nadu and the funds spent by these PSUs under CSR activities during the last five years, year-wise?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

The legal framework for Corporate Social Responsibility (CSR) has been provided under Section 135 of the Companies Act, 2013 ('Act'), Schedule VII of the Act and Companies (CSR Policy) Rules, 2014. Section 135 of the Act mandates every company having net worth of Rs. 500 crore or more, or turnover of Rs. 1000 crore or more, or net profit of Rs. 5 crore or more during the immediately preceding financial year, to spend at least two per cent of the average net profits of the company made over immediately preceding three financial years towards CSR as per the CSR Policy of the Company.

All data related to CSR filed by companies in MCA21 registry is available in public domain and can be accessed at www.csr.gov.in. The details of PSUs in the districts Tiruchirappalli and Pudukottai of Tamil Nadu and the funds spent by these PSUs

under CSR activities during the last five financial Years (FYs), ie. 2018-19 to 2022-23 is attached as the enclosed **Statement**.

STATEMENT

CSR expenditure by PSUs in Tiruchirapalli and Pudukottai Districts from FY 2018-19 to FY 2022-23 (Amount in Rs. crores)						
Districts	Name of Company	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
Pudukkottai	BHARAT HEAVY ELECTRICALS LIMITED	-	-	0.00	-	-
	HINDUSTAN PETROLEUM CORPORATION LIMITED	-	-	-	-	0.06
	Telecommunications Consultants India Limited	-	-	-	0.00	-
Tiruchirappalli	BHARAT HEAVY ELECTRICALS LIMITED	-	0.60	0.18	-	-
	HINDUSTAN PETROLEUM CORPORATION LIMITED	-	-	-	-	0.37
	INDIAN OIL CORPORATION LIMITED	-	-	-	0.22	-
	NATIONAL SEEDS CORPORATION LIMITED	-	-	-	0.02	-
	POWER GRID CORPORATION OF INDIA LIMITED	-	-	-	-	0.20
	REC LIMITED	-	-	-	0.03	-
	Tamilnadu Power Finance And Infrastructure	-	-	-	-	0.18

	Development Corporation Limited					
Total		0.00	0.60	0.18	0.26	0.81

(Data upto 31.03.2024) (Source: Corporate Data Management Cell)

स्वास्थ्य बीमा के अंतर्गत व्यय में वृद्धि

2549. श्री अशोक कुमार रावत:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या स्वास्थ्य बीमा के अंतर्गत व्यय में वृद्धि के संबंध में कोई आकलन किया गया है; और
- (ख) यदि हां, तो तत्संबंधी ब्योरा क्या है और विगत तीन वर्षों के दौरान इस वृद्धि की वर्षवार दर क्या रही है?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी)

(क) और (ख): स्वास्थ्य बीमा पॉलिसियों में, पॉलिसीधारक की आयु सहित कई कारकों के आधार पर प्रीमियम संरचित किए जाते हैं, जहाँ वृद्ध व्यक्तियों को आमतौर पर स्वास्थ्य जोखिमों में वृद्धि के कारण उच्च प्रीमियम का सामना करना पड़ता है। इसके अतिरिक्त, अधिक कवरेज राशि के लिए बीमित राशि के कारण उच्च प्रीमियम होता है। चयनित विशिष्ट कवरेज विकल्प, जैसे अतिरिक्त उपचार या बेहतर लाभ भी प्रीमियम को बढ़ा सकते हैं।

इसके अतिरिक्त, बीमाकर्ता प्रीमियम की गणना/संशोधन में बीमांकिक सिद्धांतों, और दावा अनुभव, रुग्णता (मॉरबिडिटी), चिकित्सा मुद्रास्फीति, चिकित्सा स्थितियों और पहले से मौजूद बीमारियों, प्रबंधन के कमीशन और व्यय, ब्याज दरों, पूंजी की लागत, उत्पाद सुविधाओं आदि जैसे कारकों को ध्यान में रखते हैं।

विगत तीन वित्तीय वर्ष के लिए स्वास्थ्य बीमा कारोबार के संबंध में पॉलिसियों, प्रीमियम और दावों की संख्या का ब्यौरा संलग्न **विवरण** में दिया गया है।

विवरण

विगत तीन वित्तीय वर्ष के लिए स्वास्थ्य बीमा कारोबार के संबंध में पॉलिसियों, प्रीमियम और दावों की संख्या का ब्यौरा
(आंकड़े करोड़ में)

वित्तीय वर्ष	पॉलिसियों की संख्या	प्रीमियम	भुगतान किए गए दावों की संख्या	भुगतान किए गए दावों की राशि
2023-24	2.68	1,07,681	2.69	83,493
2022-23	2.26	89,491	2.36	70,930
2021-22	2.26	73,051	2.19	69,498

FUNDS ALLOCATED/SANCTIONED/DISBURSED/UTILIZED UNDER KIC

2550. SHRI RAVINDRA DATTARAM WAIKAR:

SHRI RAJESH VERMA:

SHRIMATI SHAMBHAVI:

DR. SHRIKANT EKNATH SHINDE:

SHRI NARESH GANPAT MHASKE:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the details of the funds allocated, sanctioned, disbursed and utilized under the Khelo India Scheme (KIS) during the last five years, year-wise and State-wise;
- (b) the details of the Khelo India Centres (KICs) across different districts since the aforementioned scheme's inception, State-wise;

(c) the details of the steps being taken by the Government under the aforementioned scheme for equitable sports development across all genders and across different rural and urban areas and benefitted regions with limited access to quality sports facilities;

(d) the details of the estimated timeline for the completion of the projects under the KIS and the mechanisms in place to monitor the progress and ensure the completion of KIS-funded projects within the stipulated timeline; and

(e) whether the Government has data on the number of sportspersons benefitted from the aforementioned KICs, if so, the details thereof State-wise?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a): Funds are allocated scheme-wise and not State-wise in this Ministry.

The details of funds allocated and expenditure incurred under the Khelo India Scheme during the last five years and the current year are as under:

(in ₹ crore)

S. No.	Financial Year	Funds allocated	Expenditure incurred (as on 28.02.2025)
4.	2019-20	578.00	575.52
5.	2020-21	328.77	338.06
6.	2021-22	869.00	764.29
7.	2022-23	600.00	596.39
8.	2023-24	880.00	872.20
9.	2024-25	800.00	738.98

(b) to (e): 'Sports' being a State subject, the responsibility of development of sports, including equitable sports development across all genders and across different rural and urban areas and regions with limited access to quality sports facilities, training of athletes for international competitions, including the Olympics, rests primarily with the State/Union Territory Governments. The Union Government supplements their efforts by bridging critical gaps. However, the details of total number of Khelo India Centres (KICs) established and number of sportspersons benefitted from the aforementioned KICs across the country including in rural and urban areas are available in public domain on the dashboard of the Ministry at <https://dashboard.kheloindia.gov.in/state-wise-khelo-india-centers>.

As per the existing guidelines of the Khelo India Scheme, the timeline of completion of infrastructure projects sanctioned under the Scheme is two years from the date of its sanction. The responsibility of executing the projects rests with the grantee.

PROMPT SETTLEMENT OF CLAIMS BY EPFO

2551. SHRI JAI PRAKASH:

SHRI TRIVENDRA SINGH RAWAT:

SHRI ANURAG SINGH THAKUR:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) the details of the plan being formulated by the Government to further improve the claim settlement process for EPFO members;

- (b) the details of the steps being taken by the Government to ensure that the claims are processed transparently and without errors;
- (c) whether the Government has any plan to extend the benefits of EPFO membership to more workers in informal sectors or gig economy jobs in the near future; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) and (b): EPFO has undertaken a number of steps to streamline the process of claim settlement. They are as under:

- (i) For Auto mode processing of advance claims, the amount limit has been enhanced to Rupees One lakh. Further, in addition to Illness / hospitalization advances, the advances for housing, education and marriage are also enabled for auto mode processing. Now 60% of advance claims are processed are in auto mode.

The auto-mode claims are processed within three days. EPFO achieved a historic high of 2.16 crore auto-claims settlement as on 06.03.2025 during the current financial year, up from 89.52 lakh in FY 2023-24.

- (ii) Member details correction process has been simplified, and members having Aadhaar-verified UANs can make corrections in their IDs themselves, without any

EPFO interventions. At present, about 96% corrections are being done without any EPF office intervention.

(iii) In Transfer claim submission requests, the need for employer's attestation of Aadhaar-verified UANs has been done away with. Now only 10% transfer claims require member and employer's attestation.

(iv) The requirement for submitting a cheque-leaf with the claim form has also been relaxed for KYC-compliant UANs meeting prescribed criteria.

(v) Over 99.31% claims are now received in online mode, without any requirement to visit the field office. In FY 2024-25 as on 06.03.2025, 7.14 Crore claims have been filed in online mode.

(vi) Certain upfront validations have been developed to guide members about eligibility /admissibility of claims so as to ensure that members do not file ineligible claims

(vii) The claim settlement process is being further simplified with Centralization of member databases under CITES 2.01

(c) and (d): The Central Government has formulated the Code on Social Security, 2020 (SS Code) after amalgamating, simplifying and rationalizing the relevant provisions of the existing nine Central Acts. The said Code inter alia envisages extension of social security benefits to unorganized workers, gig workers and platform workers and the members of their families.

The Government in its Budget announcement made on 1.2.2025, proposed to register gig and platform workers on e-Shram portal, arrange for their identity cards and provide health care under Ayushman Bharat- Pradhan Mantri Jan Aarogya Yojana (AB- PMJAY) health scheme.

PM-POSHAN SCHEME IN TAMIL NADU AND WEST BENGAL

2552. DR. JAYANTA KUMAR ROY:

SHRI MALAIYARASAN D.:

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

- (a) the features of the PM-POSHAN Scheme;
- (b) the number of schools and students covered under the scheme within Tamil Nadu and in Jalpaiguri in West Bengal;
- (c) the funds allocated for the implementation of the Pradhan Mantri Poshan Shakti Nirman (erstwhile Mid-day-Meal scheme) (PM-POSHAN) within Tamil Nadu so far;
- (d) the impact of the scheme on the health, enrollment and attendance rates of students, especially in rural and disadvantaged regions; and
- (e) the steps being taken to improve the implementation of the scheme in remote areas, where logistical challenges might affect timely delivery?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): PM POSHAN Scheme is a centrally sponsored scheme implemented in partnership with the States and UTs. This Scheme is implemented across the country including in rural and backward regions and covers all children of Balvatika (just before class I) and Classes I-VIII studying in Government and Government-Aided Schools. The objectives of the Scheme are to address two of the pressing problems for majority of children in India, viz. hunger and education by:

- i) Improving the nutritional status of children studying in Bal Vatika (just before class I) and classes I–VIII in Government and Government-Aided Schools without any discrimination.
- ii) Encouraging poor children, belonging to disadvantaged sections, to attend school more regularly and help them concentrate on classroom activities.
- iii) Providing nutritional support to children of elementary stage in drought / disaster affected areas during summer vacation and disaster times.

The Salient features of the Scheme are as under:

- (i) Inclusion of Balvatika: The provision of hot cooked meal to children of pre-schools or Balvatika (before class I) in primary schools also, in addition to children of classes I to VIII studying in Government and Government-aided schools.
- (ii) Tithi Bhojan: Tithi Bhojan is a community participation programme in which people provide special food to children on special occasions/festivals in addition to regular meal.

- (iii) School Nutrition Gardens: Under the Scheme, development of School Nutrition Gardens in schools is being promoted, to give children first hand experience with nature and gardening.
- (iv) Social Audit: Social Audit in all districts is made mandatory under the Scheme. Social Audit is collective monitoring of a scheme by people's active involvement covering issues of equity, equality and expenditure management.
- (v) Vocal for local: Under 'Vocal for local' States and Union Territory Administrations are encouraged to decide menu suitable to the local conditions within the prescribed nutrition and food norms and to procure locally grown food items like millets, vegetables, condiments etc. from Farmers' Producers Organizations, Federation of Women's Self-Help Groups etc. so as to promote local employment generation and economic development while simultaneously improving the nutrition standards.
- (vi) Special Focus: Adequate provision for supplementary nutrition in aspirational districts / tribal districts / districts with identified high cases of malnutrition etc.
- (vii) Disaster Management: Provision of hot cooked meal or Food Security Allowance to children when schools are closed due to a disaster impacting the State/Union Territory, part of State/Union Territory, some States/Union Territory or whole country as maybe declared by the State/Central Government under its powers as Disaster Management Authority.

The Scheme is providing one hot cooked and nutritious meal to all children studying in Balvatika (just before class-I) and classes I to VIII of Government and Government-aided schools across the country including Tamil Nadu and West Bengal. The number of schools and students covered under the scheme within Tamil Nadu and in Jalpaiguri in West Bengal is as under: -

State /District	Schools	Students
Tamil Nadu	43,038	33,86,770
Jalpaiguri(West Bengal)	2218	2,50,073

(c): Programme Approval Board (PAB) has allocated a total amount of Rs. 702.12 crore for the State of Tamil Nadu, of which Rs. 443.03 crore is the Central share and Rs. 259.09 crore is the minimum mandatory State share for the Year 2024-25. The funds allocated for the implementation of the PM-POSHAN to the State of Tamil Nadu for the last ten years is as under :-

Year	Central Assistance Released (Rs in lakh)
2014-15	63991.10
2015-16	44253.83
2016-17	42846.05
2017-18	42506.34
2018-19	42054.58
2019-20	43121.49
2020-21	49221.67
2021-22	23264.94
2022-23	47700.10
2023-24	39852.49

(d) and (e): The State Government of Tamil Nadu has reported that the impact of the scheme on health, enrolment and attendance rates of students, especially in rural and disadvantaged regions is very significant. In rural areas upto 8th std 7,41,812 and 9th and 10th std 1,80,252 no. of children are getting benefited under this scheme. The daily attendance is being maintained at the school level and the percentage is around 95% at an average. As per the sample evaluation study conducted by the Department of Evaluation and Applied Research, Tamil Nadu in selected districts the findings are as follows:

- Overall, the majority of the respondents, both boys and girls, have a normal BMI.
- Among boys, 59% fall into the normal BMI category.
- For girls, 63% have a normal BMI.
- 65% of rural students have a normal BMI. In urban areas, 60% of sample students have a normal BMI.

PM POSHAN Scheme, being Centrally Sponsored Scheme, is implemented in partnership with States/ UTs and the overall responsibility for smooth functioning of the scheme lies with the State Governments and UT Administrations. The Government of India has issued detailed guidelines on improve the implementation of the scheme to all the States/UTs. These guidelines are available on official website <https://pmposhan.education.gov.in> . In order to improve the implementation of the scheme in remote areas, the Central Government provides

100% assistance for cost of foodgrains including transportation cost, the scheme inter-alia provides elaborate monitoring mechanism i.e. Empowered Committee under the Chairpersonship of Hon'ble Union Education Minister, Programme Approval Board (PAB) under the Chairpersonship of Secretary (DoSEandL), State Steering-cum-Monitoring Committee under the Chairpersonship of Chief Secretary, a District level Committee under the Chairpersonship of senior-most MP of Lok Sabha, District level Steering-cum-Monitoring Committee under the Chairpersonship of District Collector. Further, Joint Review Missions (JRMs) consisting of nutritional experts review the scheme through field visits and assess the actual implementation of the Scheme at the ground level as and when required. These guidelines, inter-alia, provides for instructions to schools to procure Agmark quality and branded items for preparation of meals, training to Cook-cum-Helpers, tasting of meals by members of School Management Committee including at least one teacher before serving the hot meal to children. Further, the Mid-Day Meal Rules, 2015 provide for mandatory testing of food samples by Government Food Research Laboratory or any laboratory accredited or recognized by law to ensure that the meals meet nutritional standards and quality. The Food Corporation of India (FCI) is given responsibility for making available food grains of best available quality, meeting the parameters of Fair Average Quality (FAQ). The FCI appoints a Nodal Officer for each State to take care of various problems in supply of food grains under the PM POSHAN Scheme.

BANK ACCOUNTS OPENED UNDER PMJDY**2553. DR. MOHAMMAD JAWED:**

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

- (a) the number of bank accounts opened under the Pradhan Mantri Jan-Dhan Yojana (PMJDY) since its inception, State-wise and year-wise;
- (b) the number of such bank accounts frozen or partially frozen under PMJDY along with the primary reasons for freezing bank accounts, State-wise and year-wise;
- (c) whether the Government has assessed the impact of hidden charges levied on PMJDY account holders, such as failed ATM transactions or minimum balance penalties and if so, the findings of such assessments;
- (d) the steps taken/being taken to address the issue of dormant PMJDY accounts, which reportedly account for 20% of total accounts and to ensure their reactivation and usability for beneficiaries; and
- (e) whether the Government is aware that the KYC process, particularly Aadhaar-based re-KYC, is leading to financial exclusion for many account holders due to data inconsistencies and technical challenges?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

- (a): The total number of accounts opened under Pradhan Mantri Jan Dhan Yojana (PMJDY) in the country since its inception, state and year-wise are given in the enclosed **Statement**.
- (b): Freezing and de-freezing of bank accounts including PMJDY accounts is a

continuous process. Accounts are frozen due to various reasons such as reported or suspected frauds, death of account holder, notices received from Income tax and other authorities, court orders etc. Data relating to frozen accounts is not centrally maintained.

(c): Pradhan Mantri Jan Dhan Yojana (PMJDY) account is a type of Basic Savings Bank Deposit Account (BSBDA) without any requirement of minimum balance. As per Reserve Bank of India (RBI) circular dated 10.06.2021, BSBD account holders are eligible for five free transactions (inclusive of financial and non-financial transactions) every month from their own bank's ATMs. They are also eligible for free transactions (inclusive of financial and non-financial transactions) from other bank ATMs viz. three transactions in metro centres and five transactions in non-metro centres. Banks are free to offer more number of free transactions per month at other Bank ATMs as well as at own ATMs in any geographical location.

Further, as per extant RBI guidelines dated 10.06.2019, Banks are free to evolve requirements including pricing structure for additional value-added services on reasonable and transparent basis which is to be applied in a non-discriminatory manner at the option of the customers.

(d) and (e): The percentage of inoperative PMJDY accounts is 21.28% (as on 26.02.2025). As per RBI guidelines, a savings as well as a current account should be treated as inoperative/dormant, if there are no customer induced transactions in the account for over a period of two years. Banks continuously make concerted efforts to monitor the percentage of operative accounts by organising camps to create awareness about banking habits including the benefits of keeping the account active. This is being regularly monitored by the Government.

RBI has, *inter-alia*, advised Banks:

- to undertake an annual review of accounts/ deposits where there has been no customer induced transactions for more than a year; and
- to take steps to trace the customers of these accounts/ deposits.

Further, banks have been advised to take necessary steps urgently to bring down the number of inoperative accounts and make the process of activation of such accounts smoother and hassle free, including by enabling seamless updation of KYC through mobile/internet banking, non-home branches, Video Customer Identification Process, etc.

As per direction of RBI, periodic updation of KYC has to be carried out once in every 10 years for low risk customers such as PMJDY accounts. Additionally, several measures have been taken by the Govt. to simplify the re-KYC process:

- KYC to be done at any branch of the bank where the customer is maintaining their account.
- Banks are allowed to obtain self-declaration where there is no change in KYC information.
- Video based Customer identification Process (V-CIP)

Aadhaar OTP based e-KYC authentication in non-face-to face mode has also been permitted for re-KYC purpose.

STATEMENT “Bank Accounts opened under PMJDY”												
State-wise and year-wise total No of PMJDY accounts												
S.No.	State/UT	Mar'15	Mar'16	Mar'17	Mar'18	Mar'19	Mar'20	Mar'21	Mar'22	Mar'23	Mar'24	As on 26.02.2025
1	Andaman and Nicobar Islands	0.48	0.53	0.54	0.54	0.50	0.49	0.47	0.46	0.48	0.61	0.62
2	Andhra Pradesh	59.73	73.37	87.19	90.39	97.38	104.52	116.71	117.10	130.84	147.67	157.10
3	Arunachal Pradesh	0.93	1.29	2.06	2.52	2.83	3.38	3.55	3.77	4.08	4.52	4.62
4	Assam	43.98	72.46	116.35	127.51	148.88	163.56	186.16	203.40	221.55	236.17	247.85
5	Bihar	104.53	197.03	286.34	339.10	397.19	439.04	483.92	510.15	546.72	583.84	627.65
6	Chandigarh	1.80	2.18	2.21	2.48	2.44	2.54	2.65	2.82	3.06	3.27	3.36
7	Chhattisgarh	67.10	97.42	123.35	130.56	140.53	147.64	153.37	159.63	167.07	175.10	182.33
8	Dadra and Nagar Haveli and Daman and Diu	0.58	0.81	1.07	1.35	1.64	1.85	2.06	2.12	2.23	2.31	2.40
9	Delhi	24.60	30.23	36.32	40.52	43.29	45.88	48.16	53.34	57.98	62.98	66.92
10	Goa	1.07	1.32	1.41	1.48	1.59	1.68	1.70	1.70	1.92	2.06	2.16
11	Gujarat	57.19	77.87	105.32	119.47	137.31	153.21	160.59	168.31	176.71	184.04	191.97
12	Haryana	41.65	51.74	59.53	65.02	70.68	74.94	79.05	84.99	91.39	99.25	105.31
13	Himachal Pradesh	6.83	8.78	9.30	9.93	11.68	13.07	15.06	16.03	17.27	18.76	19.84
14	Jammu and Kashmir	14.40	17.08	21.55	19.51	21.03	21.45	24.67	25.70	26.38	27.36	23.06
15	Jharkhand	32.76	61.82	97.62	112.04	123.51	133.97	154.71	162.22	174.08	183.63	195.43
16	Karnataka	73.11	91.80	106.17	117.73	139.22	148.76	152.44	160.19	177.72	192.13	203.27
17	Kerala	18.91	27.29	32.34	35.80	38.34	43.09	47.35	49.05	55.31	62.04	67.92
18	Ladakh	0.00	0.00	0.00	0.00	0.00	0.19	0.21	0.21	0.21	0.22	0.18
19	Lakshadweep	0.05	0.05	0.05	0.05	0.05	0.06	0.06	0.08	0.10	0.10	0.10
20	Madhya Pradesh	118.52	186.18	250.57	273.18	306.19	326.23	353.97	372.34	404.20	429.88	449.86
21	Maharashtra	99.68	138.24	189.71	221.53	247.76	270.23	299.69	313.91	324.05	340.81	363.92
22	Manipur	4.44	5.93	7.15	7.94	8.98	9.65	10.22	10.21	10.62	10.89	11.17
23	Meghalaya	1.65	2.55	3.94	4.17	4.72	4.78	5.93	6.19	6.70	7.75	8.34
24	Mizoram	0.80	1.62	2.80	2.68	2.99	3.11	3.21	3.15	3.29	3.82	4.09
25	Nagaland	1.33	1.59	2.03	2.18	2.63	3.08	3.28	3.45	3.67	3.92	4.07
26	Odisha	52.08	82.22	112.28	124.30	140.63	157.36	173.17	185.41	199.85	213.18	227.96
27	Puducherry	0.92	1.15	1.25	1.45	1.50	1.59	1.65	1.64	1.89	2.15	2.46
28	Punjab	38.88	47.99	53.40	60.90	66.68	69.50	73.33	77.34	84.52	90.78	94.91
29	Rajasthan	101.03	168.00	193.69	243.24	249.46	269.01	292.81	313.77	333.21	351.75	367.57
30	Sikkim	0.62	0.75	0.86	0.90	0.93	0.93	0.87	0.86	0.88	0.90	0.95
31	Tamil Nadu	61.82	79.87	86.88	89.82	100.25	107.13	111.53	115.95	137.73	154.04	169.96
32	Telangana	65.33	79.15	87.55	89.90	95.43	96.53	103.79	104.35	111.05	117.87	124.60
33	Tripura	4.51	7.01	7.84	8.29	8.72	8.89	9.11	8.55	9.56	10.29	11.11
34	Uttar Pradesh	228.72	321.01	437.35	475.62	548.44	613.31	713.35	792.69	866.99	925.20	978.11
35	Uttarakhand	14.15	18.20	21.90	22.01	24.33	25.69	27.29	29.06	32.50	35.87	38.32
36	West Bengal	109.52	188.22	268.84	300.26	338.90	366.46	403.97	445.99	479.56	509.50	537.09
Country		1453.68	2142.75	2816.78	3144.39	3526.62	3832.80	4220.06	4506.15	4865.36	5194.67	5496.58

Source: Banks

ई-न्यायनिर्णयन और ई-परामर्श प्लेटफॉर्म

2554. श्री राधेश्याम राठिया:

श्री योगेन्द्र चांदोलिया:

श्री कोटा श्रीनिवास पूजारी:

श्री भोजराज नाग:

श्री पी. पी. चौधरी

श्री लुम्बाराम चौधरी:

डॉ. भोला सिंह:

श्री माधवनेनी रघुनंदन राव:

डॉ. निशिकान्त दुबे:

श्रीमती अपराजिता सारंगी:

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

(क) क्या सरकार ने कारपोरेट विवाद समाधान और इसके विनियामक अनुपालन को सुकर बनाने हेतु ई-न्यायनिर्णयन और ई-परामर्श प्लेटफॉर्म आरंभ किए हैं;

(ख) हाल ही में आरंभ किए गए ई-न्यायनिर्णयन और ई-परामर्श प्लेटफॉर्मों के उद्देश्यों और अपेक्षित लाभों का ब्यौरा क्या है;

(ग) ई-न्यायनिर्णयन प्रणाली को पारदर्शिता, सुलभता और सुरक्षा सुनिश्चित करने हेतु क्या उपाय किए गए हैं;

(घ) क्या उक्त प्लेटफॉर्मों को अपनाने में आने वाली समस्याओं की सूचना देने के लिए हितधारकों हेतु कोई फीडबैक प्रणाली स्थापित की गई है;

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(च) इन प्लेटफॉर्मों को कार्यान्वित करने में अब तक क्या प्रगति हुई है और इनके विस्तार अथवा सुधार हेतु क्या कोई भावी योजना है?

कॉरपोरेट कार्य मंत्रालय में राज्य मंत्री; तथा सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री (श्री हर्ष मल्होत्रा):

(क) और (ख): कंपनी अधिनियम, 2013 के तहत किए गए अपराधों से संबंधित मामलों के त्वरित और पारदर्शी निर्णय के लिए एक प्रौद्योगिकी संचालित अधिनिर्णयन तंत्र स्थापित करने के लिए सितंबर 2024 में एमसीए21 के तहत ई-अधिनिर्णयन मॉड्यूल शुरू किया गया था। ई-परामर्श मॉड्यूल मई 2021 में एक संवादात्मक ऑनलाइन प्लेटफॉर्म के रूप में लॉन्च किया गया था, जो किसी भी प्रस्तावित संशोधन/मसौदा कानूनों आदि पर सार्वजनिक परामर्श को सक्षम बनाता है।

(ग): एमसीए21 पोर्टल के जरिए प्रस्तुत सूचना की सुरक्षा और गोपनीयता एमईआईटीवाई दिशानिर्देशों, सीईआरटी-इन विनियमों, आईएसओ 27001 और सूचना सुरक्षा प्रोटोकॉल सहित स्थापित डेटा सुरक्षा मानकों का पालन करते हुए सुनिश्चित की जाती है। सिस्टम तक पहुंचने वाले उपयोगकर्ताओं की पहचान सत्यापित करने के लिए मल्टी-फैक्टर प्रमाणीकरण पेश किया गया है। इसके अतिरिक्त, डेटा की गोपनीयता और सत्यनिष्ठा बनाए रखने के लिए जनता के अभिमत से निजी जानकारी को सुरक्षित रखने जैसे उपाय लागू किए गए हैं।

(घ) और (ङ): हितधारक एमसीए21 पोर्टल पर प्रतिक्रिया प्रदान करने और सामना की गई चुनौतियों के बारे में शिकायतों, यदि कोई हो, की सूचना देने के लिए टिकट रेंज घट सकते हैं।

(च): ई-अधिनिर्णयन मॉड्यूल के शुभारंभ के बाद से, 700 से अधिक मामलों पर कार्रवाई की गई है और चूक करने वाले अधिकारियों से 4.39 करोड़ रुपये का जुर्माना वसूला गया है।

PLANNING TO DEVELOP FOOTFALL INFRASTRUCTURE

2555. SHRI ADHIKARI DEEPAK (DEV):

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether it is a fact that the Ministry of Youth Affairs and Sports has got more than Rs. 351 crores in the Budget for the year 2025-26, if so, the manner in which the Government plans to utilize additional funds;
- (b) whether the Government has any plan to develop football infrastructure in the country from this year Budget Fund; and
- (c) if so, the details of the plan thereof?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a) to (c): The Ministry of Youth Affairs and Sports has been allocated an additional budget of Rs. 351.98 crore at Budget Estimate stage for the year 2025-26 for utilization under its various schemes. Details of these schemes are available in the public domain on the website of the Ministry at <https://yas.nic.in/>.

Further, under the component "Creation and Up-gradation of Sports Infrastructure" of the Khelo India Scheme, various infrastructure projects such as sports complex, synthetic athletic tracks, synthetic hockey fields, synthetic turf football grounds, multipurpose halls, swimming pools, etc. along with sports equipment are sanctioned across the country. Details of the projects are available at <https://mdsd.kheloindia.gov.in/>.

बांसवाड़ा और डूंगरपुर जिलों के विद्यार्थियों के लिए प्रशिक्षित कोच

2556. श्री राजकुमार रोत:

क्या युवा कार्यक्रम और खेल मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में खेल गतिविधियों को बढ़ावा देने के लिए उपलब्ध खेल विद्यालयों, एथलेटिक्स सिंथेटिक ट्रैक और हॉकी एस्ट्रोर्टफ मैदानों का ब्यौरा क्या है;

(ख) प्रशिक्षित कोचों की राजस्थान सहित राज्यवार और जिलेवार संख्या कितनी है;

(ग) क्या सरकार का बांसवाड़ा लोक सभा निर्वाचन क्षेत्र के बांसवाड़ा और डूंगरपुर जिलों में खेलों को बढ़ावा देने के लिए खेल विद्यालय खोलने, एथलेटिक सिंथेटिक ट्रैक और हॉकी एस्ट्रोर्टफ मैदान बनाने तथा छात्रों को प्रशिक्षित करने के लिए प्रशिक्षित कोचों की नियुक्ति करने का विचार है;

(घ) यदि हां, तो ऐसा कब तक किया जाना अपेक्षित है; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं?

श्रम और रोजगार मंत्री; तथा युवक कार्यक्रम और खेल मंत्री (डॉ. मनसुख मांडविया):

(क) से (ङ) : 'खेल' राज्य का विषय होने के कारण खेल विद्यालय खोलना, एथलेटिक सिंथेटिक ट्रैक और हॉकी एस्ट्रोर्टफ मैदान बनाना और खेलों के संवर्धन हेतु छात्रों को प्रशिक्षित करने के लिए प्रशिक्षित कोच नियुक्त करने सहित खेलों के विकास का उत्तरदायित्व मुख्य रूप से राज्य/संघ राज्यक्षेत्र की सरकारों का होता है। केंद्र सरकार महत्वपूर्ण कमियों को दूर करके उनके प्रयासों में सहायता करती है। तथापि, युवा कार्यक्रम और खेल मंत्रालय राजस्थान राज्य सहित पूरे देश में खेलों के विकास के लिए निम्नलिखित स्कीमों को कार्यान्वित करता है :

(i) खेलो इंडिया - राष्ट्रीय खेल विकास कार्यक्रम; (ii) राष्ट्रीय खेल परिसंघों को सहायता; (iii) अंतर्राष्ट्रीय खेल स्पर्धाओं के विजेताओं और उनके कोचों को विशेष पुरस्कार; (iv) राष्ट्रीय खेल पुरस्कार; (v) प्रतिभाशाली खिलाड़ियों को पेंशन; (vi) खिलाड़ियों के लिए पंडित दीनदयाल उपाध्याय राष्ट्रीय कल्याण कार्यक्रम; (vii) राष्ट्रीय खेल विकास निधि; और (viii) भारतीय खेल प्राधिकरण के माध्यम से खेल प्रशिक्षण केंद्रों का संचालन।

उपरोक्त स्कीमों का विवरण इस मंत्रालय (<https://yas.nic.in>) और भारतीय खेल प्राधिकरण (<https://sportsauthorityofindia.nic.in>) की वेबसाइट पर पब्लिक डोमेन में उपलब्ध है।

इसके अलावा, खेल विद्यालय, एथलेटिक्स सिंथेटिक ट्रैक और हॉकी एस्ट्रोर्टफ मैदान संबंधित राज्य सरकारों के अधिकार क्षेत्र में हैं। इसलिए, इस मंत्रालय में उनके बारे में जानकारी नहीं रखी जाती है।

UNDER GRADUATION EMPLOYMENT GENERATION SCHEME

2557. SHRI VISHWESHWAR HEGDE KAGERI:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) whether the Government has any new plan to launch Under Graduation Employment Generation Scheme;
- (b) if so, the details thereof;
- (c) whether the Government is planning to offer any technology based courses to graduating students, if so, the details thereof; and
- (d) whether there has been any notable improvement in the employability of youth from 2014 and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

- (a) and (b): Under the Govt of India's Skill India Mission (SIM), the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill

training through an extensive network of skill development centres/institutes etc. under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman Training Scheme (CTS) through Industrial Training Institutes (ITIs), to all the sections of the society, including youth, across the country. The SIM aims at enabling youth of India to get future ready and equipped with industry relevant skills.

Employment generation coupled with improving employability of the youth is a priority of the Government. Accordingly, Government is implementing various employment generation schemes/ programmes like Prime Minister's Employment Generation Programme (PMEGP), Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), Rural Self Employment and Training Institutes (RSETIs), Deendayal Antyodaya Yojana-National Urban Livelihoods Mission (DAY-NULM), Pradhan Mantri Mudra Yojana (PMMY), Prime Minister Street Vendor's Atma Nirbhar Nidhi (PM SVANidhi Scheme), etc. The details of various employment generation schemes/programmes being implemented by the Government may be seen at https://dge.gov.in/dge/schemes_programmes. The Government has announced the Employment Linked Incentive Scheme, in the Union Budget 2024-25 for incentivizing job creation, promoting formalization in job market, and improving employability.

(c): Skill India Mission (SIM) focuses on future ready and industry ready skills for our youth of the country. Under PMKVY, synergy is being established between vocational and educational institutes by way of setting up of Skill India Centres

(SICs) in Govt Schools, Colleges, Higher Education Institutes, and Universities with requisite infrastructure for providing short-term training. The government has integrated technology-driven curricula under PMKVY 4.0, focusing on emerging areas like artificial intelligence (AI), blockchain, robotics, clean energy technology, industry automation, etc. Collaboration with institutions such as IITs and private tech companies ensures high-quality training in emerging technologies. Digital learning modules and blended training formats are being adopted to enhance accessibility.

Directorate General of Training (DGT) under the Ministry of Skill Development and Entrepreneurship has introduced 31 new-age or future skills courses in Industrial Training Institutes (ITIs) and National Skill Training Institutes (NSTIs). Skill India Digital Hub (SIDH) serves as a repository for digital content and online training modules. These initiatives aim to equip youths with the skills required for high-demand roles in the global technology landscape.

(d): As per the latest estimates of Periodic Labour Force Survey (PLFS 2023-24), conducted by the National Sample Survey Office, the unemployment rate on usual status for youth of age 15-29 years has decreased from 17.8 percent in 2017-18 to 10.2 percent in 2023-24. The worker population ratio (WPR) on usual status for youth of age 15-29 years has increased from 31.4 percent in 2017-18 to 41.7 percent in 2023-24.

SKILL DEVELOPMENT AND ENTREPRENEURSHIP SCHEMES IN KERALA**2558. SHRI SHAFI PARAMBIL:**

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) the details of the skill development and entrepreneurship schemes being implemented by the Government to provide employment and entrepreneurship opportunities for youth in the State of Kerala;
- (b) the number of training centres set up for the skill development training for youths along with such training centres in the Vadakara constituency; and
- (c) whether the Government is planning to set up such centres aimed at youth entrepreneurship training in the said constituency, if so, the details thereof, if not, the reasons thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (c): Under the Govt of India's Skill India Mission (SIM), the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill training through an extensive network of skill development centres under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman Training Scheme (CTS) through Industrial Training Institutes (ITIs), to all the sections of the society across the country including the state of Kerala. The

SIM aims at enabling youth of India to get future ready and equipped with industry relevant skills.

The skill development schemes of MSDE are demand driven and the training centres are set up or engaged on need basis across the country. The details of the training centres set up or engaged under various schemes of MSDE in the country as well as in Kerala and Vadakara constituency (Kannur and Kozhikode District of Kerala) are as under:

	PMKVY Centres	JSS Centres	NAPS Establishments	ITIs	
				Govt	Pvt
Pan India	14,844	289	49,788	3,316	11,296
Kerala	145	09	1,904	149	297
Kannur District	04	-	233	11	23
Kozhikode District	12	-	192	16	29

Further, MSDE through its autonomous institutions, i.e, National Institute for Entrepreneurship and Small Business Development (NIESBUD), Noida and Indian Institute of Entrepreneurship (IIE), Guwahati has taken various initiatives to promote entrepreneurship across the country including state of Kerala. Details of some of initiatives taken by MSDE to promote entrepreneurship across the country including the state of Kerala:

(i) Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM JANMAN) - MSDE through its autonomous institutes (NIESBUD and IIE) is implementing the skilling and entrepreneurship component of PM JANMAN- a scheme of Ministry of Tribal Affairs for upliftment of Particularly Vulnerable Tribal Groups (PVTGs). NIESBUD

has conducted training of 37,642 participants across the country, including 425 participants in the state of Kerala during 2024-25.

(ii) Entrepreneurial Climate through Training of Trainers (ToTs) and Entrepreneurship Development Programme (EDP) in Jan Shikshan Sansthan (JSSs) - NIESBUD has implemented a project for creating entrepreneurial climate through the ToTs and EDP programs in JSSs from October 2022 to September 2023. The project aimed at creating, fostering and promoting the spirit of entrepreneurship among the various target groups through capacity building, mentoring and handholding. NIESBUD has conducted training of 2,633 participants, which includes training of 69 Trainers during 2022-23 in the state of Kerala.

(iii) NIESBUD has conducted awareness and sensitization programmes at National Skill Training Institutes (NSTIs) and Industrial Training Institutes (ITIs) between October 2023 to May 2024 under the Skill Strengthening for Industrial Value Enhancement (STRIVE) scheme. These activities were followed by the selection of prospective entrepreneurs to undergo the Entrepreneurship Development Programme (EDP), provision of mentoring and handholding support to help trainees establish their enterprises. NIESBUD has conducted training of 77,430 participants across the country.

(iv) Capacity Building Programme for Fair Price Shop Owners - NIESBUD, in collaboration with the Department of Food and Public Distribution, Ministry of Consumer Affairs, Food and Public Distribution, has undertaken a Capacity Building Programme for Fair Price Shop (FPS) Owners. The project enables the

FPS owners to run their businesses by equipping them with in- depth knowledge of various facets of entrepreneurship, financial and digital literacy, and government support ecosystem. NIESBUD has conducted training of 315 participants across the country.

(v) Under the Skills Strengthening for Industrial Value Enhancement (STRIVE) scheme, IIE has established entrepreneurship development cells across NSTIs and ITIs in the Northeastern Region. IIE has conducted Entrepreneurship Awareness Programs (EAPs), Entrepreneurship Development Programs (EDPs) and Faculty Development Programs (FDPs) followed by mentoring and handholding. IIE has trained 11,000 candidates through EAP and 8,332 through EDP. Further, 80 faculties from 94 ITIs and 2 NSTIs have received specialized training through FDPs.

PM-SYM YOJANA

2559. SHRI BHASKAR MURLIDHAR BHAGARE:

SHRI SANJAY DINA PATIL:

SHRIMATI SUPRIYA SULE:

SHRI NILESH DNYANDEV LANKE:

SHRI DHAIRYASHEEL RAJSINH MOHITE- PATIL:

PROF. VARSHA EKNATH GAIKWAD:

DR. AMOL RAMSING KOLHE:

SHRI AMAR SHARADRAO KALE:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) the details of the enrolment process under the Pradhan Mantri Shram Yogi Maandhan (PM-SYM) Scheme and the agencies responsible for implementation;
- (b) whether the Government has taken any steps to simplify the enrolment process for unorganized sector workers, particularly those in remote areas with limited access to digital infrastructure and if so, the details thereof;
- (c) whether the Government has conducted any awareness campaigns to educate unorganized sector workers about the PM-SYM, if so, the details thereof;
- (d) the funds allocated and utilized by the Government for promotional activities related to the Scheme in the last three years;
- (e) the details of the mechanisms in place to monitor the Scheme's implementation and resolve grievances efficiently;
- (f) whether the said Scheme has integrated with digital platforms for ease of enrolment and management, if so, the details thereof;
- (g) whether there have been any delays in the disbursement of pensions or grievances raised by beneficiaries and if so, the details thereof; and
- (h) the steps taken by the Government to ensure that beneficiaries continue to receive pensions seamlessly after reaching eligible age?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (h): The Pradhan Mantri Shram Yogi Maan-dhan (PM-SYM) scheme was launched in February, 2019 in order to provide old age protection to the workers of unorganised sector. This is a voluntary and contributory pension scheme. Under the scheme, a monthly assured

pension of Rs. 3000/- is provided to the unorganised workers after attaining the age of 60 years. The workers in the age group of 18-40 years whose monthly income is Rs. 15000/- or less and not a member of EPFO/ESIC/NPS (Govt. funded) or not an income tax payer are eligible to join the scheme. The monthly contribution by the beneficiary ranges from Rs. 55/- to Rs. 200/- depending upon the entry age of the beneficiary. Under the scheme, equal matching contribution is paid by the Central Government. Enrolment to the Scheme is done through the Common Service Centres (CSC), with its network of about 4 lakh Centres across the country. In addition, eligible unorganised workers can also self-enroll through visiting the portal www.maandhan.in. LIC of India is acting as fund manager under the scheme and responsible for pension payout.

As the pension to the beneficiaries will start after attaining the age of 60 years, the disbursement of pension will start from March, 2039.

The Ministry of Labour and Employment launched eShram portal (esharam.gov.in) on 26th August, 2021 for creation of a comprehensive national Database of Unorganised Workers (NDUW) seeded with Aadhar. eShram portal is meant to register and support the unorganised workers by providing them a Universal Account Number (UAN) on a self-declaration basis. To facilitate

enrolment under pension scheme eShram is integrated with PM-SYM and beneficiary must be enrolled under eShram and must have a UAN.

The Government has taken following steps to enhance/simplify the enrolment of unorganized sector workers under PM-SYM scheme:

- (i) holding periodic review meeting with States/ UTs.
- (ii) regular Meeting with State Common Services Centre (CSC) heads.
- (iii) Launch of new features such as Voluntary Exit, Revival Module, Claim Status and Account Statement.
- (iv) Extension of revival of dormant accounts from 1 year to 3 years.
- (v) SMS campaign to create awareness.
- (vi) Letter to Chief Secretaries of States regarding enrolment under PM-SYM scheme.
- (vii) Launch of Donate-a-Pension Module to encourage the employer to pay the premium of their staff under PM-SYM pension scheme and increase the enrolment.
- (viii) Interaction with Department of Financial Services, Pension Fund Regulatory and Development Authority, National Institute of Public Finance and Policy to increase the outreach of the pension scheme.

Ministry organised awareness cum registration camps across the country through Welfare Commissioner and the Dattopant Thengadi National Board for Workers Education and Development.

**THE CENTRAL EDUCATIONAL INSTITUTIONS (RESERVATION IN
ADMISSION) ACT, 2006**

2560. SHRI MATHESWARAN V S:

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

(a) the rationale for incorporation of clause (b) of section 4 of The Central Educational Institutions (Reservation in Admission) Act, 2006;

(b) the reasons for excluding the institutions of excellence, research institutions, institutions of national and strategic importance from implementing reservation for faculty direct recruitment; and

(c) the details of faculty in the all IITs in the country, category-wise, SC/ST/OBC and IIT-wise?

**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): The Central Educational Institutions (Reservation in Admission) Act, 2006 has been notified on 4th January, 2007 to provide for the reservation in admission of the students belonging to the Scheduled Castes, the Scheduled

Tribes and the Other Backward Classes of citizens, to certain Central Educational Institutions established, maintained or aided by the Central Government, and for matters connected therewith or incidental thereto.

The Central Educational Institutions (Reservation in Teachers' Cadre) Act, 2019 has been notified on 09th July, 2019 to provide for the reservation of posts in appointments by direct recruitment of persons belonging to the Scheduled Castes, the Scheduled Tribes, the socially and educationally backward classes and the economically weaker sections, to teachers' cadre in certain Central Educational Institutions established, maintained or aided by the Central Government, and for matters connected therewith or incidental thereto.

The institutions of excellence, research institutions, institutions of national and strategic importance, including those which do not offer regular academic programmes and super speciality courses were excluded from the purview of reservations.

(c): The Indian Institute of Technology (IITs), under mission mode recruitment drive, have filled more than 615 faculty vacancies under SC,ST and OBC categories from September 2022 to December 2024.

DRAFT NATIONAL SPORTS GOVERNANCE BILL

2561. DR. M K VISHNU PRASAD:

SHRI BALWANT BASWANT WANKHADE:

SHRI AMRINDER SINGH RAJA WARRING:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the likely impact of the proposed Draft National Sports Governance Bill on addressing challenges in transparency, accountability, and representation within National Sports Federations (NSFs);
- (b) whether the Government has conducted consultations with all concerned stakeholders, including athletes and NSFs, and the key inputs received from these consultations;
- (c) if so, the details thereof; and
- (d) the timeline for finalising and implementing the Bill, including measures planned to ensure compliance by NSFs?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a) to (c): The Ministry of Youth Affairs and Sports has prepared the draft National Sports Governance Bill which was put in public domain for inviting comments/ suggestions of public and the stakeholders, as part of pre-legislative consultation process. Further, the Ministry conducted a consultation meeting with National Sports Federations (NSFs) on 17.10.2024 and with coaches, sportspersons, and sports lawyers on 23.10.2024.

The said bill focuses on the development and promotion of sports, welfare measures for sportspersons, ethical practices in sports, and the establishment of institutional capacity. It also sets prudential guiding standards for the governance of sports federations, based on universal principles of good governance, ethics,

and fair play in the Olympic and sports movement. Additionally, it aligns with the Olympic Charter, the Paralympic Charter, international best practices, and established legal standards.

The said bill provides for ethical governance in sports federations, with the establishment of Ethics Commissions and Dispute Resolution Commissions at the National Olympic Committee (NOC), National Paralympic Committee (NPC), and NSF levels.

(d): As the draft bill will require to be passed by Parliament, no definite timeline can be given.

NESTING BY RIDLEY SEA TURTLES

2562. SHRI CHAVAN RAVINDRA VASANTRAO:

SHRI SUDHEER GUPTA:

SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether 6.41 lakh olive ridley sea turtles have laid all time high eggs at the Odisha's Rushikulya beach at Ganjam district during their mass nesting season which last till first week of March and if so, the details thereof;
- (b) the details of arrangements made by the Government to facilitate smooth nesting by ridley sea turtles for the present season;

- (c) whether Indian Coast Guard has started operation 'Olivia' a comprehensive initiative aimed at safeguarding the turtles during their nesting period at beaches, if so, the details thereof; and;
- (d) the details of other measures taken/being taken by the Government to prevent any alien intruders into the riverbeds and beaches where turtles have laid their eggs?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

- (a) and (b) :Management and protection of wildlife including marine turtles is carried out by the concerned State/Union Territory Governments. As informed by the Government of Odisha, 6,98,718 numbers of nesting of Olive Ridley Turtles occurred during the period from 15.02.2025 to 23.02.2025. Further, during the first week of March 2025, sporadic nesting of 462 numbers has also been reported in Rushikulya rookery. The important actions taken by the State Government of Odisha during nesting of Olive Ridley Turtles include beach cleaning, beach fencing, creation of artificial hatcheries, management of lighting in the area near beach to prevent turtles from disorientation, supporting local communities through livelihood opportunities, patrolling of the sea in coordination with marine police, Coast Guard and Fisheries Department, etc.

(c) and (d) :As per the information received from the Government of Odisha, the Indian Coast Guard undertakes Olive Ridely Turtle protection program 'Operation Olivia' along the Coast of Odisha every year. The overall aim of the programme is to protect and safeguard Olive Ridley Turtles arriving along the Odisha coast for mass nesting. Coordination with various agencies like Fisheries Department, Armed Police Reserve, Ports Authorities, Forest Department, etc, including awareness programmes are undertaken under the programme.

The important steps taken for protection of marine turtles in the country include:

- i. The Wild Life (Protection) Act, 1972 empowers the Indian Coast Guards for search, seizure, arrest and detention, in cases of violation of provisions of the Wild Life (Protection) Act, 1972.
- ii. A National Marine Turtle Action Plan (2021-2026) has been released by the Ministry with the aim to conserve marine turtles and their habitats for maintaining a healthy marine ecosystem. The Action Plan is implemented through a coordinated and participatory mechanism to ensure long term survival of marine turtles.
- iii. Financial assistance is provided to States/UTs for conservation of wildlife and its habitat under the Centrally Sponsored

Scheme of 'Development of Wildlife Habitats" which also includes for undertaking ecotourism related activities.

- iv. Awareness related activities like beach monitoring, educational activities, turtle festivals etc are organized in various coastal States with active engagement with local fishing communities.
- v. A network of Protected Areas (National parks, Sanctuaries, Conservation Reserves and Community Reserves) has been created in the country for conservation and protection of the wildlife.
- vi. Five species of marine turtles occurring in the Indian waters have been included in the Schedule I of the Wild Life (Protection) Act, 1972, thereby providing them the highest degree of protection from hunting.
- vii. A specific component of 'Recovery programmes for saving critically endangered species and habitats' is included in the ongoing Centrally Sponsored Scheme of 'Development of Wildlife Habitats' for focused conservation action on 22 critically endangered species, which also includes marine turtles.
- viii. Notification of several beaches as conservation priority areas for regular monitoring and management following the guidelines of the State Coastal Regulation Zone (CRZ) I.

- ix. Wild Life Crime Control Bureau coordinates with State/UTs and other enforcement agencies to gather intelligence about poaching and unlawful trade in wild animals and animal articles.

APPOINTMENT OF ASSISTANT PROFESSORS UNDER EWS

2563. SHRI TARIQ ANWAR:

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

- (a) whether the Government has appointed Assistant Professors in various colleges/institutions of the country; and
- (b) if so, the total number of Assistant Professors belonging to Economically Weaker Sections (EWS) category have been appointed in the University of Delhi during the last four years along with their details like name of the selected candidates, name of the college/institution, name of the college/institution within the University of Delhi where the selected candidate previously served as an Ad-hoc faculty and duration of Ad-hoc appointment, year-wise and college-wise?

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): Yes, the Assistant Professors have been appointed in various institutions under the purview of this Ministry. University of Delhi is a statutory autonomous organizations established under Delhi University Act 1922 and

governed by provisions of the Acts and Statutes, Ordinances, Regulations made thereunder. Occurring of vacancies and filling thereof is a continuous process. The onus of filling up the posts lies on the University. As per the information received from University of Delhi, 20 Assistant Professors have been appointed under EWS category in last four years in the University.

परीक्षा पे चर्चा, 2025

2564. श्री प्रदीप कुमार सिंह:

श्री तेजस्वी सूर्या:

श्री विजय बघेल:

श्रीमती पूनमबेन माडम:

श्रीमती कमलजीत सहरावत:

श्री विनोद लखमशी चावड़ा:

श्रीमती हिमाद्री सिंह:

श्री मुकेश राजपूत:

श्री बिभु प्रसाद तराई:

श्री जगदम्बिका पाल:

श्री मनीष जायसवाल:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकार द्वारा वर्ष 2025 में 'परीक्षा पे चर्चा' में विविध सामाजिक-आर्थिक पृष्ठभूमि और विशेषकर झारखंड के ग्रामीण और सुदूर क्षेत्रों से छात्रों की अधिकतम सहभागिता किस प्रकार सुनिश्चित की गई है;

(ख) सरकार का 'परीक्षा पे चर्चा' के दौरान दी गई मानसिक स्वास्थ्य और भावनात्मक कल्याण संबंधी सलाह को सरकारी स्कूलों और विशेषकर अमरोहा संसदीय निर्वाचन क्षेत्र में किस प्रकार कार्यान्वित करने और बढ़ावा देने का विचार है;

(ग) सरकार को गत वर्ष की 'परीक्षा पे चर्चा' संस्करणों, जहां मशहूर हस्तियों और विशेषज्ञों ने छात्रों के साथ बातचीत की थी, से क्या ठोस लाभ प्राप्त हुए; और

(घ) क्या सरकार का वर्तमान वर्ष में पांच करोड़ से अधिक व्यक्तियों की असाधारण सहभागिता के साथ उक्त कार्यक्रम, जिसमें संपूर्ण देश के अधिक छात्रों को शामिल करने के लिए परस्पर संवादात्मक डिजिटल मंच या क्षेत्रीय स्तर के कार्यक्रम शामिल किए जाने की संभावना है, के प्रपत्र का विस्तार करने का विचार है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क): माननीय प्रधानमंत्री ने एक अनूठे इंटरैक्टिव कार्यक्रम - परीक्षा पे चर्चा (पीपीसी) की संकल्पना की, जिसमें देश भर से और विदेशों से भी छात्र, अभिभावक, शिक्षक उनके साथ बातचीत करते हैं और परीक्षाओं से उपजे तनाव पर काबू पाते हुए जीवन को एक उत्सव के रूप में मनाते हैं। पीपीसी कार्यक्रम 2025 में अन्य के अलावा, राज्य सरकार, नविस, केविस, ईएमआरएस जैसे स्कूलों को चलाने वाले स्वायत्त निकायों, रक्षा, रेलवे बोर्ड के तहत स्कूलों आदि के साथ सभी स्तरों पर समन्वय करके प्रसार प्रयासों के संयोजन के माध्यम से विविध सामाजिक-आर्थिक पृष्ठभूमि, विशेष रूप से ग्रामीण और दूरदराज के क्षेत्रों जैसे झारखंड, पूर्वोत्तर राज्यों, लद्दाख आदि से छात्रों की अधिकतम भागीदारी सुनिश्चित की गई है। पीपीसी से संबंधित व्यापक गतिविधियाँ, अर्थात् शारीरिक और भावनात्मक कल्याण को प्रोत्साहित करने वाली गतिविधियों के माध्यम से परीक्षा तनाव में कमी, पूरे भारत में दिनांक 13 जनवरी से 23 जनवरी, 2025 तक की 10 दिनों की अवधि में आयोजित की गई। 23 जनवरी, 2025 को नेताजी सुभाष चंद्र बोस की जयंती के अवसर पर, देश भर के लगभग सभी जिलों में छात्रों को कई स्वतंत्रता

सेनानियों पर आधारित प्रेरक और प्रेरणादायक श्रृंखला 'भारत हैं हम' दिखाई गई और उसी पर प्रश्नोत्तरी आयोजित की गई। इन सभी गतिविधियों के परिणामस्वरूप पीपीसी 2025 के 8वें संस्करण में कुल 5 करोड़ से अधिक लोगों की भागीदारी हुई, जिससे यह सुनिश्चित हुआ कि प्रतिभागी ग्रामीण, शहरी, सरकारी, निजी और विभिन्न देशों की सभी पृष्ठभूमि से आए हैं। इसके अलावा, यह भी उल्लेखनीय है कि माननीय प्रधानमंत्री के साथ मुख्य एपिसोड में सभी राज्यों और संघ राज्य क्षेत्रों से एक-एक सहित 36 बच्चों ने हिस्सा लिया था। इसके अलावा, अन्य सभी 7 एपिसोड में, जिसमें 50 से 60 छात्र हैं, सभी राज्यों और संघ राज्य क्षेत्रों और सभी प्रकार के स्कूलों के छात्रों ने भाग लिया।

(ख): (i) मानसिक स्वास्थ्य और भावनात्मक कल्याण सहित इससे संबंधित मामले हाल ही में आयोजित पीपीसी के दौरान माननीय प्रधान मंत्री द्वारा कवर किए गए प्रमुख विषयों में से एक थे जिसे अमरोहा संसदीय क्षेत्र सहित पूरे देश में इलेक्ट्रॉनिक और डिजिटल प्लेटफार्मों पर प्रसारित किया गया। उल्लेखनीय है कि माननीय प्रधानमंत्री के सत्र के अलावा, अन्य सात एपिसोडों में से दो में विशेषज्ञों द्वारा मानसिक स्वास्थ्य और उससे उबरने के संबंध में दो अलग-अलग सत्र आयोजित किए गए।

(ii) इसके अलावा, छात्रों के मानसिक और भावनात्मक स्वास्थ्य से संबंधित कुछ मुद्दों से निपटने के लिए, राष्ट्रीय शैक्षिक अनुसंधान और प्रशिक्षण परिषद (एन.सी.ई.आर.टी.) ने **मनोदर्पण** पहल शुरू की है, जिसका उद्देश्य प्रत्यक्ष मनोवैज्ञानिक सहायता प्रदान करते हुए शिक्षकों, अभिभावकों और छात्रों के बीच **मानसिक स्वास्थ्य के बारे में जागरूकता** बढ़ाना है। मनोदर्पण द्वारा चलाए जाने वाले कार्यक्रमों में (क) कक्षा VI-XII के छात्रों के लिए मानसिक स्वास्थ्य और कल्याण से संबंधित चिंताओं का समाधान करने के लिए विभिन्न क्षेत्रों में अभ्यास परामर्शदाताओं के साथ आयोजित '**सहयोग**' सत्र और (ख) मानसिक स्वास्थ्य और शिक्षा के क्षेत्र में विशेषज्ञों के साथ हर शुक्रवार को आयोजित '**परिचर्चा**' वेबिनार हैं। इसके अलावा, वर्ष 2020 से देश भर के स्कूलों में मानसिक स्वास्थ्य सप्ताह (4-10 अक्टूबर) और विश्व मानसिक स्वास्थ्य दिवस (10 अक्टूबर) समारोह आयोजित किए जा रहे हैं।

(iii) **एक राष्ट्रीय टोल-फ्री हेल्पलाइन (844-844-0632)**, स्कूलों, कॉलेजों और विश्वविद्यालयों के छात्रों और उनके परिवारों और शिक्षकों तक देशव्यापी पहुंच के साथ, जुलाई 2020 से स्वैच्छिक परामर्श

सेवाएं प्रदान करने वाले प्रशिक्षित परामर्शदाता के माध्यम से कॉल करने वालों को मार्गदर्शन और सहायता प्रदान कर रही है।

(iv) इसके अलावा, एनसीईआरटी के मनोदर्पण प्रकोष्ठ द्वारा राष्ट्रीय स्कूल परामर्शदाता शिखर सम्मेलन और स्कूलों में मादक द्रव्यों के सेवन के बारे में जागरूकता और क्षमता निर्माण कार्यक्रम भी आयोजित किए गए हैं।

(ग): “परीक्षा पे चर्चा” कार्यक्रम की सफलता और सकारात्मक प्रभाव इसमें भागीदारी संख्या में स्पष्ट रूप से परिलक्षित होता है जो वर्ष 2018 में 22,000 से बढ़कर 2024 में 2.26 करोड़ और फिर 2025 में 3.56 करोड़ पंजीकरण तक पहुंच गई है। इसके अलावा, 1.55 करोड़ से अधिक लोगों ने पीपीसी 2025 की गतिविधियों में भाग लिया। इस प्रकार, पीपीसी 2025 में कुल भागीदारी 5 करोड़ से अधिक थी। इसके अलावा, यह भी कहा जा सकता है कि पीपीसी 2025 कार्यक्रम के 8वें संस्करण से प्राप्त प्रत्यक्ष लाभों में छात्रों के बीच परीक्षा से संबंधित तनाव के प्रबंधन के लिए जागरूकता और रणनीति में वृद्धि, बेहतर मानसिक स्वास्थ्य परिणाम, प्रभावशाली व्यक्तित्वों के साथ सीधे संपर्क के माध्यम से विविध क्षेत्रों में व्यापक भागीदारी शामिल है। यह समावेशिता, राष्ट्रव्यापी और वैश्विक जुड़ाव सुनिश्चित करता है जो समुदाय और सामूहिक जिम्मेदारी की भावना, सफलता की कहानियों के माध्यम से प्रेरणा और भावनात्मक, शारीरिक और शैक्षणिक विकास आदि सहित छात्रों के विकास के लिए एक समग्र दृष्टिकोण को बढ़ावा देता है।

(घ): पीपीसी 2025 ने मुख्य कार्यक्रम के लिए एक नया प्रारूप विकसित किया, जिसमें प्रमुख हस्तियों और विशेषज्ञों के साथ आठ एपिसोड शामिल थे, जिसमें माननीय प्रधान मंत्री के साथ बातचीत भी शामिल थी, जिसमें निम्नलिखित मुद्दे शामिल हैं:

1. मानसिक स्वास्थ्य के मुद्दे
2. अध्ययन में प्रौद्योगिकी और कृत्रिम बुद्धिमत्ता
3. अध्ययन में भोजन और पोषण की भूमिका
4. सचेतनता

5. कलाकारों द्वारा दबाव में प्रस्तुति
6. खेल जगत की हस्तियों द्वारा फोकस और दबाव प्रबंधन
7. अग्रणियों से सीखना

इस 8वें संस्करण में इस प्रकरण की सफलता के साथ, मंत्रालय यह सुनिश्चित करने के लिए सभी उपाय तलाशना जारी रखेगा कि आने वाले वर्षों में देश के सभी भागों से छात्र, अभिभावक और शिक्षक सार्थक रूप से इसमें भाग ले सकें।

MOOWR Scheme

2565. SHRI BHARTRUHARI MAHTAB:

SHRI GODAM NAGESH:

SHRIMATI ROOPKUMARI CHOUDHARY:

SHRI KOTA SRINIVASA POOJARY:

SHRI BIDYUT BARAN MAHATO:

SHRI JASWANTSINH SUMANBHAI BHABHOR:

SHRIMATI APARAJITA SARANGI:

SHRI BALABHADRA MAJHI:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

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

- (a) the details of the Manufacturing and Other Operations in Warehouse Regulations (MOOWR) Scheme implemented by CBIC;
- (b) the major benefits for manufacturers in this scheme;

(c) the number of units/organisations in the country that are availing the said scheme in the country particularly in Chhattisgarh; and

(d) the details of special benefits to be provided to small and medium industries of Chhattisgarh under this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) Section 65 of the Customs Act, 1962 provides that the owner of any warehoused goods may carry on any manufacturing process or other operations in the warehouse in relation to such goods. CBIC has accordingly notified the Manufacture and Other Operations in Warehouse (No.2) Regulations, 2019 (MOOWR) issued vide Notification no. 69/2019-Customs dated 01.10.2019 and issued the Circular no. 34/2019-Customs dated 01.10.2019 prescribing the conditions and procedure for operations under Section 65 of the Customs Act, 1962.

(b) In terms of provisions under Chapter IX of Customs Act, 1962, when dutiable inputs or capital goods are brought into a warehouse, all customs duties on such warehoused goods stand deferred till clearance, without interest.

(c) At present, total Two Thousand and Seven (2007) units are availing the benefits of MOOWR scheme in the country. In the state of Chhattisgarh, Total seven (07) units have been permitted in terms of Section 65 of the Customs Act, 1962 for manufacturing process or other operations in the warehouse.

(d) The provisions of deferred duty are available to all categories of industries located within India in terms of Chapter IX of the Customs Act, 1962.

PROGRESS OF NIPUN PROGRAMME

2566. SHRI KRISHNA PRASAD TENNETI:

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

(a) the percentage of children with Foundational Literacy and Numeracy (FLN) Skills in the country, State and district-wise for Andhra Pradesh, especially in Bapatla Lok Sabha Constituency;

(b) the total budget outlay for the National Initiative for Proficiency in Reading with Understanding and Numeracy (NIPUN) programme and increase/decrease over the last financial year;

(c) the details of all the indicators under the NIPUN program and their progress since the inception of the scheme, State and district-wise for Andhra Pradesh, especially in Bapatla Lok Sabha Constituency;

(d) the target year fixed by the Government for saturation of the scheme and achieving universal foundational literacy and numeracy skills; and

(e) whether there is any mechanism exists to ensure corrective action for States falling behind and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (e): As per the recommendation of NEP 2020, a dedicated mission 'National Initiative for Proficiency in Reading with Understanding and Numeracy' (NIPUN) Bharat Mission was launched by the Government on 5th July 2021, for ensuring that every child in the country necessarily attains foundational literacy and numeracy by Grade 2 by 2026. This Mission has been set up under the aegis of the centrally sponsored scheme of Samagra Shiksha- an integrated scheme for School Education. Under Samagra Shiksha, all 36 States/Union Territories are implementing NIPUN-Bharat Mission.

The Ministry of Education conducted a large-scale Foundational Learning Study (FLS) in March, 2022, through the National Council of Educational Research and Training (NCERT) to collect reliable and valid data about Grade 3 students' abilities in foundational literacy and numeracy and assess the extent of learning outcomes being achieved. The report cards for all States/UTs may be accessed at <https://nipunbharat.education.gov.in/fls/sList.aspx>. The percentage of students meeting the global proficiency level in basic literacy and numeracy in Andhra Pradesh as compared to National Average is given below:

Subject	Percentage of Students meeting Global Proficiency Level

	Andhra Pradesh	National Average
English	36	54
Telugu	46	45
Numeracy	53	52

Further, to evaluate children's progress and learning competencies, Department of School Education and Literacy (DoSEandL), Ministry of Education has been implementing a rolling programme of sample based National Achievement Survey (NAS) aimed at classes III, V, VIII and X with an interval of three years. It acts as an indicator of the health of the education system, so as to take appropriate steps for remedial actions at different levels. About 34 lakh students of 1.18 lakh schools of 720 districts from both rural and urban areas were assessed from Government and Private Schools.

The budget outlay under NIPUN-Bharat Mission for the year 2023-24 and 2024-25 are as under:

Rs. In crores

Financial Year	National Outlay
2023-24	2685.28
2024-25	3029.26

Source: PRABANDH Portal

The various indicators under NIPUN Bharat Mission are 3 Months Play Based 'School Preparation Module', Development of Learning Teaching Material (LTM), Training of Teachers, Age-appropriate workbooks for FLN learners, innovative pedagogical approaches like toy-based learning and storytelling etc. For effective implementation of NIPUN Bharat Mission following initiatives have been taken and the same are being implemented by all States/UTs including State of Andhra Pradesh:-

- A 3 Months Play Based 'School Preparation Module and Guidelines' for Grade I named 'Vidya Pravesh' was launched on 29th July, 2021. The Vidya Pravesh program was implemented in 8,93,866 government and government-aided schools in 2024-25, benefiting more than 10 million students.
- Jaadui Pitara (JP), meaning Magic Box is a collection of Learning Teaching Material (LTM) for 3 to 6 years age group. It was launched on 20th February, 2023. It is a box having 53 LTM for the foundational stage like toys, games, puzzles, puppets, posters, flashcards, story cards, play book set for students, and handbooks for teachers. The user manual and all the activity cards, picture reading posters, story cards, and instructions of JP have been translated into 22 languages.
- The e-Jaadui Pitara (e-JP), an app, was launched on 10.02.2024. This is in addition to the Jaadui Pitara earlier released which has physical components as LTM for children. e-JP has been developed as an exemplar of content that is needed in any school for the Foundational Stage.

- In order to provide continuous learning opportunities to the pre-school practitioners, NISHTHA (National Initiative for School Heads' and Teachers' Holistic Advancement) online was launched using DIKSHA (Digital Infrastructure for Knowledge Sharing) platform in October 2020 to reach out to elementary teachers and its further extension to all level of teachers. Over 15 lakh teachers have been trained under NISHTHA FLN and ECCE (Early Childhood Care and Education).
- Primers in child friendly manner have been developed in 104 local languages for FLN learning in mother tongue. These are the languages spoken by at least 10000 population.
- National Curricular Framework for Foundational Stage (NCF-FS) covering children 3 to 8 years was Launched on 20th October 2022. It Provides guidance for curriculum preparation and teacher training.

A new concise format for monitoring of NIPUN, NIPUN Bharat Mission Planning and Implementation Template (NBMPIT), was developed and shared with all States/UTs to understand the progress at a glance and for better monitoring. The progress is also discussed in Review meetings held with States/UTs from time to time.

PARAKH (Performance Assessment, Review, and Analysis of Knowledge for Holistic Development) has been setup under National Council of Educational Research and Training (NCERT) by the DoSE and L. It has conducted State Educational Achievement Survey (SEAS) 2023. The primary objective of this

survey is to evaluate the learning competencies of students in Foundational Literacy, Foundational Numeracy, Language and Mathematics at the end of each of the educational stages i.e. Foundational, Preparatory, and Middle. The SEAS-23 has included blocks in the sample to cover of students to understand the learning gaps at the block level, a strategic shift from district. Approximately 8.4 million students and 6 lakh teachers, of 4 lakh schools of 6416 educational blocks were assessed in SEAS-23.

TRANSPARENCY/FAIRNESS IN SELECTION TRIALS

2567. SHRI YOGENDER CHANDOLIA:

SHRI VIJAY KUMAR DUBEY:

SUSHRI KANGNA RANAUT:

SHRI GODAM NAGESH:

SHRI DINESHBHAI MAKWANA:

SHRI RAVINDRA SHUKLA ALIAS RAVI KISHAN:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

(a) the measures being taken by the Government to ensure the transparency and fairness in selection trials; and

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

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a) and (b): The National Sports Federations (NSFs) are primarily responsible for judicious selection of national team for participation in major events based on merit, and with the objective of enhancing national prestige and bringing glory to the country. The Government does not interfere in the selection process of sportspersons. Ministry of Youth affairs and Sports has issued instructions to the NSFs in 2008, 2018 and 2025 to ensure that the selection process is fair and transparent, and that the selection criteria/norms are communicated by the NSFs to all concerned stakeholders viz., players, coaches etc., well in advance and are also uploaded on the website of the respective NSFs.

SUBSTANTIAL REFORMS UNDER NAAC

2568. SHRI V. K. SREEKANDAN:

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

(a) whether it is a fact that the National Assessment and Accreditation Council (NAAC) has removed approx 900 peer assessors from evaluation duty;

(b) if so, the details thereof;

(c) whether it is also true that the National Assessment and Accreditation Council has also parallelly onboard 1,000 new assessors during the last year in three rounds of recruitment;

(d) whether it is a fact that the National Assessment and Accreditation Council has undertaken substantial reforms to enhance the integrity and transparency of its accreditation process; and

(e) 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) to (c): As informed by the National Assessment and Accreditation Council (NAAC), over the last one and a half years, NAAC has looked at various aspects like feedback, variation in working protocols, providing incorrect information by NAAC Assessors and has removed 840 Assessors. Further, NAAC continuously updates its database of Assessors by including new Assessors who are eminent academicians/education administrators. NAAC has added 1461 Assessors in 2023-24 and 2024-25.

(d) and (e): For strengthening the Assessment and Accreditation of Higher Educational Institutions (HEIs), the Government of India constituted a High Level Committee, under the Chairmanship of Dr. K. Radhakrishnan, Chairperson, Board of Governors, Indian Institute of Technology (IIT) Kanpur and Chairperson, Standing Committee of IIT Council. This Committee has considered the introduction of strategic reforms consistent with the vision of the National Education Policy, 2020 and the need for adopting a simple, trust-based, objective and

rationalized system for approval, accreditation and ranking of HEIs through technology-driven systems. The recommendations made by the Committee have been approved by the Ministry.

The Executive Committee of NAAC has adopted the recommendations of the Dr Radhakrishnan's Committee report.

चयनित पर्यटन स्थलों का विकास

2569. श्री दिलेश्वर कामैत:

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

- (क) प्रत्येक चयनित गंतव्य के लिए विकास योजनाओं में आध्यात्मिक पर्यटन, संस्कृति और विरासत, पारिस्थितिकी पर्यटन और अन्य विषयों को किस प्रकार एकीकृत किया गया है;
- (ख) सरकार द्वारा विभिन्न पर्यटन विषयों के अंतर्गत चयनित 42 गंतव्यों के विकास के संबंध में पात्र परियोजनाओं का ब्यौरा क्या है; और
- (ग) किसी भी गंतव्य के विकास के लिए 'चुनौती आधारित' दृष्टिकोण किस प्रकार पारंपरिक रणनीति से भिन्न है और चयनित गंतव्यों के संबंध में इसके क्या परिणाम रहे हैं?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क) से (ग): पर्यटन मंत्रालय ने स्वदेश दर्शन योजना की, चुनौती आधारित गंतव्य विकास (सीबीडीडी) नामक एक उप-योजना के अंतर्गत देश में 4 श्रेणियों के तहत 42 गंतव्यों को चिह्नित किया है, जिनका विवरण निम्नानुसार है:

क्र. सं.	थीमेटिक श्रेणी	चयनित गंतव्यों की संख्या
1	आध्यात्मिक पर्यटन	11
2	संस्कृति और विरासत	16
3	वाइब्रेंट विलेज प्रोग्राम	5

4	इको पर्यटन और अमृत धरोहर स्थल	10
कुल		42

सीबीडीडी के तहत चिह्नित 42 स्थलों का ब्यौरा संलग्न **विवरण** में दिया गया है।

पर्यटन मंत्रालय ने परियोजना प्रस्ताव प्रस्तुत करने के लिए विस्तृत कार्य योजना तैयार करने हेतु राज्य सरकारों/संघ राज्यक्षेत्र प्रशासनों के साथ एक टेम्पलेट भी साझा किया है।

प्रक्रिया के अनुसार, योजना के तहत प्राप्त प्रस्तावों की निर्धारित मापदंडों और योजना दिशानिर्देशों के आधार पर जांच की जाती है और उसके बाद पर्यटन मंत्रालय द्वारा उनका मूल्यांकन किया जाता है और मंजूरी के लिए विचार किया जाता है। सीबीडीडी योजना के तहत, परियोजना का मूल्यांकन करते समय बड़े घटकों के अलावा छोटे हस्तक्षेपों को शामिल करने पर भी पर्याप्त रूप से ध्यान दिया गया है।

विवरण

‘चुनौती आधारित गंतव्य विकास’ के अंतर्गत चिह्नित 42 गंतव्यों की सूची

क्र.सं.	राज्य	गंतव्य	श्रेणी
1.	आंध्र प्रदेश	नागार्जुन सागर	संस्कृति एवं विरासत
2.	आंध्र प्रदेश	अहोबिलम मंदिर	आध्यात्मिक पर्यटन
3.	अरुणाचल प्रदेश	किबिथो	वाइब्रेंट विलेज प्रोग्राम
4.	अरुणाचल प्रदेश	बिचोम बांध स्थल	इको पर्यटन और अमृत धरोहर स्थल
5.	असम	शिवसागर	इको पर्यटन और अमृत धरोहर स्थल
6.	बिहार	भागलपुर	संस्कृति एवं विरासत
7.	बिहार	सारण जिला (सोनपुर मेला)	संस्कृति एवं विरासत
8.	छत्तीसगढ़	मयाली बगीचा	इको पर्यटन और अमृत धरोहर स्थल
9.	गोवा	मायेम गांव	इको पर्यटन और अमृत धरोहर स्थल
10.	गुजरात	पोरबंदर	आध्यात्मिक पर्यटन
11.	गुजरात	थोल गांव	इको पर्यटन और अमृत धरोहर स्थल
12.	गुजरात	वडनगर	संस्कृति एवं विरासत
13.	हिमाचल प्रदेश	काजा	संस्कृति एवं विरासत

14.	हिमाचल प्रदेश	रक्छम, छितकुल	वाइब्रेंट विलेज प्रोग्राम
15.	झारखंड	रामरेखाधाम	आध्यात्मिक पर्यटन
16.	केरल	वर्कला	संस्कृति एवं विरासत
17.	केरल	थालास्सेरी	आध्यात्मिक पर्यटन
18.	कर्नाटक	बीदर	संस्कृति एवं विरासत
19.	कर्नाटक	उडुपी	इको पर्यटन और अमृत धरोहर स्थल
20.	लद्दाख	मुश्कोह गांव	इको पर्यटन और अमृत धरोहर स्थल
21.	लक्षद्वीप	लक्षद्वीप	इको पर्यटन और अमृत धरोहर स्थल
22.	मध्य प्रदेश	मांडू	संस्कृति एवं विरासत
23.	मध्य प्रदेश	ओरछा	आध्यात्मिक पर्यटन
24.	महाराष्ट्र	अहमदनगर	संस्कृति एवं विरासत
25.	मणिपुर	लैंगथबलकोनुग	संस्कृति एवं विरासत
26.	मेघालय	नर्तियांग गांव	आध्यात्मिक पर्यटन
27.	मेघालय	मावफलांग गांव	संस्कृति एवं विरासत
28.	नागालैंड	दोयांग जलाशय	इको पर्यटन और अमृत धरोहर स्थल
29.	नागालैंड	इमपुर गांव	आध्यात्मिक पर्यटन
30.	पुडुचेरी	व्हाइट टाउन	संस्कृति एवं विरासत
31.	पंजाब	फिरोजपुर (हुसैनीवाला बॉर्डर)	संस्कृति एवं विरासत
32.	पंजाब	रूपनगर (आनंदपुर साहिब)	आध्यात्मिक पर्यटन
33.	सिक्किम	गनथांग गांव	वाइब्रेंट विलेज प्रोग्राम
34.	सिक्किम	कबी	आध्यात्मिक पर्यटन
35.	तमिलनाडु	रामेश्वरम द्वीप	आध्यात्मिक पर्यटन
36.	तमिलनाडु	तंजावुर	संस्कृति एवं विरासत
37.	तेलंगाना	नलगोंडा	संस्कृति एवं विरासत
38.	तेलंगाना	कामारेड्डी	इको पर्यटन और अमृत धरोहर स्थल
39.	उत्तर प्रदेश	महोबा	संस्कृति एवं विरासत
40.	उत्तराखंड	माना गांव	वाइब्रेंट विलेज प्रोग्राम
41.	उत्तराखंड	जादुंग	वाइब्रेंट विलेज प्रोग्राम
42.	उत्तराखंड	कैचीधाम	आध्यात्मिक पर्यटन

CLIMATE CHANGE IMPACT ON LAKSHADWEEP**2570. SHRI HAMDULLAH SAYEED:**

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether the Government is working on long-term strategies to address future risks of sea-level rise and climate-induced heat stress in the Union Territory of Lakshadweep, particularly with respect to coastal erosion and habitat loss, if so, the details thereof; and
- (b) whether the Government plans to collaborate with marine research institutions to develop resilience-building measures for the Lakshadweep archipelago in response to accelerated warming in the Indian Ocean, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a) and (b) Small islands are amongst the most vulnerable to sea level rise and other climate change related impacts. The National Centre for Sustainable Coastal Management (NCSCM), an organization under the Ministry of Environment, Forest and Climate Change (MoEFCC), has undertaken physical vulnerability studies for four islands of Lakshadweep (Kavaratti, Kadmat, Minicoy, and Suheli) using various climate change-related scenarios of extreme events such as storm surges and tsunamis, etc., to identify vulnerable areas along the island coast. As per the

studies conducted by the Indian Council of Agriculture Research – Central Marine Fisheries Research Institute, a considerable percentage of the hard coral species from various Lakshadweep Islands have undergone severe bleaching, primarily due to a prolonged period of marine heatwaves affecting the region since late October 2023.

The Government of India is committed to taking proactive steps to address future risks of sea level rise and climate-induced heat stress and in combating sea erosion and protection of India's coastal areas. Some of the important measures taken are as follows:

- i. MoEFCC has framed a national strategy for coastal protection along with guidelines for all Coastal States and Union Territories.
- ii. MoEFCC has notified the Coastal Regulation Zone Notification, 2019 with a view to conserve and protect coastal stretches, marine areas and to ensure livelihood security to the coastal communities. The notification also provides for No Development Zones (NDZ) along various categories of coastal areas to protect India's coastline from encroachment and erosion.
- iii. MoEFCC has delineated the hazard line for the entire coast of the country. The hazard line is indicative of the shoreline changes, including sea level rise due to climate change. This line is to be used by agencies in Coastal States as a tool for Disaster Management including planning of adaptive and mitigation measures.

- iv. In compliance of Hon'ble NGT order dated 11/04/2022 in O.A. No. 04 of 2013 and Appeal No. 18 of 2017, Chief Secretaries of all the Coastal States / UTs, have been requested vide letter dated 08/09/2022 to finalize the Coastal Zone Management Plan (CZMP) as per CRZ Notification 2019 which also includes mapping of erosion prone areas and preparation of Shore Line Management Plan for such identified eroding stretches shown in the CZMP.
- v. The National Adaptation Fund for Climate Change (NAFCC) is aimed at climate adaptation, including in vulnerable coastal areas. NAFCC finances the measures to protect vulnerable coastal communities and improve their resilience to sea level rise.

Further, the Lakshadweep Administration has taken up shore protection measures for nearly 57.4% of the eroding coast using hard structures such as tetrapod, retaining walls, dumping of rocks, sandbags, etc. Implementation of green coastal infrastructure (which includes plantation of mangroves, salt marsh, coastal dune vegetation etc.) is recommended, wherever possible, as a long-term strategy for shore protection along the eroding coasts and to act as bio-shields against coastal hazards. Promotion of hybrid structures (combination of vegetation and eco-friendly materials), submerged reefs, artificial reefs, and oyster reefs are encouraged as the potential shoreline protection measures. Transplantation of coral and seagrasses, and coral gardening as mitigation measures in identified hotspots are also recommended for these Islands.

**ENHANCING TEACHING METHODOLOGIES
AND SKILLS FOR STUDENTS**

2571. SHRI GURMEET SINGH MEET HAYER:

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

- (a) whether the Government has any data on the number of students from Government schools in the country who have got admission to IITs and IIMs in recent years;
- (b) the steps being taken by the Government to improve teaching quality, especially in Government schools; and
- (c) whether the Government has any ongoing initiatives or any plans to provide international exposure or advanced training for school teachers, aimed at enhancing their teaching methodologies and skills to better prepare students for competitive exams like IITs and IIMs?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

- (a): There are 1.5 lakhs (approx.) higher secondary schools in the country of which majority are within the administration and management of State Government or are private/unaided. This department does not maintain data as sought in para (a) above for all the schools. However, Central Government Schools, namely Kendriya Vidyalayas (KVs) and Navodaya Vidyalayas (NVs), are under the Department of School Education and Literacy, Ministry of Education. As per

information received from Kendriya Vidyalaya Sangathan (KVS) and Navodaya Vidyalaya Samiti (NVS), 1032 students of KVs and 1083 students of NVs have qualified Joint Entrance Examination (Advanced), 2024 for admissions in Indian Institute of Technology (IIT).

(b): Various steps are being taken to improve teaching quality such as training of teachers as per National Education Policy-2020 (NEP), NISHTHA (National Initiative for School Heads' and Teachers' Holistic Advancement). etc.

The training of teachers under NEP focuses on inclusive and equitable education, ensuring that teachers are trained to fulfil the vast and diverse needs of all students. This also includes instruction on differentiated teaching methodologies and strategies for special needs learners.

The Department of School Education and Literacy launched a National Mission to improve learning outcomes at different level (elementary, secondary, FLN and ECCE) through an Integrated Teacher Training Programme called NISHTHA. This integrated teacher training program aimed to build the capacities of teachers, school heads, faculty members of State Councils of Educational Research and Training and District Institutes of Education and Training and Block and Cluster Resource Coordinators.

In addition, quality education is provided to the children admitted in KVs and NVs across the country. Recruitment of qualified teachers, robust capacity building of teachers both in-house and with knowledge partners of KVS and NVS, three tier academic monitoring of KVs / NVs at school, regional and headquarter level, using

technology in teaching by teachers for making joyful and interesting, using child centered pedagogy, adopting competency based learning and assessment, promoting participation of students in various games and sports, NCC, scouts and guides and other competitions and programmes for holistic development of children are being undertaken to promote quality education in KVs and NVs. Further, training programs are specially aligned with NEP 2020 and National Curriculum Framework for School Education (NCF-SE) 2023.

(c): Central/several states Governments have implemented advanced capacity-building training programs for teachers. These programs offer educators exposure to premier institutions like IITs and IIMs, enabling them to refine their teaching methodologies and acquire new pedagogical strategies. The training workshops aim to enhance teachers' knowledge and teaching practices, ensuring they can deliver high-quality education. Additionally, state governments provide opportunities for selected school heads and teachers to participate in exposure visits to international institutions known for their best educational practices. These visits allow teachers to learn from global examples and incorporate innovative practices into their own classrooms.

In addition, under Ministry of Education, Culture, Sports, Science and Technology (MEXT) Scholarship Programme of Government of Japan, selected teachers undergo 18 months programme to study in Japan, aimed at promoting mutual understanding and strengthening educational and research capabilities.

Further, students of KVs and NVs are encouraged to use the SATHEE App to prepare for competitive exams like IITs and Indian Institutes of Management.

GANGA SAGAR MELA AS HERITAGE SITE

2572. SHRIMATI MALA ROY:

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

- (a) the criteria to become a heritage site;
- (b) whether there is any plan of Government to declare 'Ganga Sagar Mela' as a heritage site; and
- (c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) to (c): As conveyed by the Archaeological Survey of India, Section 4 of the Ancient Monuments and Archaeological Sites and Remains Act, 1958 (AMASR Act, 1958), provides that Government may declare any ancient monument or archaeological site and remains to be of national importance depending on archaeological, historical or architectural importance.

Further, there is no proposal to declare Ganga Sagar Mela as a protected area as it does not fit under Section 4 (3) of the AMASR Act, 1958”.

WASTE RECYCLING AND CLIMATE CHANGE 2025 CONCLAVE

2573. DR. VINOD KUMAR BIND:

SHRI DINESHBHAI MAKWANA:

SHRI P. C. MOHAN:

SHRI BIDYUT BARAN MAHATO:

DR. K. SUDHAKAR:

SHRI ARUN GOVIL:

SHRI GANESH SINGH:

SHRI PRATAP CHANDRA SARANGI:

SHRI YOGENDER CHANDOLIA:

SHRI GODAM NAGESH:

DR. HEMANT VISHNU SAVARA:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) the main focus of the 'Waste Recycling and Climate Change 2025' Conclave;
- (b) the measures taken by the Government to ensure the effective implementation of Extended Producer Responsibility (EPR) regulations across industries;
- (c) the details of the plans to integrate the informal sector into formal recycling systems and ensure their economic security;
- (d) the manner in which the Government plan to address the issue of unregulated waste disposal and its impact on landfills and environmental degradation;
- (e) whether usage of single use plastics have been totally eliminated in the country, if so, the details thereof; and
- (f) the details of the steps taken for ensuring water bodies including seas remain free of plastics?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a): The Waste Recycling and Climate Change 2025 Conclave was held on 18th February 2025 with focus on waste recycling, sustainable E-waste recycling, battery waste recycling.

(b) to (d): The Ministry has notified market-based Extended Producer Responsibility (EPR) regulations in plastic packaging, e-waste, waste tyres, waste batteries, used oil and end-of-life vehicles. There are separate EPR portals for implementation of EPR in each of the waste streams covered under EPR. The EPR portals provide for online registration and reporting by obligated entities while ensuring accountability and transparency. The EPR regulations also provide for separate verification and audit of producers, importers and brand owners and waste processors by CPCB/SPCB/PCC, as required.

The implementation of EPR in the notified waste streams will not only lead to development of waste management ecosystem including by integration of the informal sector but also lead to environmentally sound management of waste, reduction in unmanaged waste and responsible handling of waste processing rejects.

(e) and (f): The Ministry of Environment, Forest and Climate Change notified Plastic Waste Management Amendment Rules, 2021, on 12th August 2021, prohibiting identified single use plastic items, which have low utility and high littering potential, were prohibited with effect from 1 July 2022. The Ministry of Environment, Forest

and Climate Change, Government of India has also notified Guidelines on Extended Producer Responsibility (EPR) for Plastic Packaging on 16th February 2022, mandating targets for recycling, use of recycled content and reuse of rigid plastic packaging. The implementation of ban on identified single use plastic and EPR Guidelines on plastic packaging will lead to reduction in pollution caused by littered and unmanaged waste including in water bodies and seas.

राजस्थान में भारतीय कला और संस्कृति का संवर्धन

2574. श्री बृजेन्द्र सिंह ओला :

श्रीमती महिमा कुमारी मेवाड़ :

श्रीमती मंजू शर्मा:

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

- (क) क्या सरकार इस बात से अवगत है कि झुंझुनू जिले सहित संपूर्ण राजस्थान राज्य भारतीय कला और सांस्कृतिक विरासत का एक महत्वपूर्ण स्थान है;
- (ख) सरकार द्वारा विगत पांच वर्षों के दौरान भारतीय कला और संस्कृति, विशेषकर राजस्थान की समृद्ध सांस्कृतिक विरासत को बढ़ावा देने हेतु उठाए गए/उठाए जाने वाले कदमों का ब्यौरा क्या है;
- (ग) सरकार द्वारा विगत पांच वर्षों के दौरान राजस्थानी संस्कृति एवं राजस्थान के लोक कलाकारों सहित देश की विभिन्न संस्कृतियों को बढ़ावा देने हेतु उठाए गए कदमों का ब्यौरा क्या है;
- (घ) क्या सरकार द्वारा सम्पूर्ण देश में राजस्थान के लोक गीतों और लोक नृत्यों को बढ़ावा दिया जा रहा है/बढ़ावा देने का विचार है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ड.) क्या सरकार ने मेवाड़ में सांस्कृतिक विकास और परिरक्षण के लिए विशेष उपाय किए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क) से (ग): भारत सरकार ने राजस्थान राज्य सहित भारतीय कला और देश की सांस्कृतिक विरासत को संवर्धित करने के लिए सात क्षेत्रीय सांस्कृतिक केंद्र (जेडसीसी) स्थापित किए हैं जिनके मुख्यालय पटियाला (पंजाब), नागपुर (महाराष्ट्र), उदयपुर (राजस्थान), प्रयागराज (उत्तर प्रदेश), कोलकाता (पश्चिम बंगाल), दीमापुर (नागालैंड) और तंजावुर (तमिलनाडु) में स्थित हैं। पश्चिम क्षेत्र सांस्कृतिक केंद्र (डब्ल्यूजेडसीसी), उदयपुर (राजस्थान) द्वारा राजस्थान राज्य (जिला झुंझुनू) सहित अपने सदस्य राज्यों की सांस्कृतिक आवश्यकताओं को पूरा किया जाता है। राजस्थान उत्तर क्षेत्र सांस्कृतिक केंद्र (एनजेडसीसी), पटियाला और उत्तर मध्य क्षेत्र सांस्कृतिक केंद्र (एनसीजेडसीसी), प्रयागराज का भी सदस्य राज्य है। ये जेडसीसी राजस्थान राज्य सहित अपने सदस्य राज्यों में विभिन्न सांस्कृतिक कार्यकलापों और कार्यक्रमों का नियमित आधार पर आयोजन करते हैं।

विगत पांच वर्षों के दौरान डब्ल्यूजेडसीसी, उदयपुर; एनजेडसीसी, पटियाला और एनसीजेडसीसी, प्रयागराज को राजस्थान सहित इनके सदस्य राज्यों में विभिन्न सांस्कृतिक कार्यक्रमों और कार्यकलापों के आयोजन हेतु जारी सहायता अनुदान निम्नानुसार हैं:

(रुपये लाख में)

क्र. सं.	वर्ष	डब्ल्यूजेडसीसी, उदयपुर	एनजेडसीसी पटियाला	एनसीजेडसीसी, प्रयागराज
i.	2019-20	923.32	785.27	864.39
ii.	2020-21	705.00	613.41	446.44
iii.	2021-22	653.92	530.76	984.70

iv.	2022-23	1452.49	276.51	301.51
v.	2023-24	1280.10	1067.79	3553.24

विगत 5 वर्षों के दौरान राजस्थान में आयोजित कार्यकलापों की संख्या और डब्ल्यूजेडसीसी, एनजेडसीसी और एनसीजेडसीसी द्वारा राजस्थान के लाभान्वित लोक कलाकारों की संख्या निम्नानुसार है:

क्र. सं.	वर्ष	राजस्थान में आयोजित सांस्कृतिक कार्यकलाप/कार्यक्रमों की संख्या	राजस्थान के लाभान्वित लोक कलाकारों की संख्या	इन लोक कलाकारों को प्रदान की गई राशि (रुपए लाख में)
i.	2019-20	125	2495	174.04
ii.	2020-21	45	758	55.38
iii.	2021-22	77	1548	94.69
iv.	2022-23	142	3097	252.10
v.	2023-24	128	2368	223.26

संस्कृति मंत्रालय द्वारा गुरु-शिष्य परम्परा (रेपर्टरी अनुदान) स्कीम संचालित की जाती है जिसके अंतर्गत लोक कलाकारों और मंच कला की सभी विधाओं जैसे कि संगीत समूहों, नृत्य समूहों, बाल रंगमंच सहित रंगमंच समूहों, संगीत मंडलियों आदि को वित्तीय सहायता प्रदान की जाती है। इस स्कीम के अंतर्गत, कलाकार की आयु के आधार पर गुरु (समूह का प्रमुख) के लिए सहायता राशि 15,000/- रुपये प्रति माह है और शिष्य के लिए यह राशि 2,000-10,000/- रुपये प्रति माह है।

संस्कृति मंत्रालय द्वारा सांस्कृतिक समारोह एवं निर्माण अनुदान स्कीम (सीएफपीजी) भी संचालित की जाती है, जिसके तहत संगोष्ठियों, सम्मेलनों, अनुसंधान, कार्यशालाओं, महोत्सवों, प्रदर्शनियों, विचारगोष्ठियों, नृत्य, नाट्य-रंगमंच, संगीत आदि के निर्माण के लिए संगठनों को वित्तीय सहायता प्रदान की जाती है। विगत तीन वर्षों के दौरान इस स्कीम के तहत राजस्थान में स्थित संगठनों को जारी अनुदान राशि निम्नानुसार है:

क्र. सं.	वर्ष	संगठनों की संख्या	राशि
i.	2019-20	34	40.70 लाख रुपये
ii.	2020-21	38	28.31 लाख रुपये
iii.	2021-22	33	63.81 लाख रुपये
iv.	2022-23	48	81.16 लाख रुपये
v.	2023-24	57	46.28 लाख रुपये

वस्त्र मंत्रालय, भारत सरकार के अंतर्गत विकास आयुक्त (हस्तशिल्प) का कार्यालय “राष्ट्रीय हस्तशिल्प विकास कार्यक्रम (एनएचडीपी)” और “समग्र हस्तशिल्प क्लस्टर विकास स्कीम (सीएचसीडीएस)” का कार्यान्वयन करता है जो विपणन सहायता, कौशल विकास, क्लस्टर विकास, उत्पादक कंपनियों के गठन, कारीगरों को प्रत्यक्ष लाभ, अवसंरचनात्मक और तकनीकी सहायता, अनुसंधान और विकास सहायता आदि के माध्यम से संपूर्ण सहायता भी प्रदान करती है जिसमें राजस्थान राज्य सहित देश भर के कारीगरों को लाभान्वित करते हुए पारंपरिक शिल्पों का परिरक्षण और संवर्धन शामिल है।

(घ): डब्ल्यूजेडसीसी, एनजेडसीसी और एनसीजेडसीसी द्वारा राजस्थान के लोक नृत्यों जैसे कि घूमर, कालबेलिया, कच्छी घोड़ी, कठपुतली, चकरी, भवाई आदि और राजस्थान की लोक

गायन शैलियाँ जैसे लंगा और मंगणियार, पाबूजी की फड़, वीर तेजाजी गायन, रिखिया गायन को बढ़ावा दिया जाता है।

डब्ल्यूजेडसीसी द्वारा पश्चिमी राजस्थान के घुमंतुओं से संबंधित रिखिया गायन पर एक वृत्तचित्र फिल्म भी बनाई गई है।

(ड.): डब्ल्यूजेडसीसी उदयपुर के संग्रहालय में तत्कालीन मेवाड़ की भव्य जीवन शैली को प्रदर्शित किया गया है, जहां नियमित आधार पर शाम को "धरोहर" नामक शो आयोजित किया जाता है। डब्ल्यूजेडसीसी द्वारा शिल्पग्राम उत्सव, शिल्पदर्शन, रंगशाला, ऋतु वसंत और मल्हार के दौरान मेवाड़ चित्रकला कार्यशाला- चित्रांकन का भी आयोजन किया जाता है।

WETLANDS IN THE COUNTRY

2575. DR. ANGOMCHA BIMOL AKOIJAM:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) the total number of water bodies in the country that have been notified as wetlands under the Wetlands (Conservation and Management) Rules, 2017, State/UT-wise; and
- (b) the number of States/UTs that have constituted State Wetland Authorities (SWAs) as mandated under the Wetlands (Conservation and Management) Rules, 2017?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

- (a) A total number of 102 wetlands have been notified under the Wetlands (Conservation and Management) Rules, 2017, which includes 75 in Rajasthan, 25 in Goa, and one each in Chandigarh and Uttar Pradesh.
- (b) The State/UT Wetlands Authorities have been constituted in each State and Union Territory vide Rule 5 of the Wetlands (Conservation and Management) Rules, 2017.

National Mission for Green India

2576. SHRI BASTIPATI NAGARAJU:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) the details regarding the number of forest area, nurseries and ecosystem restoration projects undertaken under National Mission for Green India (NMGI), year, State and district-wise including Andhra Pradesh;
- (b) the details regarding the number of village and community institutions strengthened such as Gram Panchayats, Joint Forest Management Committee under the Scheme, year, State and district-wise including Andhra Pradesh;
- (c) the details regarding the total funds allocated, released and utilized under the Scheme, since its inception year, State and district-wise; and
- (d) the number of community foresters supported under the Mission, year, State and district-wise including Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a) to (d): National Mission for a Green India (GIM) is one of the eight Missions outlined under the National Action Plan on Climate Change. It aims at protecting, restoring, and enhancing India's forest cover and responding to Climate Change by undertaking eco-restoration activities in the forest and non-forest areas. GIM follows landscape approach and implementation of activities are being taken up by Joint Forest Management Committees (JFMCs) in the approved landscapes. The implementation of activities were started in the FY 2015-16 and so far 155130 ha area has been taken up under eco-restoration activities in 18 States/UT including Andhra Pradesh. The detail of state-wise number of approved landscapes, number of villages covered, number of JFMCs involved, number of nurseries established and area taken up for eco-restoration under GIM is detailed in the enclosed **Statement-I**. The State wise and year-wise detail of funds allocated/released, utilized and overall eco-restoration activities taken under GIM is given in the enclosed **Statement-II**.

STATEMENT-I

Table-1: State-wise details of number of intervention landscapes, JFMCs involved, villages covered, nurseries established and area taken up for Eco-restoration under the GIM from 2015-16 till date

S. No.	Name of the State	No. of Intervention Landscapes	No. of JFMCs involved	No. of Villages	No. of Nurseries	Area taken up under restoration (Area in Ha.)
1	Andhra Pradesh	23	23	23	0	1,433
2	Arunachal Pradesh	136	136	136	75	0
3	Chhattisgarh	80	84	80	0	19,128
4	Haryana	614	132	614	162	1,301
5	Himachal Pradesh	107	107	242	15	0
6	Jammu and Kashmir	37	137	178	7	1,066
7	Karnataka	18	18	41	4	2,722
8	Kerala	184	597	184	52	12,297
9	Madhya Pradesh	735	237	322	1	26,597
10	Maharashtra	88	88	88	0	5,223
11	Manipur	139	139	139	627	14,432
12	Mizoram	59	59	59	13	19,643
13	Odisha	27	432	500	73	20,711
14	Punjab	104	827	544	0	6,568
15	Sikkim	150	150	150	22	6,567
16	Uttarakhand	142	521	521	0	14,836
17	West Bengal	255	255	255	0	2,606
18	Uttar Pradesh	29	70	91	0	0
	Total	2927	4012	4167	1051	155130

Note:

In case of zero nurseries, all the planting material is sourced from the nurseries which are already present in the state and established under different State programmes and initiatives.

In case of Arunachal Pradesh, Himachal Pradesh and Uttar Pradesh, the states have taken advance work for further taking up eco-restoration activities as per approved Annual Plan of Operations.

STATEMENT-II

Table-2: State-wise and Year-wise funds released from FY 2015-16 till date under

GIM

(Rs. in Crores)

Sl. No.	States	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total Fund Released
1	Andhra Pradesh	0.00	1.06	0.45	2.67	0.00	0.00	2.02	0.00	0.00	0.00	6.19
2	Arunachal Pradesh	0.00	0.00	0.00	0.00	0.00	0.00	13.43	21.28	0.00	0.00	34.71
3	Chhattisgarh	23.39	20.23	10.95	5.36	5.04	1.66	6.12	0.00	0.09	0.00	72.84
4	Haryana	0.00	0.00	0.00	0.00	0.00	0.00	9.55	0.00	7.60	30.58	47.73
5	Himachal Pradesh	0.00	0.00	0.00	0.00	0.00	17.09	0.00	0.00	0.00	0.00	17.09
6	Jammu and Kashmir	0.00	0.00	0.00	0.00	0.00	25.73	0.00	6.49	0.00	4.50	36.72
7	Karnataka	1.06	0.87	0.86	1.62	2.21	2.35	4.45	2.93	2.33	4.99	23.66
8	Kerala	9.15	0.00	0.00	0.00	16.32	0.00	0.00	0.00	0.00	0.00	25.47

9	Madhya Pradesh	0.00	0.00	0.00	24.16	30.65	0.00	18.29	17.93	8.62	23.61	123.26
10	Maharashtra	0.00	0.00	0.00	10.30	0.00	0.00	0.00	0.00	0.00	0.00	10.30
11	Manipur	8.35	7.82	6.42	4.89	4.16	6.74	9.93	5.45	8.91	0.00	62.66
12	Mizoram	0.00	9.88	20.00	22.36	17.71	2.99	29.86	36.27	21.13	0.00	160.21
13	Odisha	1.83	1.39	1.41	4.74	14.19	26.01	17.74	8.4756	12.59	0.00	88.37
14	Punjab	6.12	0.00	6.22	0.00	3.19	0.00	3.32	2.7393	5.38	0.00	26.95
15	Sikkim	0.00	0.00	0.00	3.32	3.12	2.19	7.77	6.57	7.50	12.24	42.73
16	Uttarakhand	20.21	0.00	0.00	0.00	0.00	27.89	33.99	28.40	31.94	25.16	167.59
17	West Bengal	0.00	0.00	0.00	0.00	9.43	0.00	0.00	0.76	0.76	0.00	10.95
18	Uttar Pradesh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.43	0.00	5.43
Total		70.09	41.25	46.30	79.43	106.01	112.65	156.46	137.29	112.28	101.09	962.87

Table-3: State-wise and Year-wise funds utilized from FY 2015-16 till date under**GIM****(Rs. in Crores)**

Sl. No.	States	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total fund utilized (Rs. in Crores)
1	Andhra Pradesh	0.00	1.06	0.00	0.37	0.00	1.44	1.30	0.00	0.00	0.00	4.17
2	Arunachal Pradesh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.56	0.00	0.00	10.56
3	Chhattisgarh	23.39	20.23	10.95	5.36	5.04	1.31	0.35	4.68	0.00	0.00	71.31
4	Haryana	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.32	8.49	10.34	16.82

5	Himachal Pradesh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.55	2.458	0.00	6.55
6	Jammu and Kashmir	0.00	0.00	0.00	0.00	0.00	0.00	13.68	12.00	6.08	0.00	31.70
7	Karnataka	1.06	0.87	0.67	2.34	1.49	2.33	4.47	2.872	2.396	0.00	18.50
8	Kerala	0.00	3.83	5.32	0.00	0.79	1.97	9.18	4.37	0.00	0.00	24.89
9	Madhya Pradesh	0.00	0.00	0.00	10.19	19.76	24.86	10.66	23.4	10.20	0.00	99.11
10	Maharashtra	0.00	0.00	0.00	7.65	0.00	0.00	0.00	1.78	0.00	0.00	9.43
11	Manipur	8.35	7.82	6.42	4.89	4.16	6.74	9.93	5.45	0.00	0.00	53.75
12	Mizoram	0.00	9.88	20.00	22.36	17.71	2.99	29.86	36.27	0.00	0.00	139.08
13	Odisha	1.83	1.39	1.41	4.74	10.63	22.01	11.41	17.77	13.10	0.00	84.28
14	Punjab	0.00	6.06	5.61	0.00	0.00	3.92	3.25	2.21	3.12	0.00	21.05
15	Sikkim	0.00	0.00	0.00	3.32	3.12	2.19	7.77	6.39	7.68	0.00	30.48
16	Uttarakhand	0.00	0.00	0.00	11.30	8.91	24.73	27.51	35.94	33.75	0.00	142.14
17	West Bengal	0.00	0.00	0.00	0.00	0.00	0.00	9.43	0.76	0.00	0.00	10.18
18	Uttar Pradesh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.98	0.00	3.98
Total		34.62	51.14	50.37	72.52	71.62	94.49	138.79	179.37	91.27	10.34	794.54

Note: For FY 2024-25, the States are in the process of utilizing the funds released during the current financial year and utilization certificate will be submitted accordingly.

IMPROVING SPORTS INFRASTRUCTURE IN MOHANLALGANJ

2577. SHRI R. K. CHAUDHARY:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether any specific programmes or initiatives implemented by the Government to engage the youth of Mohanlalganj in sports and physical activities;
- (b) the manner in which the Government is identifying and nurturing young sports talent in Mohanlalganj;
- (c) whether the Government has organised any local talent scouting programmes or scholarships in Mohanlalganj, if so, the details thereof;
- (d) the steps are being taken by the Government to improve sports infrastructure in Mohanlalganj, such as building stadiums, training centres or playgrounds;
- (e) the budget allocated and utilised for sports and youth development in Mohanlalganj along with the manner in which it is being utilized;
- (f) whether the Government has organized any district or State-level sports events in Mohanlalganj to provide a platform for young athletes; and
- (g) if so, the details of the major challenges faced by the Government to promote sports in Mohanlalganj along with the solutions being implemented?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a) to (g): 'Sports' being a State subject, the responsibility of development of sports, including engaging youth in sports and physical activities, identifying and nurturing young sports talent, organising local talent scouting programmes or scholarships, improving sports infrastructure such as building stadiums, training centres or playgrounds and organising district or State-level sports events to provide a platform for young athletes, rests primarily with the State/Union Territory

Governments. The Union Government supplements their efforts by bridging critical gaps. However, the Ministry of Youth Affairs and Sports (MYAS) implements the following schemes for the development of sports across the country, including in the State of Uttar Pradesh:

(i) Khelo India- National Programme for Development of Sports; (ii) Assistance to National Sports Federations; (iii) Special Awards to Winners in International Sports Events and their Coaches; (iv) National Sports Awards; (v) Pension to Meritorious Sportspersons; (vi) Pandit Deendayal Upadhyay National Welfare Program for Sportspersons; (vii) National Sports Development Fund; and (viii) Running Sports Training Centres through Sports Authority of India.

Details of the above schemes are available in the public domain on the websites of this Ministry (<https://yas.nic.in>) and the Sports Authority of India (<https://sportsauthorityofindia.nic.in>).

Funds are allocated Scheme-wise and not State-wise in this Ministry. Details of funds allocated under various schemes of this Ministry sports and youth development during last three years are as under:

Financial Year	Funds allocated (in Rs. Crore)
2023-24	3396.96
2022-23	2673.35
2021-22	2757.02

नगर वन योजना के अंतर्गत 100 दिवसीय कार्य योजना

2578. श्रीमती कलाबेन मोहनभाई देलकर :

श्री ज्ञानेश्वर पाटील :

श्री संदिपनराव आसाराम भुमरे :

डॉ. शिवाजी बंडापपा कालगे :

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि :

- (क) मंत्रालय की 100 दिवसीय कार्य योजना के अंतर्गत महाराष्ट्र, संघ राज्य क्षेत्र दादरा और नगर हवेली तथा मध्य प्रदेश सहित देश के सभी राज्यों में स्वीकृत “नगर वन योजना” का ब्यौरा क्या है;
- (ख) “नगर वन योजना” के अंतर्गत वर्ष 2030 तक वनरोपण का क्या लक्ष्य निर्धारित किया गया है और इस संबंध में अब तक कितनी प्रगति हुई है; और
- (ग) क्या उक्त “नगर वन योजना” शहरी क्षेत्रों को पर्यावरणीय अवक्रमण और अतिक्रमण से बचाने में सहायक है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) : मंत्रालय ने अपनी 100 दिवसीय कार्ययोजना के कार्यान्वयन में नगर वन योजना के अंतर्गत सात राज्यों/संघ राज्य क्षेत्रों में 111 परियोजनाओं को मंजूरी दी है। 100 दिवसीय कार्ययोजना से पहले महाराष्ट्र राज्य के लिए कुल नौ परियोजनाओं को मंजूरी दी गई थी। नगर वन योजना के अंतर्गत दादरा और नगर हवेली संघ शासित क्षेत्र से कोई प्रस्ताव प्राप्त नहीं हुआ है। मंत्रालय की 100 दिवसीय कार्ययोजना में नगर वन योजना के अंतर्गत स्वीकृत परियोजनाओं का का ब्यौरा संलग्न **विवरण** में दिया गया है।

(ख) : नगर वन योजना में वर्ष 2026-27 तक नगर निगम/नगर परिषद/नगर पालिका/शहरी स्थानीय निकाय वाले शहरों में 1000 नगर वन/नगर वाटिका बनाने की परिकल्पना की गई है। नगर वन/ वाटिका

के अंतर्गत किए जाने वाले कार्यकलापों में देशी झाड़ियों और वृक्षों की प्रजातियों के पौधे लगाना, बाड़ लगाने के साथ-साथ मिट्टी की नमी के संरक्षण संबंधी उपाय शामिल हैं। अब तक 31 राज्यों/संघ शासित प्रदेशों में 546 परियोजनाओं को मंजूरी दी गई है।

(ग): नगर वन योजना का उद्देश्य शहरी क्षेत्र में हरित क्षेत्र और सौंदर्यपरक वातावरण का निर्माण करना, पौधों और जैवविविधता के बारे में जागरूकता बढ़ाना, क्षेत्र की महत्वपूर्ण वनस्पतियों का संरक्षण करना, प्रदूषण कम करके शहरों के पर्यावरण सुधार में योगदान देना, स्वच्छ वायु उपलब्ध कराना, शोर में कमी लाना, जल संचयन और अत्यधिक गर्मी वाले क्षेत्रों (हीट आइलैंड) के प्रभाव में कमी लाना, शहर के निवासियों को स्वास्थ्य लाभ पहुंचाना आदि है। नगर वन योजना के तहत अन्य वनरोपण प्रयासों के साथ-साथ विभिन्न हरित कार्यकलापों के माध्यम से देश में वन भूमि को अतिक्रमण से सुरक्षा प्रदान करते हुए हरित आवरण को बेहतर बनाने में योगदान दिया है।

विवरण

मंत्रालय की 100 दिवसीय कार्य योजना के अंतर्गत नगर वन योजना (एनवीवाई) के तहत स्वीकृत परियोजनाओं की राज्यवार संख्या

क्र. सं.	राज्य/संघ राज्य क्षेत्र	स्वीकृत परियोजनाओं की संख्या	कुल आवंटित धनराशि (करोड़ रुपए में)	जारी की गई निधि (करोड़ रुपए में)
1	आंध्र प्रदेश	11	22	15.4
2	जम्मू और कश्मीर	23	9.8	6.86
3	कर्नाटक	19	22.83	15.98
4	मध्य प्रदेश	29	29.28	20.5
5	राजस्थान	8	11.22	7.85
6	तेलंगाना	14	27	18.9
7	उत्तर प्रदेश	7	11.88	8.31
कुल		111	134.01	93.8

PRESERVATION AND PROMOTION OF CULTURAL HERITAGE**2579. SHRI JAGANNATH SARKAR:****SHRI SANJAY UTTAMRAO DESHMUKH:****SHRI KALIPADA SAREN KHERWAL:**

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

- (a) the details of current initiatives alongwith schemes undertaken to preserve and promote rich cultural and heritage, including arts, music, and literature of West Bengal and Maharashtra;
- (b) the details of the measures being implemented by the Government to support local artists, folk artists, cultural institutions, and traditional crafts programme and schemes of West Bengal and Maharashtra;
- (c) the number of artists benefited from the programmes and schemes till date in Maharashtra and West Bengal's especially in Jhargram, Purulia, Bankura and Paschim Medinipur Districts;
- (d) whether the Government proposes to formulate any special scheme to promote the famous artists and folk dances like Chhau, Jhumur, Danta, Rinjha etc. of Purulia and Jhargram district of West Bengal and Maharashtra on the national and international platforms, if so, the details thereof;
- (e) the progress of cultural festivals and events aimed at showcasing West Bengal's cultural diversity both nationally and internationally;
- (f) the support provided for integrating cultural education into the school curriculum to foster appreciation among the youth;

- (g) whether any financial assistance is being provided by the Government to promote the traditional fairs and festivals of Maharashtra; and
- (h) if so, names of fairs included under the scheme?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

- (a) The Ministry of Culture administers various schemes throughout the country including West Bengal and Maharashtra to preserve and promote rich cultural and heritage of India. The brief details of these schemes is given in the enclosed **Statement-I**.

Ministry of Culture recently declared 'Bengali' and 'Marathi' as classical languages.

In addition to this, Ministry through its following Autonomous Bodies encourages the preservation and promotion of culture as follows :

- (a) Sahitya Akademi (SA), an autonomous organization under Ministry of Culture, promote literature in the 24 languages recognized by it. Apart from literature of those languages, Akademi also promotes large and diverse tribal and oral traditions of the country. Some of these literary creations are adapted into other art forms as well and Sahitya Akademi promotes such initiatives through programme series like Loka and Avishkar.

Sahitya Akademi has published around 350 books in Marathi and around 450 books in Bengali in originals including anthologies and translations and many of these titles have been reprinted a number of times.

- (b) Lalit Kala Akademi (LKA) regularly organizes Art Camps /Workshops/Exhibitions/Art Festival etc. inviting artists from all across of the country including West Bengal and Maharashtra.
- (c) Sangeet Natak Akademi (SNA) has been functioning as the apex body in the field of performing arts in the country, preserving and promoting the vast intangible heritage of India's diverse culture expressed in forms of music, dance, drama and folk and tribal performing arts.
- (d) Centre for Cultural Resources and Training (CCRT) has been dedicated to linking education with culture since its inception in 1979. It has played a crucial role in integrating cultural heritage into pedagogy by organizing diverse training programs for in-service government and government-aided school teachers (from Primary to Senior Secondary levels), teacher educators (including DIET Lecturers), and administrators.
- (b) The Lalit Kala Akademi, an autonomous organization under Ministry of Culture maintains regional centers in Kolkata and Chennai. These centers provide art studios for artists working in various disciplines, serving West Bengal and Maharashtra, respectively.

Ministry of Culture has set up seven Zonal Cultural Centres (ZCCs) with headquarters at Patiala, Nagpur, Udaipur, Prayagraj, Kolkata (West Bengal), Dimapur and Thanjavur. Maharashtra is the member State of South Central Zone Cultural Centre (SCZCC), Nagpur and West Zone Cultural Centre (WZCC), Udaipur while West Bengal is a of EZCC. These ZCCs organize various cultural activities and programmes in their member States to promote folk and tribal Culture specially of the member states throughout the year on regular basis.

- (c) The number of artists / cultural institutions benefitted from various schemes and programmes of Ministry of Culture, during last three years, is given in the enclosed **Statement-II**.
- (d) The Government of India, through the Sangeet Natak Akademi (SNA) under the Ministry of Culture, is actively promoting and preserving India's performing arts. In 2018, the SNA established the 'Chhau Kendra' in Chandankiyari, Jharkhand, to specifically support Chhau dance. Additionally, the Akademi's "Kala Deeksha" (Guru Shishya Parampara) scheme funds numerous training programs. This includes 14 Chhau dance initiatives across Jharkhand, Odisha, and West Bengal, with two dedicated programs for Purulia Chhau in West Bengal.

The "Kala Deeksha" scheme supports a variety of traditional art forms. In Maharashtra, it funds training in Shahiri Powada under Guru Dr. Devenanda Mali, Chitrakathi under Guru Shri Ganapath Sakharam Masge and Jaltarang

under Guru Shri Milind Tulankar. In West Bengal, the scheme supports traditional music training in Shrikhol under Guru Shri Gopal Barman and Lepcha under Guru Shri Suksing Lepcha. These programs, all operating under the Guru Shishya Parampara, demonstrate the SNA's commitment to preserving and propagating diverse performing arts across India.

- (e) Ministry is dedicated to showcasing West Bengal's rich cultural diversity both nationally and internationally by providing financial assistance for cultural organizations, participation in national festivals like the Rashtriya Sanskriti Mahotsav, and international cultural exchanges facilitated through the Indian Council for Cultural Relations (ICCR). The UNESCO recognition of Durga Puja as an Intangible Cultural Heritage of Humanity underscores the global significance of West Bengal's traditions.

The Sahitya Akademi, an autonomous body under Ministry of Culture showcases Bengali literature and its translations through book fairs and exhibitions like Festival of Letters, Yuva Writers Meet which provides a platform for young artists and cultural practitioners. Simultaneously, the Sangeet Natak Akademi provides national platforms for West Bengal's performing artists, alongside those from other regions, ensuring their talent is recognized and celebrated across India

- (f) The Centre for Cultural Resources and Training (CCRT), an autonomous body under Ministry of Culture actively engages youth and educators through hands-on training in traditional arts, providing free cultural education kits, and

supporting scholarship and fellowship programs for in-depth study and documentation.

Further, the Sangeet Natak Akademi's "Kala Dharohar" initiative brings Indian performing arts directly to schools nationwide, featuring eminent artists and scholars to deepen students' understanding and appreciation of our diverse cultural traditions, thereby fostering a culturally aware and engaged future generation.

(g) and (h) Ministry does not release financial assistance state / UT wise.

However, this Ministry administers a scheme namely "Domestic Festivals and Fairs". The objective of this scheme is to provide assistance for holding the 'Rashtriya Sanskriti Mahotsavs' organized by Ministry of Culture. Rashtriya Sanskriti Mahotsavs (RSMs) are conducted through Zonal Cultural Centres (ZCCs) where a large number of artists from all over the country, including Maharashtra are engaged to showcase their talents. From November, 2015 onwards, fourteen (14) RSMs and four (04) Zonal Level RSMs have been organized by Ministry of Culture across the country. Further, Ministry has organized RSM at Mumbai, Maharashtra from 11th to 19th February, 2023 where folk artists of Maharashtra were also invited to perform during the program. In addition, a minimum number of 42 Regional Festivals are organized by these ZCCs every year for promotion of art and culture. During last three years, Rs. 38.67 Cr. has been released under this scheme.

STATEMENT-I

Brief details of Schemes

1. FINANCIAL ASSISTANCE FOR PROMOTION OF GURU-SHISHYA PARAMPARA (REPERTORY GRANT)

The objective of this scheme component is to provide financial support for all genres of performing arts activities like dramatic groups, theatre groups, music ensembles, children theatre etc. and imparting training of artists by their respective Guru on regular basis in line with Guru–Shishya Parampara. As per the scheme, support is provided to 1 Guru and maximum 18 Shishyas in the field of theatre and 1 Guru and maximum 10 Shishyas in the field of music and dance. The Amount of Assistance for Guru is Rs.15000/- p.m. and for Shishya, the same is Rs.2000-10000/-p.m. depending upon the age of artist.

2. FINANCIAL ASSISTANCE FOR PROMOTION OF ART AND CULTURE: This scheme has following sub-components :

i. Financial Assistance to Cultural organizations with National Presence

The objective of this scheme component is to promote and support cultural organisations with national presence involved in promotion of art and culture throughout the country. This grant is given to such organisations that have a properly constituted managing body, registered in India; having a pan-India character with national presence in its operation; adequate working strength; and have spent 1 crore or more during 3 of the last 5 years on cultural activities. The

quantum of grant under this scheme is Rs.1.00 crore which can be increased to Rs.5.00 crore in exceptional cases.

ii. **Cultural Function and Production Grant (CFPG)**

The objective of this scheme component is to provide financial support to NGOs/ Societies/ Trusts/ Universities etc. for Seminars, Conference, Research, Workshops, Festivals, Exhibitions, Symposia, Production of Dance, Drama-Theatre, Music etc. The quantum of grant under this scheme is Rs.5 Lakh for an organization which can be increased to Rs. 20.00 lakhs in exceptional cases.

iii. **Financial Assistance for the Preservation and Development of Cultural Heritage of the Himalayas**

The objective of this scheme component is to promote and preserve the cultural heritage of the Himalayas through research, training and dissemination through audio visual programmes. The financial support is provided to the organizations in the States falling under the Himalayan Region i.e. Jammu and Kashmir, Himachal Pradesh, Uttarakhand, Sikkim and Arunachal Pradesh. The quantum of grant is Rs.10.00 lakh per year for an organization which can be increased to Rs. 30.00 lakh in exceptional cases.

iv. **Financial Assistance for the Preservation and Development of Buddhist/Tibetan Organization**

Under this scheme component financial assistance is provided to the voluntary Buddhist/Tibetan organizations including Monasteries engaged in the propagation and scientific development of Buddhist/Tibetan Cultural and tradition and research in related fields. The quantum of funding under scheme component

is Rs. 30.00 lakhs per year for an organization which can be increased to 1.00 crore in exceptional cases

v. Financial Assistance for Building Grants including Studio Theatres

The objective of this scheme component is to provide financial support to NGO, Trust, Societies, Govt. Sponsored bodies, University, College etc. for creation of Cultural infrastructure (i.e. studio theatre, auditorium, rehearsal hall, classroom etc.) and provision of facilities like electrical, air conditioning, acoustics, light and sound systems etc. Under this scheme component, the maximum amount of grant is up to Rs.50 Lakh in metro cities and up to Rs.25 Lakh in non- metro cities.

vi. Financial Assistance for Allied Cultural Activities

The objective of this scheme component is to provide financial assistance to all eligible organizations for creation of assets for enhancing the audio-visual spectacle for allied cultural activities to give firsthand experience of live performances on regular basis and during festivals in open/closed areas/spaces. Maximum assistance under the scheme component, including applicable duties and taxes and also Operation and Maintenance (OandM) costing for five years, will be as under:- (i) Audio: Rs.1.00 crore; (ii) Audio+Video: Rs.1.50 crore.

vii. Domestic Festivals and Fairs

The objective of this scheme is to provide assistance for holding the 'Rashtriya Sanskriti Mahotsavs' organized by Ministry of Culture.

3. FINANCIAL ASSISTANCE FOR CONSTRUCTION OF TAGORE CULTURAL COMPLEXES (TCC)

The aim of the scheme component is to provide financial support to NGO, Trust, Societies, Govt. Sponsored bodies, State / UT Govt. University, Central/State Govt. agencies/bodies, Municipal Corporations, reputed not-for-profit organizations etc. for creation of new Large Cultural Spaces such as Auditorium with facilities and infrastructure for stage performances (dance, drama and music), exhibitions, seminars, literary activities, green rooms, etc. The Scheme component also provides support for restoration, renovation, extension, alteration, up-gradation, modernization of existing cultural facilities (Rabindra Bhawans, Rangshalas) etc. Under this scheme component, the financial assistance for any project will normally be up to a maximum of Rs. 15.00 crore. Central financial assistance would be 90% of the total approved project cost and remaining 10% of the total approved project cost will be borne by the recipient State Govt./NGO or concerned organization for NER Projects and except NER, there is 60:40 ratio for central assistant and state share (matching share).

4. SCHEME OF SCHOLARSHIP AND FELLOWSHIP FOR PROMOTION OF ART AND CULTURE: The scheme consists of following three components:

i. Scheme for the Award of Fellowship to Outstanding Persons in the field of Culture

Upto 400 fellowships (200 Junior and 200 Senior) are awarded in a batch year to outstanding persons in the age group of 25 to 40 years (Jr.) and above 40 years (Sr.) in different cultural fields @ of Rs. 10,000/- p.m. and 20,000/-p.m. for

the period of 2 years for cultural research. The Fellowship is released in four equal six-monthly installments.

ii. Scheme for Scholarships to Young Artistes in Different Cultural Fields

Upto 400 Scholarships are awarded in a batch year. Under this scheme financial assistance is given to young artistes of outstanding promise in the age group of 18-25 years for advanced training within India in the field of Indian Classical Music, Indian Classical Dance, Theatre, Mime, Visual art, Folk, Traditional and Indigenous Arts and Light Classical Music etc. @ Rs. 5,000/- p.m. for 2 years. The Scholarship is released in four equal six monthly instalments.

iii. Tagore National Fellowship for Cultural Research

The purpose of the Scheme Component is to invigorate and revitalize the various institutions under the Ministry of Culture (MoC) and other identified cultural institutions in the country, by encouraging scholars/ academicians to affiliate themselves with these institutions to work on projects of mutual interest. Upto 15 Fellowships (Rs.80,000/- p.m. + Contingency Allowance) and 25 Scholarships (Rs.50,000/- p.m. + Contingency Allowance) for a maximum period of 2 Years. The Fellowship is released in four equal six-monthly instalments.

5. FINANCIAL ASSISTANCE FOR VETERAN ARTISTS

The objective of this Scheme is to provide financial assistance maximum upto Rs.6,000/- p.m. to the old artistes and scholars aged 60 years above having annual income not exceeding Rs.72,000/- who have contributed significantly in their specialized fields of arts, letters etc. In the event of death of the beneficiary, the financial assistance is transferred to his/her spouse.

STATEMENT – II**A. Details of number of Cultural Institutions benefitted from the Schemes during last three years in Maharashtra and West Bengal.**

Scheme Name	State	2021-22	2022-23	2023-24	2024-25 (Till Date)
Cultural Function and Production Grant Scheme	Maharashtra	27	56	34	16
Building Grants including studio theatre	Maharashtra	2	-	2	2
	West Bengal	3	5	1	1
Financial Assistance to Cultural Organizations with National Presence	Maharashtra	-	-	1	-
	West Bengal	2	-	2	2
Financial Assistance for the Preservation and Development of Buddhist/Tibetan Organization	Maharashtra	3	11	14	3
	West Bengal	12	72	92	19
Financial Assistance for Promotion of Guru-Shishya Parampara (Repertory grant)	Maharashtra	33	41	97	30
	West Bengal	112	333	418	158

B. Details of number of Artists benefitted from the Schemes during last three years in Maharashtra and West Bengal.

Scheme Name	State	2021-22	2022-23	2023-24	2024-25 (Till Date)
	Maharashtra	75	84	85	45

Award of Senior/Junior Fellowship to Outstanding Person	West Bengal	81	87	100	70
Scholarships to Young Artistes in Different Cultural Fields	Maharashtra	132	40	127	80
	West Bengal	195	67	278	217
Artists pension Scheme	Maharashtra	448	740	1239	1249
	West Bengal	32	27	35	34

RECRUITMENT OF SCs/STs FACULTY IN IIM, CENTRAL COLLEGES AND UNIVERSITIES

2580. DR. ALOK KUMAR SUMAN:

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

- (a) whether a large number of regular posts created for SCs/STs for Assistant Professor, Associate Professor and Professor in the Indian Institutes of Management have not been filled;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) the details of the number of regular recruitments made for the SC/ST posts of Assistant Professor, Associate Professor and Professor in Central Colleges and Universities during the last ten years;
- (d) the details of the SCs/STs faculties working as Assistant Professor, Associate Professor and Professor on contract basis in these Institutions; and

(e) the details of the number of faculty members appointed from unreserved categories in lieu of post vacant for reserved posts in IIMs?

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): All IIMs adhere to the provisions of IIMs of The Central Educational Institutions (Reservation in Teacher's Cadre) Act, 2019 notified in July, 2019. IIMs follow the 'Flexi Cadre System for faculty recruitment' where assistant professor, associate professor and professor posts form a single pool and according to requirements/qualifications/experience faculty are recruited/appointed in any of the posts. Occurrence of vacancies and filling up posts is a continuous process. Vacancies arise due to retirement, resignation and creation of new posts for dealing with increasing number of students. The posts are filled after following due procedures like formulating reservation rosters, advertising the posts, time to be given to apply against these posts, short listing candidates, final selection and other related reasons. All IIMs have been given directions to fill-up faculty positions that are lying vacant by way of a special drive and in a Mission Mode manner. All IIMs have started the process of recruitment to fill up the vacant posts starting from September 2022 under Mission Recruitment.

(c): As per available information, nearly 3000 SCs and 2000 STs have been recruited for the SC/ST posts of Assistant Professor, Associate Professor and Professor in Central Universities in the last ten years.

(d): The IIMs have informed that there are no contractual appointments in the cadres of Assistant Professor/Associate Professor/Professor in IIMs. Some of the IIMs have informed that they have appointed Visiting Professor and Professors of Practice from the relevant industries and academia on contract basis.

As on 31.10.2024, total 91 SCs/STs faculties are working as Assistant Professor/Associate Professor/Professor on contract basis in Central Universities.

(e): The Central Educational Institutions (Reservation in Teacher's Cadre) Act, 2019 notified in July, 2019 has specified reservation of posts in direct recruitment out of the sanctioned strength in teachers' cadre in Central Educational Institutions (CEIs), which is also applicable for the IIMs.

FAILURE OF CO-OPERATIVE BANKS

2581. SHRI A. RAJA:

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

(a) whether the Government is considering to increase the limit of insurance of deposit account for public beyond the current Rs. 5 lakh, in view of the frequent collapse of Cooperative Banks;

(b) if so, the details thereof;

- (c) the number of cooperative banks which have failed in meeting the customers' obligations and RBI had to intervene due to mismanagement along with details of those banks;
- (d) whether any corrective measures have been taken by the RBI and the Government in this regard in view of the past experience; and
- (e) If not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) and (b): Total deposit insurance cover in terms of section 16(1) of the Deposit Insurance and Credit Guarantee Corporation (DICGC) Act is upto ₹5 Lakh per depositor for deposits held by the account holder in “the same capacity and the same right” of all the deposits such as savings, fixed, current, recurring etc. kept at all the branches of a bank taken together. As per section 16(1) of the DICGC Act, DICGC may, from time to time, having regard to its financial position and to the interest of the banking system of the country as a whole, raise, with the previous approval of the Central Government, the aforesaid deposit insurance limit. Consequently, deposit insurance coverage limit was raised from ₹1 Lakh to ₹5 Lakh with effect from 04.02.2020. DICGC considers its financial position and the interest of financial system of the country to make a suitable proposal to Government for enhancing the deposit insurance limit as per section 16(1) of the DICGC Act.

(c) to (e): Since 2020, licenses of 58 Urban Co-operative Banks (UCBs) have been cancelled. The Banking Regulation Act, 1949 has been amended to provide

additional powers to RBI for more effective regulation of Co-operative banks vide Banking Regulation (Amendment) Act, 2020. The major amendments pertain to areas such as management, audit, capital, reconstruction/ amalgamation, etc. The provisions of the Act have been brought into force for UCBs with effect from 26.06.2020.

Post these amendments, inter-alia, the governance/management related provisions of the BR Act, (such as Section 10,10A,10B,35B,36AB, etc.), have become applicable to co-operative banks.

NISHTHA Scheme

2582. SHRI KESINENI SIVANATH:

SHRI DAGGUMALLA PRASADA RAO:

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

- (a) the total number of elementary and secondary schools are working under National Initiative for School Heads and Teachers Holistic Advancement (NISHTHA) scheme in the country during the last five years, State-wise;
- (b) the details regarding the funds sanctioned and released under the scheme, State and district-wise for the State of Andhra Pradesh;
- (c) whether the Government has any details regarding the total number of teachers trained under the scheme; and
- (d) if so, the details thereof till date, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (d): The Department of School Education and Literacy has launched an integrated Teacher Training Programme called NISHTHA – National Initiative for School Heads’ and Teachers’ Holistic Advancement, on the DIKSHA platform, with the aim to build competencies among all teachers and school principals so as to improve learning outcomes and foster critical thinking in students.

The NISHTHA training programme consists of the following:-

NISHTHA 1.0 for Elementary level (Classes I-VIII)

NISHTHA 2.0 for Secondary level (Classes IX-XII)

NISHTHA 3.0 for NIPUN BHARAT (FLN)

NISHTHA 4.0 (ECCE)

The details regarding the total number of teachers trained under NISHTHA, State/UT-wise are given at <https://www.education.gov.in/parl ques>.

Based on the proposals received from States/UTs, the details of funds allocated for teacher training under Samagra Shiksha scheme for the Financial Year 2024-25 are given at <https://www.education.gov.in/parl ques>. As per the framework of implementation of the Samagra Shiksha scheme, funds are released to the respective State Government/Union Territory administration on a lump-sum basis and not to individual districts.

FINANCIAL LITERACY EDUCATION IN SCHOOLS

2583. SHRI MAGUNTA SREENIVASULU REDDY:

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

- (a) whether the Government has considered introducing financial literacy courses in schools across the country;
- (b) if so, the details regarding the proposed timeline for implementation of financial education in schools across the country, especially in Andhra Pradesh State;
- (c) the details regarding the total number of schools and teachers for whom the Government has conducted training programmes regarding financial literacy across the country, especially in Andhra Pradesh State and in Prakasam District;
- (d) the details regarding the total amount of funds allocated and utilised for financial education courses in schools for children across the country, State-wise and district-wise in Andhra Pradesh State and in Prakasam District; and
- (e) whether the Government proposes to make financial education mandatory in schools, if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

- (a) to (e) The National Education Policy (NEP), 2020 has recognized financial literacy as one of the important components for multiple-skill formation among learners. This makes financial education crucial for school curriculum to equip learners with 21st century skills. The components of financial literacy are taught in

an infused manner in schools, particularly in economics and business studied at different level of school education such as, money and banking, insurance, E-commerce, E-banking, etc. The components of financial literacy are taught in an integrated manner in schools which include the components of value of money, currency, banks, digital payments, online transactions, UPI etc., particularly in economics and business studies at different stages of school education in an age-appropriate manner for preparing school children to make informed financial decisions in all walks of life.

The Department of School Education and Literacy provides financial support for implementing the Centrally Sponsored scheme of Samagra Shiksha. Vocational Education is one of the components under Samagra Shiksha scheme.

Under Vocational Education component of 'Samagra Shiksha', vocational courses are offered to the students from class 9th to 12th in the schools covered under the scheme, which are aligned with the National Skills Qualifications Framework (NSQF). As of now, 138 Job Roles have been approved for introduction as Skill subjects to school students for Class IX to XII. Financial literacy is an important area covered by Vocational Education. Under the Banking, Financial Services, and Insurance (BFSI) sector, 4 Job Roles are approved by this Department under this component which are as follows:

- i. Microfinance Executive,
- ii. Business Correspondent/ Facilitator,
- iii. MIS Data Analyst - Financial Services,
- iv. Customer Service Associate – Financial Services

The Union Government provides funds to the State/UT Government under Samagra Shiksha scheme as per the Project Approval Board (PAB) approved Annual Work Plan and Budget (AWP and B) which is based on the proposal submitted by the respective State/UT Government for each financial year. Furthermore, the scheme is implemented in the schools by the concerned State/UT Governments through their School Education Departments and Boards of School Education.

Funds are released to States/UTs in lumpsum and not district wise. The States/UTs further release the funds to District, Block and Government Schools based on the approvals for implementation of the interventions provided under the Scheme.

The data pertaining to allocation and utilization of funds under Samagra Shiksha with respect to the State of Andhra Pradesh is given in the table below:

Rs. in crore

Year	Allocation	Utilization
2023-24	3872.86	2650.99
2024-25	3557.27	1366.85

USES OF PSYCHOTROPIC DRUGS

2584. DR. M. P. ABDUSSAMAD SAMADANI:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether the Government has data on the increasing use of psychotropic drugs like Methylenedioxymethamphetamine (MDMA) among adolescents in the country, if so, the details thereof and if not, the reasons thereto;

(b) the number of drug-related cases registered involving minors during the last five years, year-wise;

(c) whether the Government has taken measures to curb the easy availability of such drugs, particularly in schools, colleges and nightlife hotspots; and

(d) if so, the details thereof?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a) Central Bureau of Narcotics (CBN), a Law Enforcement Agency under the Department of Revenue, New Delhi and Custom Investigation, CBIC has no such data.

However, Department of Social Justice and Empowerment has conducted a Comprehensive National Survey on Extent and Pattern of Substance Use in India and report of the Survey was published in 2019 and as per the survey the details of drug abuse are as under:

Substance	Children and Adolescents (10-17 years)		Adults (18-75 years)	
	Prevalence (in %)	Estimated no. of users	Prevalence (in %)	Estimated no. of users
Alcohol	1.30	30,00,000	17.10	15,10,00,000
Cannabis	0.90	20,00,000	3.30	2,90,00,000
Opioids	1.80	40,00,000	2.10	1,90,00,000
Sedatives	0.58	20,00,000	1.21	1,10,00,000
Inhalants	1.17	30,00,000	0.58	60,00,000
Cocaine	0.06	2,00,000	0.11	10,00,000
ATS	0.18	4,00,000	0.18	20,00,000

Hallucinogens	0.07	2,00,000	0.13	20,00,000

(b) As per National Crime Records Bureau, specific information is not maintained by them. However, State/UT-wise Cases registered and Juveniles apprehended under the Narcotics Drugs and Psychotropic Substances Act during the years 2018 to 2022 is given in the enclosed **Statement**.

(c) and (d): The Government has taken significant measures to curb the easy availability of such drugs particularly in schools, colleges and nightlife hotspots.

Some of the measures are as under:

- I. Ministry of Home Affairs(MHA), GoI has established a **4-tier Narco-Coordination Centre (NCORD)** mechanism for ensuring better coordination between Central and State Drug Law Enforcement Agencies and other stake holders in the field of controlling drug trafficking and drug abuse in India.
- II. Narcotics Control Bureau (NCB) representatives are visiting Schools and colleges on regular basis for conducting drug Awareness programmes making the vulnerable classes of society aware against abuse of narcotic drugs and its ill effects.
- III. NCB organizes International Day against Drug Abuse and Illicit Trafficking on 26th June every year in all field units of NCB to spread awareness among the general public about the ill effects of drug abuse and drug trafficking.
- IV. A National Narcotics Helpline “**Madak-Padarth Nished Asoochna Kendra**” (**MANAS**) was created as a 24x7, toll-free National Narcotics Call Centre. Accordingly MANAS has been envisioned as an integrated system providing

a single platform for citizens to log, register, track and resolve drug related issues/problems through various mode of communications like call, SMS, Chat-bot, e-mail and web-link.

- V. NCB took significant steps to combat drug abuse and substance misuse among children, particularly in the vicinity of schools and educational institutions in collaboration with the National Commission for Protection of Child Rights (NCPCR) and other key stakeholders and formulated the “Joint Action Plan (JAP)”. The plan adopts a multi-faceted approach, involving coordinated action from multiple stakeholders, including State Authorities, Law Enforcement Agencies, educators, parents, and civil society organizations.
- VI. To tackle the issue of substance use, **Department of Social Justice and Empowerment** is implementing National Action Plan for Drug Demand Reduction (NAPDDR), a centrally sponsored scheme under which financial assistance is provided to:
- a. State Governments/ Union Territory (UT) Administrations for Preventive Education and Awareness Generation, Capacity Building, Programmes for drug Demand Reduction by States/UTs etc.
 - b. 'NGOs/VOs for running and maintenance of Integrated Rehabilitation Centres for Addicts (IRCAs), Community based peer Led intervention (CPLI) for early Drug Use Prevention among

Adolescents, Outreach and Drop In Centres (ODIC) and District De-Addiction Centres (DDACs)'; and

c. Government Hospitals for Addiction Treatment Facilities (ATFs).

VII. A Toll-free Helpline for de-addiction, '14446' is being maintained by the Department of Social Justice and Empowerment for providing primary counselling and immediate referral services to the persons seeking help through this helpline.

VIII. Nasha Mukta Bharat Abhiyaan (NMBA) was launched on 15th August 2020 by Department of Social Justice and Empowerment in 272 identified most vulnerable districts and now it has been extended to all districts of the country. Nasha Mukta Bharat Abhiyaan intends to reach out to the masses and spread awareness about substance use with focus on higher educational Institutions, university campuses and schools.

IX. Till now, through the various activities undertaken on-ground, 14.79+ crore people have been sensitized on substance use including 4.96+ Crore Youth and 2.97+ Crore Women. Participation of 4.16+ Lakh educational institutions has ensured that the message of the Abhiyaan reaches children and youth of the country.

Further, the Narcotic Drug and Psychotropic Substances Act, 1985, as amended from time to time, contains stringent provisions to deal with illicit trafficking of narcotic Drugs, psychotropic substances and controlled substances, as defined under Section 2(viib). Further, Chapter IV of the NDPS Act, 1985 provides detailed provisions for offences committed in contravention of the relevant provisions of the Act and penalties thereto. Department of Revenue, aids and

assists in awareness programmes on Drug abuse, de-addiction and rehabilitation etc. by granting funds under National Fund for Control of Drug Abuse (NFCDA) to eligible applicants as per procedure prescribed in NFCDA Rules, 2006 and guidelines thereunder.

STATEMENT

State/UT-wise Cases Registered (CR) and Juveniles Apprehended (JA) under The Narcotic Drugs and Psychotropic Substances Act during 2018-2020																			
S L	State/UT	2018						2019						2020					
		The Narcotic Drugs and Psychotropic Substances Act (Total) (A+B)		Possession of drugs for Personal use/Consumption (A)		Possession of drugs for Trafficking (B)		The Narcotic Drugs and Psychotropic Substances Act (Total) (A+B)		Possession of drugs for Personal use/Consumption (A)		Possession of drugs for Trafficking (B)		The Narcotic Drugs and Psychotropic Substances Act (Total) (A+B)		Possession of drugs for Personal use/Consumption (A)		Possession of drugs for Trafficking (B)	
		CR	JA	C R	JA	CR	JA	CR	JA	C R	JA	C R	JA	CR	JA	CR	JA	CR	JA
1	Andhra Pradesh	12	17	0	0	12	17	3	4	1	2	2	2	28	27	17	17	11	10
2	Arunachal Pradesh	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
3	Assam	1	1	1	1	0	0	2	2	1	1	1	1	3	3	2	2	1	1
4	Bihar	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
5	Chhattisgarh	4	4	0	0	4	4	1	1	0	0	1	1	10	11	0	0	10	11
6	Goa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Gujarat	2	4	0	0	2	4	2	3	0	0	2	3	1	1	0	0	1	1
8	Haryana	7	10	4	5	3	5	8	8	4	4	4	4	28	28	6	6	22	22
9	Himachal Pradesh	10	11	3	3	7	8	15	16	5	5	1 0	11	12	12	4	4	8	8
10	Jharkhand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Karnataka	8	10	4	5	4	5	6	8	5	7	1	1	7	8	3	4	4	4
12	Kerala	12	12	7	7	5	5	4	5	4	5	0	0	6	7	5	5	1	2
13	Madhya Pradesh	19	21	11	11	8	10	34	35	2 5	25	9	10	16	16	2	2	14	14

14	Maharashtra	18	20	11	13	7	7	18	27	14	23	4	4	8	8	3	3	5	5
15	Manipur	0	0	0	0	0	0	2	2	0	0	2	2	3	3	1	1	2	2
16	Meghalaya	2	3	0	0	2	3	3	3	3	3	0	0	1	1	1	1	0	0
17	Mizoram	0	0	0	0	0	0	2	2	0	0	2	2	0	0	0	0	0	0
18	Nagaland	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	Odisha	3	3	3	3	0	0	1	1	0	0	1	1	0	0	0	0	0	0
20	Punjab	23	24	7	7	16	17	18	18	4	4	14	14	15	16	8	9	7	7
21	Rajasthan	11	13	3	4	8	9	17	22	10	10	7	12	22	24	11	13	11	11
22	Sikkim	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	Tamil Nadu	21	28	12	18	9	10	33	40	18	21	15	19	44	45	21	21	23	24
24	Telangana	5	9	1	1	4	8	11	12	6	6	5	6	13	15	5	5	8	10
25	Tripura	2	2	0	0	2	2	4	4	1	1	3	3	1	1	0	0	1	1
26	Uttar Pradesh	4	4	0	0	4	4	8	8	4	4	4	4	12	12	10	10	2	2
27	Uttarakhand	3	3	1	1	2	2	3	3	3	3	0	0	2	3	1	2	1	1
28	West Bengal	12	12	1	1	11	11	13	15	0	0	13	15	24	23	2	1	22	22
	TOTAL STATE(S)	180	212	69	80	111	132	208	240	108	124	100	116	256	264	102	106	154	158
29	AandN Islands	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0
30	Chandigarh	2	2	0	0	2	2	2	2	0	0	2	2	0	0	0	0	0	0
31	DandN Haveli and Daman and Diu+	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	Delhi	3	3	2	2	1	1	2	3	1	1	1	2	1	1	1	1	0	0
33	Jammu and Kashmir*	10	12	5	7	5	5	6	6	0	0	6	6	5	5	2	2	3	3
34	Ladakh	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0
35	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	Puducherry	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	0	0
	TOTAL UT(S)	16	18	8	10	8	8	11	12	2	2	9	10	8	8	5	5	3	3

	TOTAL (ALL INDIA)	196	230	77	90	119	140	219	252	110	126	109	126	264	272	107	111	157	161

Source: Crime in India

Note : '+' Combined data of erstwhile DandN Haveli UT and Daman and Diu UT for 2018, 2019

** Data of erstwhile Jammu and Kashmir State including Ladakh for 2018, 2019

State/UT-wise Cases Registered (CR) and Juveniles Apprehended (JA) under The Narcotic Drugs and Psychotropic Substances Act during 2021-2022

SL	State/UT	2021						2022					
		The Narcotic Drugs and Psychotropic Substances Act (Total) (A+B)		Possession of drugs for Personal use/Consumption (A)		Possession of drugs for Trafficking (B)		The Narcotic Drugs and Psychotropic Substances Act (Total) (A+B)		Possession of drugs for Personal use/Consumption (A)		Possession of drugs for Trafficking (B)	
		CR	JA	CR	JA	CR	JA	CR	JA	CR	JA	CR	JA
1	Andhra Pradesh	42	51	12	17	30	34	45	64	9	17	36	47
2	Arunachal Pradesh	5	19	5	19	0	0	2	4	1	2	1	2
3	Assam	7	7	1	1	6	6	17	17	8	8	9	9
4	Bihar	1	1	0	0	1	1	1	22	1	22	0	0
5	Chhattisgarh	8	8	1	1	7	7	27	31	0	0	27	31
6	Goa	0	0	0	0	0	0	0	0	0	0	0	0
7	Gujarat	2	2	1	1	1	1	3	3	1	1	2	2
8	Haryana	12	13	6	7	6	6	13	14	12	12	1	2
9	Himachal Pradesh	18	19	7	7	11	12	11	12	4	4	7	8
10	Jharkhand	1	1	1	1	0	0	0	0	0	0	0	0
11	Karnataka	9	10	6	7	3	3	9	10	8	9	1	1
12	Kerala	4	4	2	2	2	2	5	5	3	3	2	2

13	Madhya Pradesh	59	61	0	0	59	61	11	12	1	1	10	11
14	Maharashtra	16	16	11	11	5	5	15	16	12	12	3	4
15	Manipur	2	2	2	2	0	0	0	0	0	0	0	0
16	Meghalaya	0	0	0	0	0	0	1	1	1	1	0	0
17	Mizoram	0	0	0	0	0	0	2	2	2	2	0	0
18	Nagaland	2	2	0	0	2	2	0	0	0	0	0	0
19	Odisha	5	5	0	0	5	5	0	0	0	0	0	0
20	Punjab	24	25	16	17	8	8	37	37	18	18	19	19
21	Rajasthan	36	38	15	16	21	22	34	36	19	20	15	16
22	Sikkim	1	1	0	0	1	1	1	1	0	0	1	1
23	Tamil Nadu	44	48	26	26	18	22	81	101	53	68	28	33
24	Telangana	29	34	12	14	17	20	18	18	9	9	9	9
25	Tripura	1	1	0	0	1	1	5	7	0	0	5	7
26	Uttar Pradesh	7	7	7	7	0	0	2	2	1	1	1	1
27	Uttarakhand	2	2	2	2	0	0	2	2	1	1	1	1
28	West Bengal	18	20	2	2	16	18	13	13	0	0	13	13
	TOTAL STATE(S)	355	397	135	160	220	237	355	430	164	211	191	219
29	AandN Islands	0	0	0	0	0	0	0	0	0	0	0	0
30	Chandigarh	0	0	0	0	0	0	1	1	0	0	1	1
31	DandN Haveli and Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0
32	Delhi	3	3	2	2	1	1	9	10	3	3	6	7
33	Jammu and Kashmir	9	9	3	3	6	6	13	14	4	5	9	9
34	Ladakh	0	0	0	0	0	0	0	0	0	0	0	0
35	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0
36	Puducherry	2	2	2	2	0	0	9	9	8	8	1	1

	TOTAL UT(S)	14	14	7	7	7	7	32	34	15	16	17	18
	TOTAL (ALL INDIA)	369	411	142	167	227	244	387	464	179	227	208	237

Source: Crime in India

CULTURAL FESTIVALS UNDER NATIONAL CULTURAL EXCHANGE PROGRAMME

2585. SHRI BAIJAYANT PANDA:

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

- (a) the total number of cultural festivals organized under the National Cultural Exchange Programme in 2023-24;
- (b) the details of regions where these festivals were held;
- (c) the total funds allocated and utilized for the cultural festivals during the FY 2024-25; and
- (d) the number of artists and performers who participated in these festivals with a specific focus on folk and tribal artists, particularly from Odisha?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

- (a) 562 cultural festivals have been organized by all the Zonal Cultural Centres (autonomous organizations under Ministry of Culture) under the National Cultural Exchange Programme in 2023-24.

(b) Under National Cultural Exchange Programme, artists from other Zones/ States are invited to participate in various cultural activities/ programmes/ festivals organized by all the ZCCs in their member States covering all the regions of the country. During these festivals, audience get chance to enjoy and understand art forms of other regions. These festivals provide opportunity to taste and understand various cultures of our country.

(c) During the year 2024-25, Rs. 9843.47 lakh have been allocated/ released (till date) to all the ZCCs for organizing various cultural festivals in the country.

(d) 55,519 artists/ performers have participated in the various cultural activities/ programmes/ festivals organized by all the ZCCs in their member States out of which 2323 artists/ performers were from Odisha.

National Coastal Scheme

2586. SHRIMATI DAGGUBATI PURANDESWARI:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) the details of the projects initiated and the current status of implementation of the National Coastal Scheme (NCS) since its inception, State-wise;
- (b) the contribution of NCS in supporting coastal communities and developing sustainable livelihoods, such as eco-tourism, fisheries and aquaculture;
- (c) the mechanism put in place to monitor the progress and outcomes of projects under the said scheme;

- (d) the steps taken by the Government to ensure the active participation of coastal communities in the planning and implementation of projects under the scheme in the country particularly in the State of Andhra Pradesh; and
- (e) whether any new initiatives are being considered to enhance the Scheme's impact on biodiversity conservation and livelihood generation, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a) to (c): National Coastal Mission Scheme (NCM) is a central sector scheme with a budgetary outlay of Rs. 87 Crores for a period of 5 years from 2021-22 to 2025-26, under the National Coastal Management Program of the Ministry of Environment, Forest and Climate Change (MoEFCC). The envisaged outcome of the scheme is to conserve, protect and manage coastal Bio-diversity, safeguarding coastal communities by reducing climate induced risk and vulnerabilities through a combination of adaptation and mitigation measures. The scheme includes the following major components:

- Conservation and Management of Mangroves and Coral Reefs
- Research and Development on Marine and Coastal ecosystem
- Sustainable Development of Beaches for environmentally sound infrastructure and management practices

- Environmental education and awareness measures including beach cleaning drives

State-wise details of expenditures and achievements of the scheme in the Financial Year (FY) from 2021-22 to 2024-25 (till 28.02.2025) is attached as enclosed **Statement-I**.

Monitoring of the progress and outcomes of projects under the scheme includes visit to the project sites for assessment of physical progress by a team comprising of officials from MoEFCC and National Centre for Sustainable Coastal Management, Chennai (NCSCM). The financial progress are monitored by Internal Audit Wing of the MoEFC. There is provision for third party assessment of the outcomes of the project.

(d) and (e) Beach Cleaning events are organised by the Ministry under NCM Scheme in association with the of State Governments with an objective to create awareness on coastal and marine pollution. Local communities take active participation in such events along with students from Schools, Colleges, National Service Scheme, National Cadet Corps, officials from Coast guards and local administration, State and Central departments/organisations, Local Non-Government Organizations, Communities Social Organisations, Beach users etc. Awareness and sensitization programmes in schools and colleges through painting, slogan and “*nukkad natak*” is also organised. These events have been also organised in the identified beaches of State of Andhra Pradesh viz. NTR

Beach- Kakinada and Ramakrishna Beach, Visakhapatnam. Bio-diversity conservation and livelihood generation are integral component of NCM.

STATEMENT

Details on status of projects under National Coastal Mission Scheme for the period FY 2021-22 to 2024-25 (up to 28.02.2025) are given below:

(Rs. In lakhs)

Sl. No	Scheme Component	State	Projects undertaken	Expenditure	Progress Status
1.	Management Action Plan- Mangroves and Coral Reefs	Odisha	Conservation and management of Mangroves at Bhitarkanika, Mahanadi, Devi Kadua	211.30	Completed
		Tamil Nadu	Conservation and management of Mangroves at Pitchavaram, Ramnad, Muthupet, and for Coral Reefs at Gulf of Munnar)	74.82	
		Karnataka	Conservation and management of Mangroves at Karwar, Honnavar, Kundapur, Mangalore	109.01	
		Kerala	Conservation and management of Mangroves at Vembanad and Kannur	19.60	
		West Bengal	Conservation and management of Mangroves in Sunderbans	88.51	

Sl. No.	Scheme Component	State	Projects undertaken	Expenditure	Progress Status
		Goa	Conservation and management of Mangroves at one site at Mandovi	98.13	
		Gujarat	Conservation and management of Mangroves in Gulf of Khambat, Gulf of Kachch, Dumas-Ubhrt and one site for Coral Reefs in Gulf of Kutch	257.37	
2.	Research and Development on Marine and Coastal ecosystem	Research Studies are undertaken across Coastal States and UTs as per the requirement of the objective	Zonation Atlas of Mangroves in India	62.5	Completed
			Framework for National Coastal and Marine Spatial Plan prepared for unlocking Blue Economy potential		Completed
			MISHTI (Mangrove Initiatives for Shoreline Habitats and Tangible Incomes) program through convergence for development of Mangroves in more than 540 Sq.km along the coastline of India prepared		Completed
		3 research projects awarded including one for Pulicat	Restoration of Pulicat Lagoon, Monitoring Lagoon Ecosystem and Lagoon Management Plan Assessment of coastal erosion and recommendation	67.50 90.00	Ongoing Ongoing

Sl. No.	Scheme Component	State	Projects undertaken	Expenditure	Progress Status
		lake in Andhra Pradesh	for sustainable interventions- green coastal infrastructure Health assessment criteria (Heath Card) for Coral and Coral Reefs prepared and studies for Kadmat and Minicoy islands of Lakshadweep	67.50	Ongoing

Sl. No.		State	Achievements	Expenditure	Progress Status
3.	Sustainable Development of Beaches under beach	Odisha	Environmental Sound infrastructure and management practice at Sonapur beach, District Ganjam	822.25	Project completed
	Environment and Aesthetics Management Service	Karnataka	Environmental Sound infrastructure and management practice at Tannirbhavi beach, District Dakshin Karnataka	823.73	Project completed

Sl. No.		State	Achievements	Expenditure	Progress Status
4.	Environmental Education and Beach Cleaning Drive	Gujarat	More than 84 Beach cleaning events with active participation of local communities were organised during FY 2021-22 to 2024-25.	8.35	Ongoing activities
		Maharashtra		4.06	
		Karnataka		3.95	
		Kerala		2.71	
		Tamil Nadu		8.75	
		Andhra Pradesh		7.10	
		Odisha		2.25	
		West Bengal		4.50	
		Lakshadweep		8.31	
		Goa		5.2	
		Puducherry		9.6	
5.	Capacity Building	National Conference on Coastal Zone Management, Ahmedabad, Gujarat		10.00	Completed
		International Conference on Sustainable Nitrogen Management at Delhi		18.00	Completed

LABOUR WELFARE SCHEMES IN DHUBRI

2587. MD. RAKIBUL HUSSAIN:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) whether specific labour welfare schemes are being implemented in the Dhubri Lok Sabha constituency of Assam to ensure workers' well-being, particularly in sectors like agriculture, tea gardens, and construction, if so, the details thereof;

- (b) whether the Government is ensuring the effective enforcement of labour laws in Dhubri, particularly concerning workers' rights, fair wages, safety, and social security benefits, if so, the details thereof along with the steps taken by the Government to address any violations;
- (c) the details of measures being taken by the Government to support migrant workers and vulnerable groups in Dhubri, particularly regarding healthcare, housing, legal assistance; and
- (d) whether migrant workers and vulnerable groups in Dhubri are being registered for social security benefits and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d): The Government implements various welfare schemes for unorganised workers, including those engaged in agriculture, tea gardens, and construction across India, including Dhubri district of Assam. Key schemes include Ayushman Bharat-Pradhan Mantri Jan Arogya Yojana (AB-PMJAY) for healthcare, Pradhan Mantri Jeevan Jyoti Bima Yojana (PMJJBY) and Pradhan Mantri Suraksha Bima Yojana (PMSBY) for life and accident insurance, and Pradhan Mantri Shram Yogi Maan-Dhan (PMSYM) for pension benefits. Additionally, workers benefit from the One-Nation-One-Ration-Card Scheme for food security, Pradhan Mantri Awas Yojana (PMAY) for housing, and skill development initiatives such as Deen Dayal Upadhyay Gramin Kaushal Yojana and Pradhan Mantri Kaushal Vikas Yojana. Mahatma Gandhi NREGS is a employment Scheme.

In addition, plantation workers are also covered under Provident Fund and Miscellaneous Provisions Act, 1952 implemented by the Employees Provident Fund Organisation (EPFO). Tea Plantation workers in Assam are covered under the Assam Tea Plantation Provident Fund Scheme, 1955. The Plantations Labour Act has been subsumed in the Occupational, Safety, Health and Working Conditions Code, 2020.

The working conditions of the tea plantation workers are governed by Plantations Labour Act, 1951. The Act requires the employers to provide the workers with Housing, Medical facilities, Sickness and Maternity Benefits and other forms of social security majors. There are provisions for educational facilities for Children, Drinking Water, Conservancy, Canteens, Creches and recreational facilities for the benefit of the workers and their families in and around the work places.

The Government has enacted the Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996 [BOCW (REandCS) Act, 1996] to regulate the employment and conditions of service of building and other construction workers. The Act provides for their safety, health and welfare measures and for other matters connected therewith or incidental thereto.

The Inter-State Migrant Workmen (Regulation of Employment and Conditions of Services) Act, 1979 has been enacted to protect the interest of

migrants workers. The Act provides for registration of certain establishments employing Inter-State Migrant workers, licensing of Contractors etc. Workers employed in such establishments are to be provided payment of Minimum wages, Journey allowances, Displacement allowances, residential accommodation, medical facilities and protective clothing etc. This Act has been subsumed in the Occupational, Safety, Health and Working Conditions Code, 2020.

Labour being a subject under the Concurrent List of the Constitution of India, where both the Central and State Governments are competent to enact legislation and enforce Labour Laws as per their respective jurisdictions.

Ministry of Labour and Employment launched eShram portal on 26th August, 2021 for creation of a comprehensive National Database of Unorganised Workers (NDUW), including migrant workers, seeded with Aadhaar. Registration on eShram on self-declaration basis. As on 10.03.2025, over 30.70 Crore unorganized workers including migrant workers, are registered on eShram portal.

As per Budget Announcement, the eShram– “One-Stop-Solution” was launched on 21st October 2024. eShram – “One-Stop-Solution” entails integration/mapping of different Social Security/ Welfare schemes at single portal i.e., eShram. This enables unorganised workers, including migrant workers registered on eShram, to access 13 social security schemes and see benefits availed by them so far, through eShram;- including PMSBY, PMJJBY, Ayushman Bharat - Pradhan Mantri Jan Arogya Yojana (AB- PMJAY), Prime Minister Street

Vendors Atma Nirbhar Nidhi (PM-SVANidhi), PMAY (Urban and Rural), NSAP – National Family Benefit Scheme (NFBS), Mahatma Gandhi National Rural Employment Guarantee Programme (MGNREGA), Pradhan Mantri Matsya Sampada Yojana (PMMSY) and Pradhan Mantri Kisan Samman Nidhi Scheme (PM Kisan).

INVESTMENT DESTINATION

2588. SHRI PRABHAKAR REDDY VEMIREDDY:

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

- (a) whether it is true that the country has become the 5th most attractive investment destination in the world as per PwC;
- (b) if so, the details thereof;
- (c) the manner in which the Government is planning to consolidate this position looking at earlier slippages from 4th in 2020 to 5th in 2022 and 9th in 2023;
- (d) the details of policy interventions and administrative measures to take this rank further; and
- (e) the extent to which the additional capital expenditure and domestic demand is helpful in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (d): Yes Sir, as per PwC 27th Annual Global CEO Survey, India has become the 5th most attractive investment destination in the world. However, private institutions, rating agencies and other global bodies publish their own in-house research on Indian Economy from time to time, which are based on specific assumptions, often differing from one another and do not represent the view of the Government of India. Government has taken various steps to boost domestic and foreign investment in India. Make in India, Start-up India, PM GatiShakti, National Industrial Corridor Programme, Production Linked Incentive (PLI) Scheme, promoting Ease of Doing Business (EoDB) and reducing compliance burden, National Single Window System (NSWS), India Industrial Land Bank, Project Monitoring Group (PMG), liberalization of FDI policy are some of the major initiatives undertaken by Government to boost industrial activity and thus investments into the country. Government has put in place an investor-friendly policy, wherein most sectors except certain strategically important sectors, are open for 100% FDI under the automatic route. More than 90% of the FDI inflow is received under the automatic route. India continues to open up its economy to global investors by raising FDI limits, removing regulatory barriers, developing infrastructure and improving business environment. For instance, the Union Budget 2025 announced for the further increase of FDI sectoral cap for the insurance sector from 74% to 100%. The Government always strives to attract more FDI by removing regulatory barriers, streamlining processes, developing infrastructure,

bettering logistics and improving the business environment by enhancing the Ease of Doing Business (EoDB).

(e) Capital expenditure and strong domestic demand significantly enhance investment attractiveness of a country. Among others, infrastructure spending reduces business costs and improves productivity, which helps in attracting more investments. In this regard as per Budget 2025 the total capital expenditure is estimated at INR 10.18 lakh crore in RE 2024-25 as against INR 9.49 lakh crore in actuals of FY 2023-24. Further multiple initiatives have been taken to boost domestic demand including taxation measures, thereby boosting domestic consumption, savings and investments.

सांस्कृतिक संपत्ति समझौते के माध्यम से वापस लाई गई कलाकृतियां

2589. श्रीमती रूपकुमारी चौधरी :

श्री पी. पी. चौधरी :

श्रीमती अपराजिता सारंगी :

डॉ. के. सुधाकर :

डॉ. हेमंत विष्णु सवरा :

क्या संस्कृति मंत्री यह बताने की कृपा करेंगे कि:

(क) गत दशक के दौरान लूटी गई अथवा चोरी की गई कितनी कलाकृतियों को विभिन्न देशों से वापस लाया गया है;

- (ख) क्या सरकार द्वारा अन्य देशों, निजी संग्रहकर्ताओं और अन्य व्यक्तियों से और अधिक भारतीय कलाकृतियों को वापस लाने के लिए किन्हीं समझौतों की योजना बनाई जा रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) भारत और अमरीका के बीच पुरावशेषों के अवैध व्यापार को रोकने के लिए हुए सांस्कृतिक संपत्ति समझौते के अंतर्गत लूटी गई अथवा चोरी की गई कितनी कलाकृतियों को वापस लाए जाने की संभावना है;
- (घ) उन्हें वापस लाने की समय-सीमा का ब्यौरा क्या है;
- (ङ) क्या सरकार की चुराए गए पुरावशेषों को पुनः प्राप्त करने के अपने प्रयासों को और सुदृढ़ करने के लिए अंतर्राष्ट्रीय संगठनों अथवा अन्य राष्ट्रों के साथ सहयोग करने की योजना है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (च) क्या इस समझौते में विरासत संरक्षण, संग्रहालय संबंधी आदान-प्रदान अथवा सांस्कृतिक संरक्षण में तकनीकी प्रशिक्षण के संबंध में द्विपक्षीय सहयोग बढ़ाने का प्रावधान शामिल है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (छ) छत्तीसगढ़ के किन-किन प्रमुख सांस्कृतिक अथवा धार्मिक स्थलों से अब तक कलाकृतियों की चोरी हो चुकी है;
- (ज) क्या इन कलाकृतियों को पुनः प्राप्त करने के प्रयास किए गए हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (झ) क्या छत्तीसगढ़ राज्य सरकार ने सांस्कृतिक धरोहर की सुरक्षा करने और चोरी की घटनाओं को रोकने के लिए कोई विशिष्ट कदम उठाए हैं और यदि हां, तो इस संबंध में उठाए गए कदमों का ब्यौरा क्या है; और
- (ञ) क्या सरकार पूजा हेतु और अधिक पुरातात्विक और धार्मिक स्थलों को खोलने पर विचार कर रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क): पिछले दशक के दौरान, विभिन्न देशों से कुल 642 पुरावशेष प्राप्त किए गए हैं।

(ख) से (घ): ऐसा कोई समझौता विचाराधीन नहीं है तथापि, भारतीय पुरावशेषों की तस्करी को रोकने के लिए संयुक्त राज्य अमेरिका के साथ एक सांस्कृतिक संपत्ति समझौता (सीपीए) पर हस्ताक्षर किए गए हैं। जैसे कि इस समझौता के निवारक प्रकृति के होने के कारण ऐसी कोई संख्या लक्षित नहीं की गई है।

(ड.): भारत, आवश्यकता के अनुसार यूनेस्को और इंटरपोल सहित विभिन्न अंतरराष्ट्रीय संगठनों के साथ सहयोग करता है।

(च): सांस्कृतिक संपत्ति समझौते में तकनीकी सहायता, अवैध व्यापार और सांस्कृतिक संपत्ति की लूट के मामलों में सहयोग और आपसी समझ को बढ़ावा देने का प्रावधान है।

(छ): छत्तीसगढ़ से कुल 27 पुरावशेष चोरी हुए हैं जिनका विस्तृत ब्यौरा संलग्न **विवरण** में दिया गया है।

(ज) और (झ) : भारतीय पुरातत्व सर्वेक्षण अपने क्षेत्राधिकार के अंतर्गत आने वाले स्मारकों, स्थलों और पुरावशेषों की सुरक्षा के लिए प्रतिबद्ध है। भारतीय पुरातत्व सर्वेक्षण की नियमित निगरानी और पहरा कर्मचारियों के अलावा, आवश्यकता के अनुसार निजी सुरक्षा गार्ड और केंद्रीय औद्योगिक सुरक्षा बल भी तैनात किए गए हैं। जब भी किसी पुरावशेष की चोरी की रिपोर्ट मिलती है तो संबंधित थाने में एफआईआर दर्ज की जाती है और चोरी किये गए पुरावशेष को प्राप्त करने और इसके अवैध निर्यात को रोकने के लिए कानून प्रवर्तन एजेंसियों सहित सीमा निकासी चैनलों को 'लुक आउट नोटिस' जारी किया जाता है।

(ञ): ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

विवरण

भारतीय पुरातत्व सर्वेक्षण, रायपुर मंडल के क्षेत्राधिकार के अंतर्गत केंद्रीय संरक्षित स्मारकों से चोरी किए गए पुरावशेषों का ब्यौरा

क्र.सं.	ब्यौरा	चोरी की तारीख	मामले का ब्यौरा/एफआईआर	टिप्पणी
1.	लक्ष्मण मंदिर, सिरपुर, जिला- महासमुंद से बैठे हुए नाग देवता की एक प्रतिमा जिसे स्थानीय लोगों द्वारा लक्ष्मण मूर्ति के नाम से जाना जाता है	13/10/2005	एफआईआर दर्ज किया गया एफआईआर सं. 249/05. दिनांक- 14/10/2005	चोरी की गई मूर्ति को छत्तीसगढ़ पुलिस ने एक सप्ताह के भीतर बरामद किया और भारतीय पुरातत्व सर्वेक्षण को सौंप दिया
2.	सिरपुर, जिला- महासमुंद के पद्मपाणि मठ के उत्खनन स्थल से बैठी हुई हारिती की पत्थर की मूर्ति	22-23/6/2005	एफआईआर दर्ज किया गया एफआईआर सं.155/05 दिनांक- 23/6/2005	चोरी की गई मूर्ति को छत्तीसगढ़ पुलिस ने एक सप्ताह के भीतर बरामद किया और भारतीय पुरातत्व सर्वेक्षण को सौंप दिया
3.	नृत्य मुद्रा में एक शिव (नटराज) और एक बैठे हुए ब्रह्मा, महादेव मंदिर, पाली, जिला- कोरबा	31/08/2012 और 01/09/2012 इंनेर्विंग नाईट	एफआईआर दर्ज किया गया एफआईआर सं.188/12 दिनांक.01/09/2012	बरामद नहीं किया जा सका
4.	तिवर्देव मठ, सिरपुर, जिला-महासमुंद से खुदाई की गई व्यापारी की मूर्ति	17/03/2013	एफआईआर दर्ज किया गया एफआईआर सं.336 दिनांक- 18/03/2013	बरामद नहीं किया जा सका
5.	एक भैरव की मूर्ति, भैरव बाबा मंदिर, दांतेवाड़ा और एक	06/07/2016	एफआईआर दर्ज किया गया	बरामद नहीं किया जा सका

	भैरव की मूर्ति, खंडहर मंदिर, जियापारा, दांतेवाड़ा, जिला- दांतेवाड़ा	और 07/07/2016 इंनेर्विंग नाईट	एफआईआर सं. 63/16 दिनांक- 07/07/2016	

पुरातत्व, अभिलेखागार और संग्रहालय विभाग, रायपुर, छत्तीसगढ़ के द्वारा प्रदान की गई सूचना के अनुसार चोरी किये गए पुरावशेषों का ब्यौरा

क्र. सं.	ब्यौरा	चोरी की तारीख	मामले का ब्यौरा /एफआईआर	टिप्पणी
1.	वैष्णवी, अर्धनारीश्वर और चार भुजाओं वाले शिव की मूर्तियाँ, दीपाडीह (शंकरगढ़) जिला-सरगुजा, राज्य संरक्षित स्थल	08- 09/01/2003	08-09/1/2003/ प्रा.क्रा 3/03 दिनांक- 9/1/2003	बरामद नहीं किया जा सका
2.	गरुडासीन विष्णु भगवान (पंजीकृत), सिरपुर (तुमगांव) जिला-महासमुंद, असंरक्षित स्थल	08- 09/06/2001	08-09/6/2001/ प्रा.क्रा.74/2001 दिनांक- 09/06/2001	बरामद नहीं किया जा सका
3.	पार्वती, दुल्हारा (रतनपुर), जिला-बिलासपुर असंरक्षित स्थल	14- 15/01/2003	14-15/1/2003/ प्रा.क्रा.14/03 दिनांक- 15/01/2003	बरामद किया गया (21/11/2005)
4.	गरुड़ (भंवर गणेश), पाली (मस्तुरी), जिला- बिलासपुर, असंरक्षित स्थल	26- 27/01/2004	26- 27/01/2004/ प्रा.क्रा.30/04 दिनांक- 27/01/2004	बरामद किया गया (14/02/2003)
5.	गरुड़ (भंवर गणेश), पाली (मस्तुरी), जिला- बिलासपुर, असंरक्षित स्थल	20- 21/04/2006	20- 21/04/2006/ प्रा.क्रा.123/06 दिनांक- 21/04/2006	बरामद किया गया (12/03/2007)

6.	ब्रह्मा, किरारी गोधी (बिल्हा), जिला-बिलासपुर, असंरक्षित स्थल	17/07/2005	17/7/2005/ प्रा.क्रा.56/2005 दिनांक- 17/07/2005	-
7.	विष्णु भगवान, किरारीगोधी (बिल्हा), जिला-बिलासपुर, असंरक्षित स्थल	09- 10/11/2006	09-10/11/ प्रा.क्रा.157/2006 दिनांक- 10/11/2006	बरामद नहीं किया जा सका
8.	सूर्य भगवान (मोती बरहिया), कलचा (उदयपुर), जिला-सरगुजा, राज्य संरक्षित स्थल	24- 25/03/2007	24-25/3/2007/ प्रा.क्रा.20/2007 दिनांक- 25/03/2007	बरामद नहीं किया जा सका
9.	मावली माता (राजपुरुष), रामपुर (बलोदाबाजार), जिला-बलोदाबाजार असंरक्षित स्थल	-	प्रा.क्रा. 29/04	बरामद किया गया (16/02/2004)
10.	चंडी (जैन तीर्थकर), चौहा (मस्तुरी), जिला-बिलासपुर असंरक्षित स्थल	27- 28/06/2010	27-28/6/2010	-
11.	चौहा (मस्तुरी), जिला-बिलासपुर असंरक्षित स्थल	-	218/1996	-
12.	महावीर स्वामी गणेश, बाघनदी जिला-राजनंदगांव असंरक्षित स्थल	16/07/2005	प्रा.क्रा.69/05 दिनांक- 16/07/2005	बरामद किया गया (16/07/2005)
13.	गरुड़ (शिव की मूर्ति), गरहसिवानी (टुमगांव) जिला-महासमुंद असंरक्षित स्थल	20- 21/12/2006	20- 21/12/2006/ प्रा.क्रा.306/06 दिनांक- 21/01/2006	बरामद नहीं किया जा सका
14.	शिवलिंग, महेशपुर (उदयपुर), जिला-सरगुजा उत्खनन स्थल	20/08/2009	20/8/2009/ प्रा.क्रा.108/2009	बरामद किया गया

			दिनांक- 20/08/2009	
15.	हरिहर, महेशपुर (उदयपुर), जिला-सरगुजा उत्खनन स्थल	21- 22/03/2011	21-22/3/2011/ प्रा.क्रा.35/2011 दिनांक- 25/03/2011	बरामद नहीं किया जा सका मामला समाप्त (26.05.2011)
16.	उमा-महेश्वर (03 संख्या), महेशपुर (उदयपुर), जिला- सरगुजा उत्खनन स्थल	08- 09/02/2013	08-09/2/2013/ प्रा.क्रा.27/2013 दिनांक- 09/02/2013	बरामद नहीं किया जा सका

INTEGRATE TECHNOLOGY WITH EDUCATION

2590. DR. SHASHI THAROOR:

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

(a) the number of schools and colleges that have digital classrooms across the country following the initiative of the Government to integrate technology with education;

(b) whether the Government has any data regarding the availability of digital education devices (mobile phones, tablets, laptops, etc.) with school children on national level and if so, the details thereof;

(c) whether the Government has any plan to provide digital devices to those students who don't have such devices towards the aim of the Government to provide broadband connectivity for rural schools and if so, the details thereof; and

(d) whether the Government tracks the percentage of improvement in student performance and vocational training enrolments as a result of these digital

initiatives under the National Education Policy (NEP) and if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (d): The Department of School Education and Literacy is implementing Samagra Shiksha – an Integrated Scheme for School Education from 2018-19. It is an overarching programme for the school education sector extending from pre-school to class XII and aims to ensure inclusive and equitable quality education at all levels of school education. Samagra Shiksha is implemented in partnership with all the States and UTs and financial assistance is provided for various components including Smart Classrooms. Till date, 1,31,548 Smart Classrooms have been sanctioned to State/UT Governments.

Education is in the concurrent list of the constitution and majority the schools are under the administrative control of the respective State/UT Governments. The Government of India has been implementing a programme of sample based National Achievement Survey (NAS) aimed at classes III, V, VIII and X with a cycle period of three years. The NAS 2021 was held on 12.11.2021 and has covered (a) Government Schools (Central Government and State Government); (b) Government Aided Schools; and (c) Private Unaided Schools. The NAS 2021, data on “Percentage of Students having access to Digital Devices at State Level” is given in the enclosed **Statement**.

The Government does not provide digital devices to students under Samagra Shiksha. However, the Government provides digital devices to teachers based on proposal from the States/UTs. As on date, digital device as teaching resource package has been given to 15.72 lakh teachers.

To achieve the objectives of NEP 2020 and to bridge the digital divide in education, a comprehensive initiative called PM e-VIDYA is in place which unifies all efforts related to digital/online/on-air education to enable multi-mode access to education, with a target to benefit nearly 25 crore school going children across the country. The key components of this initiative are DIKSHA - the nation's digital infrastructure, 200 PM e-VIDYA DTH TV Channels to provide supplementary education in various Indian languages for classes 1-12, ePathshala initiative to disseminate Digital Books and eContents, eJaadui Pitara is a digital app to supplement and a complement to the physical Jaadui Pitara, a vertical on Virtual Labs created on DIKSHA platform where Virtual Labs for Science and Mathematics for subjects Class 6th to 12th have been made available.

The above digital initiatives of Department of School Education and Literacy especially "ICT and Smart Classroom component" provide basic infrastructure to the students and transform the classroom into tech-driven class. Students engage more with multimedia content and interactive activities, while accessing a wider range of resources. This fosters deeper understanding, collaboration, and digital literacy for students, enriching their overall educational experience.

There is currently no provision in place to track the percentage of improvement in student performance and vocational training enrolments resulting from these digital initiatives, as they serve as supplementary mechanisms to school training. However, students learning outcome are evaluated periodically. The most recent survey, conducted on 4th December 2024, by the National Assessment Centre, PARAKH (Performance Assessment, Review and Analysis of Knowledge for Holistic Development). The survey is a baseline study to understand the achievement of the stage specific competencies at the end of foundation, preparatory and middle stages as per NEP 2020. It covers the entire spectrum of schools across the country.

STATEMENT

The Statement showing State/UT-wise percentage of students having access to digital devices as per NAS 2021 data

Sl. No.	State/UT	% of students in class 3 having access to digital devices	% of students in class 5 having access to digital devices	% of students in class 8 having access to digital devices	% of students in class 10 having access to digital devices
1	Jammu and Kashmir	67	69	61	79
2	Himachal Pradesh	87	90	71	90
3	Punjab	92	94	76	96

4	Chandigarh	91	95	77	96
5	Uttarakhand	77	79	69	82
6	Haryana	77	83	69	85
7	Delhi	88	91	73	94
8	Rajasthan	62	65	61	78
9	Uttar Pradesh	57	61	55	68
10	Bihar	52	55	53	68
11	Sikkim	80	84	70	93
12	Arunachal Pradesh	52	67	62	85
13	Nagaland	65	74	66	87
14	Manipur	62	69	64	81
15	Mizoram	74	79	69	88
16	Tripura	59	61	57	76
17	Meghalaya	52	60	53	75
18	Assam	52	58	55	73
19	West Bengal	55	65	55	73
20	Jharkhand	57	59	56	71
21	Odisha	57	62	59	79
22	Chhattisgarh	61	64	60	78
23	Madhya Pradesh	60	66	60	79
24	Gujarat	69	75	65	82
25	Daman and Diu	82	86	71	89
26	Dadra and Nagar Haveli	77	75	72	81
27	Maharashtra	74	77	66	86
28	Andhra Pradesh	63	66	62	76
29	Karnataka	66	69	64	80
30	Goa	92	93	75	97
31	Lakshadweep	87	92	70	94
32	Kerala	94	95	76	97
33	Tamil Nadu	64	64	64	81
34	Puducherry	72	79	72	91

35	Andaman and Nicobar Island	77	83	66	89
36	Telangana	67	75	64	82
37	Ladakh	74	84	69	88

महाराष्ट्र में पर्यटन क्षेत्र का विकास

2591. श्री अरविंद गणपत सावंत:

श्री संजय हरिभाऊ जाधव:

श्री ओमप्रकाश भूपालसिंह उर्फ पवन राजेनिंबालकर:

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

- (क) विगत तीन वर्षों और वर्तमान वर्ष के दौरान महाराष्ट्र में विशेषकर परभणी तथा उस्मानाबाद संसदीय निर्वाचन क्षेत्रों में पर्यटन के विकास के लिए अनुमोदित/स्वीकृत/ निष्पादित परियोजनाओं का वर्षवार ब्यौरा क्या है;
- (ख) अब तक पूरी की गई पर्यटन परियोजनाओं का ब्यौरा क्या है तथा शेष परियोजनाओं के कब तक पूरा होने की संभावना है;
- (ग) लंबित परियोजनाओं के पूरा होने में देरी के क्या कारण हैं और क्या सरकार ने इस संबंध में कोई जांच कराई है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) उक्त अवधि के दौरान राज्य में पर्यटन क्षेत्र के विकास के लिए आवंटित/जारी/उपयोग की गई धनराशि का वर्षवार ब्यौरा क्या है;
- (ङ) क्या महाराष्ट्र सरकार ने केंद्र सरकार को कोई प्रस्ताव प्रस्तुत किया है; और
- (च) यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा महाराष्ट्र में चल रही परियोजनाओं की वर्तमान स्थिति क्या है?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क) से (च): पर्यटन स्थलों और उत्पादों का विकास और संवर्धन मुख्य रूप से संबंधित राज्य सरकार/संघ राज्यक्षेत्र प्रशासन द्वारा किया जाता है। पर्यटन मंत्रालय विभिन्न योजनाओं और पहलों के माध्यम से महाराष्ट्र सहित देश के अन्य हिस्सों में विभिन्न पर्यटन उत्पादों को विकसित और बढ़ावा देकर राज्यों/संघ राज्यक्षेत्रों के इन प्रयासों को पूरा करता है।

पर्यटन मंत्रालय 'स्वदेश दर्शन (एसडी)', 'तीर्थस्थल जीर्णोद्धार एवं आध्यात्मिक, विरासत संवर्धन अभियान (प्रशाद)' और 'पर्यटन अवसंरचना विकास के लिए केंद्रीय एजेंसियों को सहायता' नामक अपनी केंद्रीय क्षेत्र की योजनाओं के माध्यम से महाराष्ट्र राज्य सहित राज्य सरकारों/संघ राज्यक्षेत्र प्रशासनों/केंद्रीय एजेंसियों को वित्तीय सहायता प्रदान करता है।

पर्यटन मंत्रालय ने गंतव्य और पर्यटक केंद्रित दृष्टिकोण अपनाते हुए स्थायी एवं जिम्मेदारीयुक्त पर्यटन गंतव्य के विकास के उद्देश्य से स्वदेश दर्शन योजना को स्वदेश दर्शन 2.0 (एसडी 2.0) के तौर पर नया रूप दिया है।

भारत सरकार ने प्रतिष्ठित पर्यटन केंद्रों के विकास के लिए पूंजी निवेश के लिए राज्यों/संघ राज्यक्षेत्रों को विशेष सहायता (एसएससीआई) योजना के दिशानिर्देशों के तहत महाराष्ट्र राज्य में दो परियोजनाओं को मंजूरी दी है।

महाराष्ट्र राज्य के लिए उपरोक्त योजनाओं के तहत स्वीकृत परियोजनाओं का ब्यौरा संलग्न **विवरण** में दिया गया है।

उपरोक्त योजनाओं के अंतर्गत स्वीकृत परियोजनाओं का क्रियान्वयन संबंधित राज्य सरकार/संघ राज्यक्षेत्र प्रशासन/केन्द्रीय एजेंसियों द्वारा किया जाता है। पर्यटन मंत्रालय समय-समय पर परियोजनाओं की प्रगति की निगरानी करता है और संबंधित राज्य सरकार/संघ राज्यक्षेत्र प्रशासन/केन्द्रीय एजेंसियों को परियोजनाओं को समयबद्ध तरीके से पूरा करने के लिए प्रोत्साहित भी करता है।

पर्यटन संबंधी परियोजनाओं के लिए वित्तीय सहायता हेतु राज्य सरकारों/संघ राज्यक्षेत्र प्रशासनों/केंद्रीय एजेंसियों से प्रस्ताव प्राप्त करना एक सतत प्रक्रिया है। प्राप्त प्रस्तावों की निर्धारित दिशानिर्देशों के संदर्भ में जांच की जाती है तथा निर्धारित शर्तों की पूर्ति तथा निधियों की उपलब्धता के अधीन ऐसी परियोजनाओं के लिए वित्तीय सहायता प्रदान की जाती है।

विवरण

(i) महाराष्ट्र राज्य में स्वदेश दर्शन योजना के तहत स्वीकृत परियोजनाओं की सूची

(राशि करोड़ रु. में)

क्र. सं.	परिपथ	स्वीकृति वर्ष	परियोजना का नाम	स्वीकृत राशि	जारी/अधिकृत* राशि	उपयोग की गई राशि	भौतिक प्रगति
1	तटीय परिपथ	2015-16	सिंधुदुर्ग तटीय परिपथ - सागरेश्वर, तारकरली, विजयदुर्ग (समुद्र तट और क्रीक), मितभव का विकास	19.06	18.10	17.61	पूर्ण
2	आध्यात्मिक परिपथ	2018-19	वाकी- अदासा- धापेवाड़ा- पारदसिंघा- तेलनखंडी- गिराद का विकास	45.47	43.19	38.24	पूर्ण

* केन्द्रीय क्षेत्र की योजना के लिए टीएसए मॉडल I के माध्यम से सीएनए को प्राधिकृत की गई राशि शामिल है।

(ii) महाराष्ट्र राज्य में स्वदेश दर्शन 2.0 के अंतर्गत स्वीकृत परियोजनाओं की सूची

(राशि करोड़ रु. में)

क्र. सं.	गंतव्य	एक्सपीरियंस का नाम	स्वीकृति वर्ष	स्वीकृत राशि	जारी/अधिकृत*	भौतिक प्रगति
1	पुणे (महाराष्ट्र)	शिवसृष्टि हिस्टोरिकल थीम पार्क- फेज 3	2024-25	76.22	7.62	जारी

* केन्द्रीय क्षेत्र की योजना के लिए टीएसए मॉडल I के माध्यम से सीएनए को प्राधिकृत की गई राशि शामिल है।

(iii) महाराष्ट्र राज्य में प्रशाद योजना के तहत स्वीकृत परियोजनाओं की सूची

(राशि करोड़ रु. में)

क्र. सं.	राज्य	परियोजना का नाम	स्वीकृति वर्ष	स्वीकृत राशि	जारी राशि	भौतिक प्रगति
1	महाराष्ट्र	त्र्यंबकेश्वर का विकास	2017-18	45.41	29.93	जारी

(iv) महाराष्ट्र राज्य में 'पर्यटन अवसंरचना विकास के लिए केन्द्रीय एजेंसियों को सहायता' योजना के अंतर्गत स्वीकृत परियोजनाओं की सूची

(राशि करोड़ रु. में)

क्र. सं.	परियोजना का नाम	एजेंसी	स्वीकृत राशि	जारी राशि	भौतिक प्रगति
1	पर्यटन स्थल के रूप में कानोजी आंग्रे लाइटहाउस का विकास	मुंबई पोर्ट ट्रस्ट	15	15	पूर्ण
2	इंदिरा डॉक, मुंबई में अंतर्राष्ट्रीय क्रूज टर्मिनल का उन्नयन/आधुनिकीकरण	मुंबई पोर्ट ट्रस्ट	12.50	12.50	पूर्ण
3	इंदिरा डॉक, मुंबई पोर्ट ट्रस्ट में अंतर्राष्ट्रीय क्रूज टर्मिनल का उन्नयन/आधुनिकीकरण	मुंबई पोर्ट ट्रस्ट	37.50	300	जारी

(v) महाराष्ट्र में 'पूँजीगत निवेश हेतु राज्यों को विशेष सहायता (एसएससीआई योजना) - वैश्विक स्तर पर प्रतिष्ठित पर्यटक केन्द्रों का विकास' योजना के अंतर्गत स्वीकृत परियोजनाओं की सूची
(राशि करोड़ रु. में)

क्र. सं.	परियोजना का नाम	स्वीकृत राशि	जारी राशि	भौतिक प्रगति
1	आईएनएस-गुलदार अंडरवाटर म्यूजियम, कृत्रिम चट्टान और सिंधुदुर्ग में पनडुब्बी पर्यटन	46.91	96.39	जारी
2	नासिक में राम-काल पथ का विकास	99.14		जारी

SOCIAL SECUTIRY BENEFITS FOR UNORGANISED WORKERS

2592. SUSHRI IQRA CHOUDHARY:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

(a) the details of the steps taken by the Government to ensure that unorganised and gig workers receive timely and adequate compensation in cases of death/injury at work;

(b) whether the Government has a mechanism to track workplace accidents involving gig and unorganised workers;

(c) whether the Government proposes to mandate social security benefits, including accident insurance for all unorganised workers; and

(d) the manner in which the Government ensuring that platforms and employers taken responsibility for compensating unorganised workers affected by workplace accidents or accidents in the course of work?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d): Gig workers and platform workers have been defined for the first time in the Code on Social Security 2020, which has been enacted by the Parliament.

The Code provides for framing of suitable social security measures for gig workers and platform workers on matters relating to life and disability cover, accident insurance, health and maternity benefits, old age protection, etc.

Recognising the contribution of gig workers of online platform, the Government in its Budget announcement made on 01.02.2025, proposed to arrange for their identity cards and registration of the eShram portal and provide health care under Ayushman Bharat-Pradhan Mantri Jan Arogya Yojana.

Central Government runs various schemes for the welfare of unorganised workers. These schemes include (i) Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) (ii) Pradhan Mantri Kisan Maandhan Yojana (PMKYM) (iii) Pradhan Mantri Shram Yogi Maan- Dhan (PM-SYM) (iv) Public Distribution System through One-Nation-One-Ration-Card Scheme under National Food Security Act (v) Deen Dayal Upadhyay Gramin Kaushal Yojana (vi) Mahatma

Gandhi Bunkar Bima Yojana (vii) Deen Dayal Antyodaya Yojana (viii) Pradhan Mantri Awas Yojana (ix) PMSVANidhi (x) Pradhan Mantri Kaushal Vikas Yojana (xi) Pradhan Mantri Jeevan Jyoti Bima Yojana (PMJJBY) (xii) Pradhan Mantri Suraksha Bima Yojana (PMSBY).

The Employees' Compensation Act, 1923 provides, inter-alia, for payment of compensation to employees and their dependents in case of injury and accident arising out of and in the course of employment and resulting in disablement or death. The Act is implemented by the State Governments.

Further, compensation is provided to workers/families of the unorganized workers as per the provisions of the welfare schemes framed and administered by the State / UTs. The amount of compensation varies from State to State and is disbursed as per the provisions of the respective schemes.

एसडीएस और प्रसाद योजनाओं के अंतर्गत परियोजनाएं

2593. डॉ. राजकुमार सांगवान:

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

(क) विगत तीन वर्षों तथा वर्तमान वर्ष के दौरान स्वदेश दर्शन तथा प्रसाद योजनाओं के अंतर्गत स्वीकृत

परियोजनाओं की उत्तर प्रदेश सहित राज्यवार/संघ राज्यक्षेत्रवार संख्या कितनी है;

(ख) इन परियोजनाओं की वर्तमान स्थिति क्या है;

(ग) इस अवधि के दौरान उक्त परियोजनाओं के लिए आवंटित धनराशि का ब्यौरा क्या है;

(घ) उक्त अवधि के दौरान उत्तर प्रदेश के विशेष संदर्भ में परियोजना अनुमोदन प्राप्त करने वाले राज्यों का राज्यवार ब्यौरा तथा नाम क्या है;

(ड) “स्वदेश दर्शन 2.0” योजना का ब्यौरा क्या है; और

(च) उक्त योजना मूल स्वदेश दर्शन योजना से किस प्रकार भिन्न है?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क) से (घ): पर्यटन मंत्रालय ने वर्ष 2014-15 में अपनी स्वदेश दर्शन योजना शुरू की थी। वर्ष 2014-15 में इसकी शुरुआत से लेकर 2018-19 तक देश में विभिन्न विषयगत परिपथों के तहत कुल 76 परियोजनाओं को 5287.90 करोड़ रु. की संशोधित स्वीकृत राशि के साथ मंजूरी दी गई है, जिसमें से 4960.03 करोड़ रु. की राशि जारी/प्राधिकृत की गई है। इन 76 परियोजनाओं में से 75 परियोजनाओं के वास्तविक रूप से पूर्ण होने की सूचना प्राप्त हुई है।

जनवरी, 2015 में राष्ट्रीय तीर्थस्थल जीर्णोद्धार एवं आध्यात्मिक विरासत संवर्धन अभियान मिशन (प्रशाद) योजना के शुभारंभ के बाद मंत्रालय ने 1620.21 करोड़ रु. की अनुमानित लागत के साथ 27 राज्यों/संघ राज्यक्षेत्रों में 48 परियोजनाओं को मंजूरी दी है और अब तक इन परियोजनाओं के लिए कुल 1096.97 करोड़ रु. की राशि जारी की गई है।

स्वदेश दर्शन और राष्ट्रीय तीर्थस्थल जीर्णोद्धार एवं आध्यात्मिक विरासत संवर्धन अभियान मिशन (प्रशाद) नामक योजना के अंतर्गत पर्यटन मंत्रालय द्वारा स्वीकृत परियोजनाओं का ब्यौरा संलग्न **विवरण** में दिया गया है।

(ड.) और (च): पर्यटन मंत्रालय ने गंतव्य-केंद्रित दृष्टिकोण अपनाते हुए स्थायी एवं जिम्मेदारीयुक्त गंतव्य के विकास के उद्देश्य से स्वदेश दर्शन योजना को स्वदेश दर्शन 2.0 (एसडी 2.0) के तौर पर नया रूप दिया है।

स्वदेश दर्शन 1.0 के तहत विषयगत परिपथों को चिह्नित किया गया और चिह्नित विषयगत परिपथों के तहत परियोजनाओं को मंजूरी दी गई। प्रत्येक परिपथ में आम तौर पर विकास के लिए विभिन्न गंतव्यों को कवर किया जाएगा। स्वदेश दर्शन 2.0 के तहत, हमारा उद्देश्य गंतव्य-केंद्रित दृष्टिकोण अपनाते हुए

स्थायी एवं जिम्मेदारीयुक्त पर्यटन स्थलों को विकसित करना है और परियोजनाओं की पुष्टि गंतव्य के सीमांकित क्षेत्र में की जाएगी।

विवरण

(i) स्वदेश दर्शन योजना के तहत स्वीकृत परियोजनाओं की सूची

(करोड़ रु. में)

क्र. सं.	राज्य/संघ राज्यक्षेत्र	परिपथ/ स्वीकृति वर्ष	परियोजना का नाम	स्वीकृत राशि	स्वीकृत/ प्राधिकृत राशि*
1.	अंडमान और निकोबार द्वीप समूह	तटीय परिपथ 2016-17	लॉन्ग द्वीप - रॉस स्मिथ द्वीप - नील द्वीप - हैवलॉक द्वीप-बाराटांग द्वीप - पोर्ट ब्लेयर का विकास	27.57	22.13
2.	आंध्र प्रदेश	तटीय परिपथ 2014-15	काकीनाडा - होप आइलैंड - कोरिंगा वन्यजीव अभयारण्य - पासरलापुडी - अडुरु - एस यनम - कोटिपल्ली का विकास	67.83	67.83
3.	आंध्र प्रदेश	तटीय परिपथ 2015-16	नेल्लोर - पुलिकट झील - उब्बलमाडुगु जल प्रपात - नेलापट्टू - कोठाकोडुरु - मायपाडु - रामतीर्थम - इस्कापल्ली का विकास	49.55	49.55
4.	आंध्र प्रदेश	बौद्ध परिपथ 2017-18	बौद्ध परिपथ: शालीहुंडम - बाविकोंडा - बोज्जनकोंडा - अमरावती - अनूपु का विकास	35.24	30.02
5.	अरुणाचल प्रदेश	उत्तर-पूर्वी परिपथ 2014-15	भालुकपोंग - बोमडिला और तवांग का विकास	49.77	47.28

6.	अरुणाचल प्रदेश	उत्तर-पूर्वी परिपथ 2015-16	नफरा – सेप्पा - पप्पू, पासा, पक्के घाटियाँ – संगदूपोटा-नई सगाली-जीरो-योम्चा का विकास	96.72	91.88
7.	असम	वन्यजीव परिपथ 2015-16	मानस – प्रोबितोरा – नामेरी – काजीरंगा – डिब्रू - सैखोवा का विकास	94.68	94.68
8.	असम	विरासत परिपथ 2016-17	तेजपुर – माजुली - शिवसागर का विकास	90.98	90.97
9.	बिहार	तीर्थकर परिपथ 2016-17	वैशाली – आरा – मसाद – पटना – राजगीर – पावापुरी - चंपापुरी का विकास	33.96	30.04
10	बिहार	आध्यात्मिक परिपथ 2016-17	कांवरिया मार्ग: सुल्तानगंज – धर्मशाला - देवघर का विकास	44.76	42.52
11	बिहार	बौद्ध परिपथ 2016-17	बौद्ध परिपथ का विकास - बोधगया में कन्वेंशन सेंटर का निर्माण	95.18	95.18
12	बिहार	ग्रामीण परिपथ 2017-18	भित्तिहरवा – चंद्रहिया - तुर्कोलिया का विकास	44.27	40.31
13	बिहार	आध्यात्मिक परिपथ 2017-18	मंदार पहाड़ी और अंग प्रदेश का विकास	44.55	42.32
14	छत्तीसगढ़	जनजातीय परिपथ 2015-16	जशपुर – कुनकुरी – मैनपाट – कमलेशपुर – महेशपुर – कुर्दार – सरोधादार – गंगरेल – कौंडागांव – नाथियानवागांव – जगदलपुर – चित्रकूट - तीर्थगढ़ का विकास	96.10	94.23
15	गोवा	तटीय परिपथ 2016-17	सिंक्वेरिम - बागा, अंजुना - वागाटोर, मोरजिम - केरी,	97.65	97.65

			अगुआड़ा किला और अगुआड़ा जेल का विकास		
16	गोवा	तटीय परिपथ 2017-18	तटीय परिपथ II: रुआ डी ओरम क्रीक - डोना पाउला - कोलवा - बेनौलिम का विकास	99.35	99.35
17	गुजरात	विरासत परिपथ 2016-17	अहमदाबाद – राजकोट – पोरबंदर – बारदोली - दांडी का विकास	59.17	56.21
18	गुजरात	विरासत परिपथ 2016-17	वडनगर - मोढेरा का विकास	91.12	87.25
19	गुजरात	बौद्ध परिपथ 2017-18	जूनागढ़ - गिर सोमनाथ – भरूच – कच्छ – भावनगर – राजकोट - मेहसाणा का विकास	26.68	22.28
20	हरियाणा	कृष्ण परिपथ 2016-17	कुरुक्षेत्र में महाभारत से संबंधित स्थानों पर पर्यटन अवसंरचना का विकास	77.39	76.74
21	हिमाचल प्रदेश	हिमालयन परिपथ 2016-17	हिमालय परिपथ:कियारीघाट, शिमला, हाटकोटी, मनाली, कांगड़ा, धर्मशाला, बीर, पालमपुर, चंबा का विकास	68.34	64.54
22	जम्मू और कश्मीर	हिमालयन परिपथ 2016-17	जम्मू – श्रीनगर – पहलगाम - भगवती नगर – अनंतनाग - सलामाबाद, उरी – कारगिल - लेह का विकास	77.33	67.37
23	जम्मू और कश्मीर	हिमालयन परिपथ 2016-17	जम्मू-राजौरी-शोपियां-पुलवामा में पर्यटक सुविधाओं का विकास।	81.60	67.35
24	जम्मू और कश्मीर	हिमालयन परिपथ 2016-17	पर्यटक सुविधाओं का विकास - पीएम विकास पैकेज के तहत 2014 में बाढ़ में नष्ट हुई	90.43	74.70

			परिसंपत्तियों के बदले परिसंपत्तियों का निर्माण		
25	जम्मू और कश्मीर	हिमालयन परिपथ 2016-17	मंतलाई और सुधमहादेव में पर्यटक सुविधाओं का विकास	91.99	91.93
26	जम्मू और कश्मीर	हिमालयन परिपथ 2016-17	अनंतनाग – पुलवामा – किश्तवर – पहलगाम - जांस्कर पदुम – दक्सुम - रंजीत सागर बांध में पर्यटक सुविधाओं का विकास	86.39	69.95
27	जम्मू और कश्मीर	हिमालयन परिपथ 2016-17	गुलमर्ग – बारामूला – कुपवाड़ा - कारगिल - लेह में पर्यटक सुविधाओं का विकास	91.84	85.80
28	झारखंड	इको परिपथ 2018-19	इको पर्यटन परिपथ: दलमा - बेतला नेशनल पार्क – मिरचैया - नेतरहाट का विकास	30.44	28.04
29	केरल	इको परिपथ 2015-16	पथनमथिट्टा – गवी – वागामोन - तेक्कडी का विकास	64.08	64.08
30	केरल	आध्यात्मिक परिपथ 2016-17	सबरीमाला – एरुमेली – पम्पा - सन्निधानम का विकास	46.54	33.39
31	केरल	आध्यात्मिक परिपथ 2016-17	श्रीपद्मनाभ अर्नामूला का विकास	78.08	73.77
32	केरल	ग्रामीण परिपथ 2018-19	मालानाड मालाबार क्रूज पर्यटन परियोजना का विकास	57.35	45.88
33	केरल	आध्यात्मिक परिपथ 2018-19	शिवगिरीश्री नारायण गुरु आश्रम - अरुवीपुरम - कुन्नुमपारा श्री सुब्रह्मनिया - चेम्बझंथी श्री नारायण गुरुकुलम विकास	66.42	42.01

34	मध्य प्रदेश	वन्यजीव परिपथ 2015-16	पन्ना-मुकुंदपुर-संजय-दुबरी- बांधवगढ़-कान्हा - मुक्की - पेंच में वन्यजीव परिपथ का विकास	92.10	86.31
35	मध्य प्रदेश	बौद्ध परिपथ 2016-17	सांची - सतना - रीवा - मंदसौर - धार का विकास	74.02	72.75
36	मध्य प्रदेश	विरासत परिपथ 2016-17	ग्वालियर - ओरछा - खजुराहो - चंदेरी - भीमबेटका - मांडू का विकास	89.82	89.49
37	मध्य प्रदेश	इको परिपथ 2017-18	गांधीसागर बांध - मंडलेश्वर बांध - ओंकारेश्वर बांध - इंदिरा सागर बांध - तवा बांध -बरगी बांध - भेड़ाघाट -बाणसागर बांध -केन नदी का विकास	93.76	93.59
38	महाराष्ट्र	तटीय परिपथ 2015-16	सिंधुदुर्ग तटीय परिपथ - सागरेश्वर, तारकरली, विजयदुर्ग (बीच और क्रीक), मितभव का विकास	19.06	18.10
39	महाराष्ट्र	आध्यात्मिक परिपथ 2018-19	वाकी - अदासा - धापेवाड़ा - पारदसिंधा - तेलखंडी - गिराड का विकास	45.47	43.19
40	मणिपुर	उत्तर-पूर्वी परिपथ 2015-16	मणिपुर में पर्यटक परिपथ: इम्फाल -खोंगजोम का विकास	72.23	61.32
41	मणिपुर	आध्यात्मिक परिपथ 2016-17	श्री गोविंदजी मंदिर, श्री बिजॉय गोविंदजी मंदिर - श्री गोपीनाथ मंदिर - श्री बंगशीबोदोन मंदिर - श्री कैना मंदिर का विकास	45.34	45.33
42	मेघालय	उत्तर-पूर्वी परिपथ 2016-17	उमियम (लेक व्यू), यू लुम सोहपेटबनेंग - मावडियांगडियांग- आर्किड लेक रिजॉर्ट का विकास	99.13	99.11
43	मेघालय	उत्तर-पूर्वी परिपथ	वेस्ट खासी हिल्स (नोंगखलाव- क्रेम तिरोट - खुदोई और कोहमांग	84.97	84.96

		2018-19	जलप्रपात - खरी नदी- मावथाद्रीशन, शिलांग), जयंतिया हिल्स (क्रांग सूरी फॉल्स- शिरमंग- इयूक्सी), गारो हिल्स (नोकरेक रिजर्व, कट्टाबील, सिजू गुफाएं) का विकास		
44	मिजोरम	उत्तर-पूर्वी परिपथ 2015-16	थेनजोल और साउथ ज़ोटे, जिला सेरछिप और रईक का विकास	92.26	92.26
45	मिजोरम	इको परिपथ 2016-17	इको-एडवेंचर परिपथ आइजोल - रावपुइचिप - खवफाप - लेंगपुई - चटलांग- सकाव्रहमुइटुइतलांग - मुथी - बेराटलांग- तुइरियल एयरफील्ड- हमुइफांग का विकास	66.37	53.09
46	नागालैंड	जनजातीय परिपथ 2015-16	जनजातीय परिपथ पेरेन- कोहिमा- वोखा का विकास	97.36	97.36
47	नागालैंड	जनजातीय परिपथ 2016-17	मोकोकचुंग – तुएनसांग - मोन का विकास	98.14	98.14
48	ओडिशा	तटीय परिपथ 2016-17	गोपालपुर, बरकुल, सतपाड़ा और तंपारा का विकास	70.82	67.28
49	पुडुचेरी	तटीय परिपथ 2015-16	दुबरायापेट – अरिकामेडु – वीरमपट्टिनम – चुन्नम्बर – नल्लावाडु/नरमबाई – मनापेट - कालापेट - पुडुचेरी - यानम का विकास	58.44	58.44
50	पुडुचेरी	विरासत परिपथ 2017-18	फ्रेंको - तमिल गांव, कराईकल, माहे और यानम का विकास	49.44	45.70

51	पुडुचेरी	आध्यात्मिक परिपथ 2017-18	पुडुचेरी में आध्यात्मिक परिपथ का विकास	34.96	31.40
52	पंजाब	विरासत परिपथ 2018-19	आनंदपुर साहिब - फतेहगढ़ साहिब - चमकौर साहिब - फिरोजपुर - खटकर कलां - कलानौर - पटियाला का विकास	85.32	81.05
53	राजस्थान	मरुस्थल परिपथ 2015-16	सांभर लेक टाउन और अन्य स्थलों का विकास	50.01	50.01
54	राजस्थान	कृष्ण परिपथ 2016-17	गोविंद देव जी मंदिर (जयपुर), खाटूश्याम जी (सीकर) और नाथद्वारा (राजसमंद) का विकास	75.80	73.85
55	राजस्थान	आध्यात्मिक परिपथ 2016-17	आध्यात्मिक परिपथ - 'चुरू (सालासर बालाजी)-जयपुर (श्री समोदके बालाजी, घाटके बालाजी, बंधेके बालाजी) - विराटनगर (बीजक, जैनसिया, अंबिका मंदिर) - भरतपुर (कमान क्षेत्र) - धौलपुर (मुचकुंड) - मेहंदीपुर - बालाजी - चित्तौड़गढ़ (सांवलियाजी) का विकास	87.05	75.03
56	राजस्थान	विरासत परिपथ 2017-18	विरासत परिपथ राजसमंद (कुंभलगढ़ किला) - जयपुर (जयपुर और नाहरगढ़ किले में अग्रभाग की प्रकाश व्यवस्था) - झालावाड़ (गागरोन किला) - चित्तौड़गढ़ (चित्तौड़गढ़ किला) - जैसलमेर (जैसलमेर किला) - हनुमानगढ़ (गोगामेड़ी) - उदयपुर (प्रताप गौरव केंद्र) - धौलपुर (बाग- ए-निलोफर और पुरानी छावनी) -	70.61	66.99

			नागौर (मीरा बाई स्मारक, मेड़ता) -टोंक (सुनहरी कोठी) का विकास		
57	सिक्किम	उत्तर-पूर्वी परिपथ 2015-16	रंगपो (प्रवेश) – रोराथांग – अरितार – फादमचेन – नाथंग – शेराथांग – सोंगमो – गंगटोक – फोडोंग – मंगन – लाचुंग – युमथांग – लाचेन – थांगु – गुरुडोंगमेर - मंगन – गंगटोक – तुमिनलिंगी - सिंगतम (निकास) को जोड़ने वाले पर्यटक परिपथ का विकास	98.05	97.41
58	सिक्किम	उत्तर-पूर्वी परिपथ 2016-17	सिंगटम-मका-टेमी – बेरमोइकटोकेल – फोंगिया – नामची – जोरथांग – ओखारे – सोम्बारिया – दारमदिन - जोरेथांग - मेल्ली (निकास) को जोड़ने वाले पर्यटक परिपथ का विकास	95.32	95.32
59	तमिलनाडु	तटीय परिपथ 2016-17	(चेन्नई - मामल्लपुरम - रामेश्वरम - मानपाडु - कन्याकुमारी) का विकास	73.13	71.03
60	तेलंगाना	इको परिपथ 2015-16	महबूबनगर जिले में ईको पर्यटन परिपथ का विकास	91.62	91.25
61	तेलंगाना	जनजातीय परिपथ 2016-17	मुलुगु – लकनावरम – मेदवरम – तड़वई – दमारवी – मल्लूर - बोगाथा झरनों का विकास	79.87	79.87
62	तेलंगाना	विरासत परिपथ 2017-18	कुतुबशाही विरासत पार्क-पैगाह मकबरे- हयात बख्शी मस्जिद - रेमंड का मकबरा का विकास	96.90	70.61
63	त्रिपुरा	उत्तर-पूर्वी परिपथ 2015-16	अगरतला – सिपाहीजला - मेलाघर – उदयपुर – अमरपुर – तीर्थमुख - मंदिरघाट – डंबूर –	82.85	77.76

			नारिकेलकुंज – गंडाचरा - अंबासा का विकास		
64	त्रिपुरा	उत्तर-पूर्वी परिपथ 2018-19	सूरमाचेर्रा – उनाकोटी - जम्पुई हिल्स – गुनाबती – भुवनेश्वरी– नीरमहल – बॉक्सनगर - चोड्वाखोला – पिलक - अवांगचारा का विकास	44.83	35.25
65	उत्तर प्रदेश	बौद्ध परिपथ 2016-17	श्रावस्ती, कुशीनगर और कपिलवस्तु का विकास	87.89	72.56
66	उत्तर प्रदेश	रामायण परिपथ 2016-17	चित्रकूट और श्रृंगवेरपुर का विकास	69.45	64.09
67	उत्तर प्रदेश	आध्यात्मिक परिपथ 2016-17	आहर – अलीगढ़ – कासगंज - सरोसी (उन्नाव)–प्रतापगढ़– कौशांबी–मिर्जापुर – गोरखपुर – डुमरियागंज – बस्ती – बाराबंकी – आजमगढ़ – कैराना – बागपत - शाहजहांपुर का विकास	71.91	69.63
68	उत्तर प्रदेश	आध्यात्मिक परिपथ 2016-17	बिजनौर–मेरठ–कानपुर - कानपुर देहात – बांदा– गाजीपुर– सलेमपुर– घोसी – बलिया - अम्बेडकर नगर–अलीगढ़– फतेहपुर–देवरिया–महोबा– सोनभद्र – चंदौली – मिश्रिख - भदोही का विकास	67.51	64.14
69	उत्तर प्रदेश	विरासत परिपथ 2016-17	कालिंजर किला (बांदा) - मगहरधाम (संतकबीर नगर) - चौरीचौरा, शहीद स्थल (फतेहपुर) - महुअर शहीद स्थल (घोसी) - शहीद स्मारक (मेरठ) का विकास	36.65	36.65

70	उत्तर प्रदेश	रामायण परिपथ 2017-18	अयोध्या का विकास	127.21	115.46
71	उत्तर प्रदेश	आध्यात्मिक परिपथ 2018-19	जेवर – दादरी – सिकंदराबाद – नोएडा – खुर्जा - बांदा का विकास	12.03	11.43
72	उत्तर प्रदेश	आध्यात्मिक परिपथ 2018-19	गोरखनाथ मंदिर (गोरखपुर), देवीपट्टन मंदिर (बलरामपुर) और वटवाशनी मंदिर (डुमरियागंज) का विकास	18.30	18.12
73	उत्तराखंड	इको परिपथ 2015-16	टिहरी झील और निकटवर्ती क्षेत्रों का नए गंतव्य के रूप में विकास के लिए इको-पर्यटन, एडवेंचर स्पोर्ट्स और संबद्ध पर्यटन संबंधी अवसंरचना का एकीकृत विकास - जिला टिहरी	69.17	69.17
74	उत्तराखंड	विरासत परिपथ 2016-17	कुमाऊं क्षेत्र में विरासत परिपथ – कटारमल – जोगेश्वर – बैजनाथ - देवीधुरा का एकीकृत विकास	76.32	68.91
75	पश्चिम बंगाल	तटीय परिपथ 2015-16	तटीय परिपथ: उदयपुर – दीघा – शंकरपुर – ताजपुर – मंदारमणि – फ्रेजरगंज - बक्खलाई - हेनरी द्वीप का विकास	67.99	65.07
76	-	मार्गस्थ सुविधाएं 2018-19	सड़क परिवहन और राजमार्ग मंत्रालय के सहयोग से उत्तर प्रदेश और बिहार में वाराणसी - गया; कुशीनगर – गया - कुशीनगर में मार्गस्थ सुविधाओं का विकास	15.07	14.32
कुल				5287.90	4960.03

* इसमें केंद्रीय क्षेत्र की योजना के लिए टीएसए मॉडल I के माध्यम से सीएनए को प्राधिकृत की गई राशि शामिल है।

(ii) प्रशाद योजना के तहत स्वीकृत परियोजनाओं की सूची

(करोड़ रु. में)

राज्य/संघ राज्यक्षेत्र	क्र. सं.	परियोजना का नाम	स्वीकृति वर्ष	अनुमोदि त लागत	जारी राशि	भौतिक प्रगति %
आंध्र प्रदेश	1	अमरावती में तीर्थ सुविधाओं का विकास	2015-16	27.77	27.77	100%
	2	श्रीशैलम मंदिर का विकास	2017-18	43.08	43.08	100%
	3	सिंहाचलम में श्री वराह लक्ष्मी नरसिम्हा स्वामी वारी देवस्थानम में तीर्थ सुविधाओं का विकास	2022-23	54.04	13.69	59%
	4	अन्नावरम मंदिर शहर में तीर्थ पर्यटन अवसंरचना का विकास	2024-25	25.33	-	0%
अरुणाचल प्रदेश	5	परशुराम कुंड का विकास	2020-21	37.88	31.02	92%
असम	6	कामाख्या मंदिर में तीर्थ सुविधाओं का विकास	2015-16	29.80	29.80	100%
बिहार	7	पटना साहिब में विकास	2015-16	29.62	29.62	100%
	8	विष्णुपद मंदिर में मूलभूत सुविधाओं का विकास	2014-15	3.63	3.63	100%
छत्तीसगढ़	9	मां बमलेश्वरी देवी मंदिर में तीर्थ सुविधाओं का विकास	2020-21	48.44	40.19	90%
गोवा	10	बोम जीसस बेसिलिका का विकास	2024-25	16.46	-	0%
गुजरात	11	द्वारका का विकास	2016-17	10.46	10.46	100%
	12	सोमनाथ में तीर्थ सुविधाओं का विकास	2016-17	45.36	45.36	100%
	13	सोमनाथ में सैरगाह का विकास	2018-19	47.12	47.12	100%
	14	अंबाजी मंदिर में तीर्थ सुविधाओं का विकास	2022-23	50.00	10.54	35%

हरियाणा	15	माता मनसा देवी मंदिर और नाडा साहिब गुरुद्वारा का विकास	2019-20	48.53	34.68	74%
जम्मू और कश्मीर	16	हजरतबल दरगाह में विकास	2016-17	40.46	34.30	100%
झारखंड	17	बाबा बैद्यनाथ धाम का विकास	2018-19	36.79	34.95	100%
कर्नाटक	18	श्री चामुंडेश्वरी देवी मंदिर में तीर्थ सुविधाओं का विकास	2023-24	45.71	0.00	0%
केरल	19	गुरुवायूर मंदिर में विकास	2016-17	45.19	45.19	100%
मध्य प्रदेश	20	अमरकंटक का विकास	2020-21	49.99	34.73	89%
	21	ओंकारेश्वर का विकास	2017-18	43.93	43.93	100%
महाराष्ट्र	22	त्र्यंबकेश्वर का विकास	2017-18	45.41	29.93	93%
मेघालय	23	नॉगस्वालिया चर्च, नर्तियांग शक्ति पीठ, ऐतनार पूल और चरणतला काली मंदिर में तीर्थयात्रा सुविधा का विकास	2020-21	29.29	27.78	100%
मिजोरम	24	चिते वांग, जुआंगताई, रइक और आइजोल में तीर्थयात्रा और विरासत पर्यटन के लिए अवसंरचना का विकास	2022-23	44.89	13.18	29%
नागालैंड	25	मोलुंगकिमोंग, नोकसेन चर्च, ऐजुतो, वोखा और कोहिमा में तीर्थयात्रा अवसंरचना का विकास	2018-19	25.20	23.56	100%
	26	जुन्हेबोटो में तीर्थयात्रा पर्यटन अवसंरचना का विकास	2022-23	18.18	15.45	72%
ओडिशा	27	पुरी में अवसंरचना का विकास	2014-15	50.00	10.00	-
पंजाब	28	अमृतसर में करुणा सागर वाल्मीकि स्थल का विकास	2015-16	6.40	6.40	100%
	29	चमकौर साहिब का विकास	2021-22	31.57	17.49	79%
राजस्थान	30	पुष्कर/अजमेर का एकीकृत विकास	2015-16	32.64	26.11	100%

	31	बीकानेर में श्री करणी माता मंदिर का विकास	2024-25	22.58	-	0%
सिक्किम	32	फोर पेट्रन सेंट, युक्सोम में तीर्थ सुविधा का विकास	2020-21	33.32	28.31	87%
तमिलनाडु	33	कांचीपुरम का विकास	2016-17	13.99	13.99	100%
	34	वेलंकन्नी का विकास	2016-17	4.86	4.86	100%
तेलंगाना	35	जोगुलम्बा देवी मंदिर का विकास	2020-21	38.90	33.07	72%
	36	रुद्रेश्वर (रामप्पा) मंदिर में तीर्थयात्रा और विरासत पर्यटन अवसंरचना का विकास	2022-23	62.00	32.73	37%
	37	भद्राचलम में तीर्थ अवसंरचना का विकास	2022-23	41.38	8.43	29%
त्रिपुरा	38	त्रिपुर सुंदरी मंदिर का विकास	2020-21	34.43	28.01	79%
उत्तर प्रदेश	39	वाराणसी का विकास -चरण-I	2015-16	18.73	18.73	100%
	40	मथुरा-वृंदावन का मेगा पर्यटक परिपथ के रूप में विकास (चरण-II)	2014-15	10.98	10.98	100%
	41	वाराणसी में नदी क्रूज पर्यटन का विकास	2017-18	9.02	9.02	100%
	42	वृंदावन में पर्यटक सुविधा केंद्र का निर्माण	2014-15	9.36	9.36	100%
	43	वाराणसी का विकास -चरण-II	2017-18	44.60	31.77	100%
	44	गोवर्धन में अवसंरचना सुविधाओं का विकास	2018-19	37.59	30.97	100%
उत्तराखंड	45	केदारनाथ का एकीकृत विकास	2015-16	34.77	34.77	100%
	46	बद्रीनाथ जी धाम में तीर्थयात्रा संबंधी सुविधा के लिए अवसंरचना का विकास	2018-19	56.15	38.38	85%
	47	गंगोत्री और यमुनोत्री धाम में तीर्थ अवसंरचना सुविधाओं का विस्तार	2021-22	54.36	10.22	100%
पश्चिम बंगाल	48	बेलूर मठ का विकास	2016-17	30.03	23.39	100%

NON-ADHERENCE OF TIMEFRAME IN DISBURSEMENT OF EDUCATION**LOANS BY BANKS****2594. SHRI M. K. RAGHAVAN:**

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

- (a) whether the Government has noticed that banks are not adhering to the time frame in disbursement of Education loans; and
- (b) if so, the steps taken by the Government to address the same?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) and (b) All Scheduled Commercial Banks have been advised by RBI to adopt Model Education Loan Scheme, 2022 (last amended on 21.3.2024), formulated by Indian Banks' Association. The scheme inter-alia includes the following provisions w.r.t. disbursement of education loan:

- In normal course, sanction/ rejection to be communicated within 15 days of receipt of duly completed application with supporting documents in the Bank.
- Rejection of loan application, if any, shall be done with the concurrence of the next higher authority and conveyed to the student stating reason for rejection.

Reserve Bank of India (RBI) *vide* Master Circular DBR.No.Dir.BC.10/13.03.00/2015-16 dated July 1, 2015 on 'Master Circular- Loans and Advances – Statutory and Other Restrictions', have advised banks to clearly delineate the

procedure for disposal of loan proposals, with appropriate timelines, and institute a suitable monitoring mechanism for reviewing applications pending beyond the specified period.

Further, as and when, any specific grievance, with respect to non-adherence of time frame in disbursement of Education loans are received, such grievances are taken up with respective banks on case to case basis.

SCHOOLS SELECTED IN ODISHA UNDER PM SHRI SCHEME

2595. SHRI PRADEEP PUROHIT:

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

- (a) the number of schools selected under the PM School for Rising India (PM SHRI) scheme in Jharsuguda and Bargarh districts of Odisha, along with their names and locations;
- (b) the total financial assistance allocated to these schools, the year-wise disbursement plan for their development and infrastructure improvement;
- (c) the eligibility criteria and procedure for inclusion of more schools under the PM SHRI Scheme;
- (d) whether the Government has proposed for inclusion of more schools from Jharsuguda and Bargarh districts of Odisha under the Scheme;
- (e) whether the Government has conducted any assessment of the implementation of the PM SHRI Scheme in these districts; and

(f) the measures being taken by the Government to ensure quality education and infrastructure development in the selected schools?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): Under PM SHRI scheme, a total of 8 PM SHRI schools have been selected in the Jharsuguda district and a total of 16 PM SHRI schools have been selected in the Bargarh district of Odisha. The details of PM SHRI schools selected in Bargarh and Jharsuguda districts of Odisha are given in the enclosed **Statement**.

(b): States/UTs submit proposal by identifying infrastructural gaps such as ICT Labs, science labs, lab equipment, digital libraries, Classroom Digital Boards, Smart Classrooms, LED lighting, composting facilities etc. The component wise proposal submitted by the States/UTs are appraised and sanctioned by the Project Approval Board (PAB) in consultation with the States/UTs according to financial and programmatic norms and provision available.

An amount of Rs. 704.50 lakh has been allocated for Jharsuguda district and an amount of Rs. 1413.69 lakh has been allocated for PMSHRI schools of Bargarh district in FY 2024-25.

(c) and (d): Selection of PM SHRI schools is through Challenge Mode wherein Schools compete for support to become exemplar schools. Selection is done through a three-stage process with definite time lines, which is as follows: -

Stage-1: States/UTs sign an MoU with Centre laying down the commitments for supporting these schools for achieving specified quality assurance as PM SHRI schools.

Stage-2: In this stage, a pool of schools that are eligible to be selected as PM SHRI Schools are identified based on prescribed minimum benchmark through UDISE+ data.

These benchmarks are automatically populated from UDISE+ portal based on the latest data. The minimum benchmarks that the school fulfils are as follows:

- i. The school should have its own pucca building in good condition.
- ii. Barrier free access -Ramp.
- iii. The school must be safety oriented.
- iv. The enrolment of students at Elementary (Class 1-5/1-8) level and Senior Secondary (Class 6-12/ 6-10/ 1-10/ 1-12) level must be more than the state average enrolment, for the category.
- v. The school should have at least one separate toilet each for boys and girls.
- vi. The school must have potable drinking water facility.
- vii. The school must have separate hand washing facility.
- viii. All teachers should have Photo ID Card as per extant guidelines.
- ix. Electricity supply should be in working condition.
- x. School should have Library/library corner facilities and Sports equipment.

Stage-3: This stage is based on the challenge method for fulfilling certain criteria. Schools in urban areas need to score a minimum of 70%, whereas schools in rural areas need to score a minimum of 60% to be selected as PM SHRI Schools. Fulfilment of conditions has to be certified by States/UTs through physical inspection.

States/UTs are required to recommend the list of schools to the Department of School Education and Literacy (DoSEandL), Ministry of Education after district verification and an Expert committee headed by Secretary (DoSEandL), at DoSEandL, has been constituted to make the final school selection through challenge method.

(e): For assessment of PM SHRI schools, a School Quality Assessment Framework (SQAF) has been developed as per the recommendations of National Education Policy (NEP), 2020, indicating the level of proficiency to be achieved by each PM SHRI school.

SQAF is divided into six main domains, based on the six pillars of the PM SHRI Scheme, aligned with NEP 2020: Curriculum, Pedagogy, and Assessment; Access and Infrastructure; Human Resources and School Leadership; Inclusive Practices and Gender Equity; Management, Monitoring, and Governance and Beneficiary Satisfaction.

(f): PM SHRI Scheme aims to showcase all the components of the National Education Policy 2020 and focuses not only on cognitive development, but also creating holistic and well-rounded individuals equipped with key 21st century skills.

The scheme focuses on creating an equitable, inclusive, and joyful learning environment that caters to diverse backgrounds, multilingual needs, and varied academic abilities. These schools are designed to engage students actively in their learning process, ensuring that every child feels welcomed, cared for, and supported in a safe and stimulating environment.

Further, PM SHRI scheme has a provision to equip PM SHRI schools with science labs, ICT- enabled smart classrooms, library, furniture and playground. Further, digital learning tools like smart boards supports modern, technology-driven education. Efforts like the introduction of LED lighting, composting facilities, and medicinal gardens create eco-friendly “green schools”.

STATEMENT

The details of PM SHRI schools selected in Jharsuguda district of Odisha is as follows:

Sl. No.	Block Name	UDISE Code	School Name
1	JHARSUGUDA	21020107001	BAPUJI GOVT. HIGH SCHOOL, SRIPURA
2	KIRMIRA	21020203103	GOVT. HIGH SCHOOL, KIRMIRA
3	KOLABIRA	21020303604	GOVERNMENT UPPER PRIMARY SCHOOL
4	LAIKERA	21020402401	K.B.J. GOVT. NODAL HIGH SCHOOL, LAIKERA
5	LAKHANPUR	21020506201	GOVT. UPPER PRIMARY SCHOOL BANJIPALI

6	BELPAHAR-MUNICIPALITY	21020600505	GIRIDHARILAL GOVT HIGH SCHOOL, BELPAHAR
7	BRAJARAJNAGAR-MUNICIPALITY	21020701501	OPM GOVT GIRLS HIGH SCHOOL
8	JHARSUGUDA-MUNICIPALITY	21020801507	PURUNABASTI GOVT HIGH SCHOOL,

The details of PM SHRI schools selected in Bargarh district of Odisha is as follows:

Sl. No.	Block Name	UDISE Code	School Name
1	AMBABHONA	21010100102	KEDARNATH ADIVASI HIGH SCHOOL,
2	ATTABIRA	21010201104	JANATA NODAL HIGH SCHOOL, GODBHAGA
3	ATTABIRA-NOTIFIED AREA	21010205002	LADERPALI SEV.
4	BARGARH	21010303401	CEMENT NAGAR H.S.
5	BARPALI	21010402602	GOVT.HIGH SCHOOL, KANBAR
6	BHATLI	21010500601	MURUMKEL H.S
7	BHEDEN	21010607306	REMUNDA H.S
8	BIJEPUR	21010706101	GOVT NODAL HIGH SCHOOL , LAUMUNDA
9	GAISILET	21010803601	BUDDHADEB GOVT HIGH SCHOOL, GANIAPALI

10	JHARBANDH	21010908502	GOVT. UPPER PRIMARY SCHOOL, NILJIPATRA
11	PAIKMAL	21011009902	GOVT. HIGH SCHOOL, MANDOSIL
12	PADAMPUR	21011101904	P.K.A. GOVT. HIGH SCHOOL, KHAIRPALI
13	SOHELLA	21011210504	GOVT. GIRLS HIGH SCHOOL, SOHELLA
14	BARGARH-MUNICIPALITY	21011301201	GOVT.GIRLS H.S., BARGARH MPL
15	PADMAPUR-NOTIFIED AREA	21011500101	GIRLS H.S PADAMPUR
16	BARPALI	21010402801	B.D.NODAL HIGH SCHOOL, KATAPALI

SUPPORT FOR TRADITIONAL ARTISANS

2596. SHRI S. JAGATHRATCHAKAN:

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

- (a) the current status of traditional artisans in the country, including the number of artisans engaged in various crafts and the economic contribution of this sector;
- (b) the challenges being faced by traditional artisans, particularly during economic downturns and the manner in which these challenges impact their livelihoods and crafts;

- (c) the details of the initiatives currently in place to support traditional artisans during economic downturns, including any financial assistance programmes or skill development schemes;
- (d) the details of the measures taken by the Government to enhance market access for traditional artisans, particularly in light of competition from mass-produced goods;
- (e) the impact of these support mechanisms on the livelihoods of traditional artisans and the preservation of cultural heritage; and
- (f) the details of any recommendations made by experts or committees regarding further actions needed to strengthen support for traditional artisans in the country?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) to (e): The Office of the Development Commissioner(Handicrafts) under the aegis of Ministry of Textiles, Government of India implements two schemes namely National HandicraftsDevelopment Programme (NHDP) and ComprehensiveHandicrafts Cluster Development Scheme (CHCDS) foroverall development and promotion of handicrafts sectoracross the country. Under these schemes, need basedfinancial assistance is provided for end-to-end support tothe artisans including traditional artisans throughmarketing events, skill development, cluster development,formation of Producer Companies, direct benefit toartisans,

infrastructural and technology support, research and development support etc. which benefit the traditional crafts and artisans throughout the country. Further, this office also provides necessary financial support for registration of crafts under GI Act 1999, to give craft specific recognition to help promote and preserve handicrafts being extinct to modern technological advancements.

As on date, 33.15 lakh Pehchan Identity Cards have been issued under Pehchan initiative by the Office of Development Commissioner (Handicrafts), Ministry of Textiles.

In addition to above, Office of Development Commissioner (Handicrafts) also provides support for formation of Producer Company to promote rich heritage, craftsmanship and bring entrepreneurial spirit amongst handicraft artisans.

81,276 artisans have been benefitted by Office of Development Commissioner (Handicrafts) during the last three years through Guru Shisya Hastshilp Prashikshan Programme (GSHP), Comprehensive Skill Upgradation Programme (CSUP) and Design and Technology Development Workshop (DDW) under the component of Skill Development in Handicrafts Sector of NHDP scheme. Financial assistance is being provided to 629 artisans under indigent circumstances by Office of Development Commissioner (Handicrafts).

(f) No recommendation has been made by Experts or Committees in this regard.

घरेलू और अंतरराष्ट्रीय जलवायु वित्त

2597. श्री महेश कश्यप :

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि :

- (क) चौथी द्विवार्षिक अद्यतन रिपोर्ट (बीयूआर) में उल्लिखित परिणामों को प्राप्त करने के लिए घरेलू और अंतरराष्ट्रीय जलवायु वित्त का उपयोग किस प्रकार किया जाता है और इसका ब्यौरा क्या है; और
- (ख) जीएचजी (ग्रीनहाउस गैसों) में कटौती में सबसे अधिक योगदान देने वाले क्षेत्रों का ब्यौरा क्या है और इस प्रदर्शन को प्रेरित करने वाली विशिष्ट नीतियां या पहल क्या हैं?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) भारत युनाइटेड नेशन्स फ्रेमवर्क कन्वेंशन फॉर क्लाइमेट चेंज (यूएनएफसीसीसी) का एक पक्षकार है। यूएनएफसीसीसी के तहत अपने रिपोर्टिंग दायित्वों को पूरा करने के लिए, भारत समय-समय पर यूएनएफसीसीसी को अपनी राष्ट्रीय संचार और द्विवार्षिक अद्यतन रिपोर्ट (बीयूआर) प्रस्तुत करता है। इन रिपोर्टों में, अन्य बातों के साथ-साथ, जलवायु संबंधी कार्रवाई के लिए भारत के लिए अपेक्षित और उसको प्राप्त अंतरराष्ट्रीय वित्त, प्रौद्योगिकी और क्षमता संवर्धन सहयोग के बारे में जानकारी शामिल होती है।

नवीनतम रिपोर्ट अर्थात् दिसंबर 2024 में यूएनएफसीसीसी को प्रस्तुत की गई चौथी द्विवार्षिक अद्यतन रिपोर्ट (बीयूआर-4) में सभी क्षेत्रों में कैलेंडर वर्ष 2021 और 2022 में बहुपक्षीय चैनलों द्वारा स्वीकृत परियोजनाओं से जुड़े विकास वित्त का विवरण शामिल है। इसमें ग्रीन क्लाइमेट फंड (जीसीएफ) और ग्लोबल एनवायरनमेंट फैसिलिटी (जीईएफ) जैसे बहुपक्षीय जलवायु कोष एवं एशियाई विकास बैंक (एडीबी) और पुनर्निर्माण तथा विकास के लिए अंतरराष्ट्रीय बैंक (आईबीआरडी) जैसे बहुपक्षीय विकास बैंक (एमडीबी) शामिल हैं।

(ख) बीयूआर-4 के अनुसार, वर्ष 2020 में भारत का ग्रीनहाउस गैस (जीएचजी) उत्सर्जन भूमि उपयोग, भूमि उपयोग में परिवर्तन और वानिकी (एलयूएलयूसीएफ) के बिना 2,958 मिलियन टन कार्बन डाइऑक्साइड के समतुल्य था। ऊर्जा क्षेत्र ने कुल उत्सर्जन में सबसे अधिक, 75.66 प्रतिशत योगदान दिया, इसके बाद कृषि क्षेत्र ने 13.72 प्रतिशत, औद्योगिक प्रक्रिया और उत्पाद उपयोग (आईपीपीयू) ने 8.06 प्रतिशत और अपशिष्ट क्षेत्र ने 2.56 प्रतिशत योगदान दिया। एलयूएलयूसीएफ क्षेत्र देश के कार्बन डाइऑक्साइड उत्सर्जन का 22 प्रतिशत हटाने वाला निवल सिंक बनाने वाला क्षेत्र बना रहा है।

यह ध्यान देने योग्य है कि जलवायु परिवर्तन एक ऐसी वैश्विक समस्या है जो मुख्य रूप से विकसित देशों द्वारा पूर्व में किए गए अत्यधिक उत्सर्जन और वर्तमान उत्सर्जन के कारण उत्पन्न हुई है जिसके समाधान के लिए सामूहिक कार्रवाई की आवश्यकता है। वर्ष 1850 से 2019 तक पूर्व में किए गए संचयी उत्सर्जन में भारत का हिस्सा वैश्विक संचयी कार्बन डाइऑक्साइड उत्सर्जन के 4 प्रतिशत से भी कम है, जबकि यहां दुनिया की 17 प्रतिशत से अधिक आबादी रहती है। भारत एक उभरती हुई अर्थव्यवस्था है जहां विकास और गरीबी उन्मूलन लक्ष्यों की प्राप्ति में ग्रीनहाउस गैस (जीएचजी) उत्सर्जन में वृद्धि होने वाली है, हालांकि यह कम पैमाने पर होगी। इस प्रकार ग्लोबल वार्मिंग के लिए भारत की जिम्मेदारी न्यूनतम रही है; आज भी, इसका वार्षिक प्रति व्यक्ति उत्सर्जन वैश्विक औसत का केवल एक तिहाई है। इसके बावजूद, भारत बहुपक्षवाद के सिद्धांत का दृढ़ता से पालन करते हुए और यूएनएफसीसीसी में निहित समानता और साझा लेकिन विभेदित जिम्मेदारियों और संबंधित क्षमताओं (सीबीडीआर-आरसी) के सिद्धांतों के आधार पर जलवायु परिवर्तन की समस्या का समाधान करने के लिए प्रतिबद्ध है।

सरकार कई कार्यक्रमों और योजनाओं के माध्यम से जलवायु परिवर्तन की समस्या से निपट रही है। इसमें जलवायु परिवर्तन संबंधी राष्ट्रीय कार्य योजना (एनएपीसीसी) का कार्यान्वयन शामिल है, जिसमें सौर ऊर्जा, ऊर्जा के कुशल उपयोग, जल, कृषि, हिमालयी पारिस्थितिकी तंत्र, संधारणीय पर्यावास, हरित भारत, जलवायु परिवर्तन संबंधी कार्यनीतिक जानकारी और मानव स्वास्थ्य के

विशिष्ट क्षेत्रों में संचालित मिशन शामिल हैं। एनएपीसीसी जलवायु संबंधी सभी कार्यकलापों के लिए एक व्यापक रूपरेखा प्रदान करती है। 34 राज्यों/संघ राज्य क्षेत्रों (यूटी) ने जलवायु परिवर्तन से संबंधित राज्य-विशिष्ट मुद्दों पर विचार करते हुए एनएपीसीसी के अनुरूप जलवायु परिवर्तन संबंधी अपनी राज्य कार्य योजना (एसएपीसीसी) तैयार की हैं। ये एसएपीसीसी क्षेत्र-विशिष्ट और भिन्न-भिन्न क्षेत्रों की (क्रॉस-सेक्टरल) प्राथमिकता वाले कार्यकलापों की रूपरेखा तैयार करती हैं।

भारत ने वर्ष 2015 में पेरिस समझौते के तहत राष्ट्रीय स्तर पर निर्धारित अपना पहला योगदान (एनडीसी) यूएनएफसीसीसी को प्रस्तुत किया और अगस्त 2022 में अपने पहले एनडीसी को अद्यतन किया। अद्यतन एनडीसी के अनुसार, भारत का लक्ष्य वर्ष 2030 तक अपने सकल घरेलू उत्पाद की उत्सर्जन तीव्रता को वर्ष 2005 के स्तर से 45 प्रतिशत कम करना और 2030 तक गैर-जीवाश्म ईंधन आधारित ऊर्जा संसाधनों से लगभग 50 प्रतिशत संचयी विद्युत ऊर्जा उत्पादन की संस्थापित क्षमता हासिल करना है। अन्य लक्ष्यों में, वर्ष 2030 तक अतिरिक्त वन और वृक्ष आवरण के माध्यम से 2.5 से 3 बिलियन टन CO₂ के समतुल्य अतिरिक्त कार्बन सिंक सृजित करना, जलवायु परिवर्तन से निपटने के प्रमुख पहल के रूप में 'लाइफ' (पर्यावरण के लिए जीवन शैली) के एक जन आंदोलन के माध्यम से संधारणीय जीवन शैली का प्रचार करना; जलवायु परिवर्तन के प्रति अनुकूलन क्षमता को बेहतर बनाना, जलवायु अनुकूल और स्वच्छतर विकास का मार्ग अपनाना, घरेलू स्तर पर नई एवं अतिरिक्त निधि जुटाना तथा क्षमता सवर्धन करना शामिल हैं।

नवंबर 2021 में यूएनएफसीसीसी के 26 वें पेरिस सम्मेलन में भारत ने वर्ष 2070 तक निवल शून्य उत्सर्जन हासिल करने के अपने लक्ष्य की घोषणा की। इसके अनुसरण में भारत ने नवंबर 2022 में यूएनएफसीसीसी को अपनी दीर्घकालिक निम्न ग्रीनहाउस गैस उत्सर्जन से विकास की कार्यनीतियां (एलटी-एलईडीएस) तैयार की और प्रस्तुत की, जो वर्ष 2070 तक निवल शून्य उत्सर्जन तक पहुंचने के लक्ष्य की पुष्टि करती है। इनमें शामिल हैं i) विकास के अनुरूप निम्न कार्बन उत्सर्जन से बिजली प्रणालियों का विकास, ii) एक एकीकृत, कुशल और समावेशी परिवहन प्रणाली

विकसित करना, iii) शहरी डिजाइन में अनुकूलन को बढ़ावा देना, भवनों में ऊर्जा और सामग्री के कुशल उपयोग, और संधारणीय शहरीकरण, iv) संपूर्ण अर्थव्यवस्था-में विकास को उत्सर्जन से अलग करना और एक कुशल, अभिनव निम्न उत्सर्जन औद्योगिक प्रणाली को बढ़ावा देना, v) कार्बन डाइऑक्साइड हटाने और तत्संबंधी अभियांत्रिकी समाधान उपलब्ध कराना, vi) सामाजिक-आर्थिक एवं पारिस्थितिक पहलुओं के अनुरूप वन क्षेत्र और वनस्पति आवरण में वृद्धि करना; viii)) निम्न कार्बन उत्सर्जन से विकास हेतु आर्थिक एवं वित्तीय आवश्यकताएं।

भारत वैश्विक स्तर पर जलवायु संबंधी कार्रवाई में सबसे आगे रहा है। वह जलवायु परिवर्तन से निपटने के लिए विभिन्न अंतरराष्ट्रीय पहलों में सक्रिय रूप से भाग ले रहा है और उनका नेतृत्व कर रहा है, जिसमें, अन्य बातों के साथ-साथ, वैश्विक जैव ईंधन गठबंधन, अंतरराष्ट्रीय सौर गठबंधन, एक सूर्य एक विश्व एक ग्रिड, आपदा रोधी अवसंरचना के लिए गठबंधन, जलवायु अनुकूल द्वीप राज्यों के लिए अवसंरचना, उद्योग परिवर्तन के लिए नेतृत्व समूह और मिशन नवाचार शामिल हैं।

इसके अतिरिक्त, विद्युत, उद्योग, परिवहन, कृषि, आवासीय और भवन, अपशिष्ट, जल और वानिकी क्षेत्रों में जलवायु परिवर्तन उपशमन के लिए कई पहलें की गई हैं, जिनमें, अन्य बातों के साथ-साथ, दीन दयाल उपाध्याय ग्राम ज्योति योजना, सभी के लिए किफायती एलईडी द्वारा उन्नत ज्योति, पीएम - सूर्य घर : मुफ्त बिजली योजना, राष्ट्रीय हरित हाइड्रोजन मिशन; परफॉर्म, अचीव एंड ट्रेड, कॉर्पोरेट औसत ईंधन अर्थव्यवस्था; इथेनॉल मिश्रित पेट्रोल कार्यक्रम; अटल कायाकल्प और शहरी परिवर्तन मिशन, ऊर्जा संरक्षण भवन संहिता, प्रधानमंत्री उज्ज्वला योजना; प्रतिपूरक वनरोपण निधि और प्रतिपूरक वनरोपण प्रबंधन एवं योजना प्राधिकरण, राष्ट्रीय वनरोपण कार्यक्रम, नगर वन योजना, एक पेड़ माँ के नाम, जल जीवन मिशन, आदि शामिल हैं।

BOOSTING OF LEISURE TOURISM

2598. SHRI DUSHYANT SINGH:

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

- (a) whether there has been an increase or decrease in the number of tourist arrivals in the country, particularly in the leisure tourism sector as opposed to business travel during the last one year, if so, the details thereof along with the key factors influencing these trends;
- (b) the details of the specific measures have been taken by the Government to boost leisure tourism in the country post-pandemic, particularly since 2021 and the outcomes of these efforts;
- (c) whether the Government has set any long-term targets for increasing tourist arrivals in the Country and if so, the details of the strategies that are in place to achieve these goals;
- (d) the manner in which these targets compare with the Asian average in terms of tourism growth; and
- (e) the details of the projected estimates for tourist arrivals in the country over the next five years and the initiatives that are planned by the Government to support and facilitate this growth?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) to (e): As per data from the Bureau of Immigration, India recorded 9.52 million Foreign Tourist Arrivals (FTAs) in 2023, reflecting a 47.90% increase compared to 2022. The number of FTAs for Leisure, Holiday, and Recreation in 2023 was 4.40 million, registering an 86.96% growth compared to 2022. Similarly, FTAs for Business and Professional purposes stood at 0.98 million in 2023, marking a 49.66% increase from the previous year.

FTAs have recovered to 87.1% of the pre-pandemic levels closely aligning with the global recovery rate of 88.8% and surpassing the Asia-Pacific region's recovery rate of 65.4%.

The growth in Foreign Tourist Arrivals (FTAs) is mainly driven by the post-pandemic revival of global travel and increasing confidence in India as a diverse and culturally rich destination. Enhanced air connectivity has improved accessibility to key tourist spots, while continuous development of tourism infrastructure has elevated the visitor experience. Additionally, targeted domestic and international marketing campaigns have strengthened India's global appeal, positioning it as a premier destination for travelers worldwide.

Ministry of Tourism has taken several measures/initiatives over the years to increase tourist arrivals in the country, details of which are:

- The Ministry of Tourism under the schemes of 'Swadesh Darshan', 'National Mission on Pilgrimage Rejuvenation and Spiritual Heritage Augmentation Drive (PRASHAD)' and 'Assistance to Central Agencies for Tourism Infrastructure Development' provides financial assistance to State

Governments/ Union Territory Administrations/ Central Agencies for the development of tourism related infrastructure and facilities at various tourism destinations in the country.

- Ministry of Tourism through its various campaigns and events promotes various tourism destinations and products of India in domestic and international markets. Some of the initiatives are Dekho Apna Desh campaign, Chalo India campaign, International Tourism Mart, Bharat Parv.
- The Incredible India Content Hub was launched which is available in the public domain. Promotions are also carried out through the web-site – www.incredibleindia.org and social media handles of the Ministry.
- Thematic tourism like wellness tourism, culinary tourism, rural, eco-tourism, etc. amongst other niche subjects are promoted so as to expand the scope of tourism into other sectors as well.
- Enhance the overall quality and visitor experience through initiatives focused on capacity building, skill development such as 'Capacity Building for Service Providers' 'Incredible India Tourist Facilitator' (IITF), 'Paryatan Mitra' and 'Paryatan Didi'.
- For improving air connectivity to important tourist destinations, Ministry of Tourism has collaborated with Ministry of Civil Aviation under their RCS-UDAN Scheme. As on date, 53 tourism routes have been operationalized.

- e-Visa scheme is now available to 167 countries and it is available for 9 sub-categories:
 - i. e-Tourist Visa
 - ii. e-Business Visa
 - iii. e-Medical Visa
 - iv. e-Conference Visa
 - v. e-Medical Attendant Visa
 - vi. e-Ayush Visa
 - vii. e-Ayush Attendant Visa
 - viii. e- Student Visa
 - ix. e-Student X Visa

RESTRUCTURING OF DEBTS OF VARIOUS CORPORATIONS/SPVS

2599. SHRI CHAMALA KIRAN KUMAR REDDY

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

- (a) Whether the Government of Telangana has sent any proposals for Restructuring of Debt of various Corporations or their Special Purpose Vehicles (SPVs) to issue appropriate instructions to the relevant financial institutions for the restructuring of loans that were extended to the

Corporations/SPVs owned by the Government of Telangana and are now serviced from the State's Consolidated Fund; and

(b) if so, the details thereof and the action taken thereon till date, Corporation and SPV-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) and (b): A request was received from the State Government of Telangana regarding restructuring of loans raised by the Special Purpose Vehicles (SPVs) that are serviced from the State Consolidated Fund under Kaleshwaram Lift Irrigation Scheme.

As per the information received from Ministry of Power, the State Government of Telangana has been informed that Kaleshwaram Irrigation Project Corporation Limited (KIPCL), a special purpose vehicle (SPV) established to construct the Kaleshwaram Lift Irrigation Project in Telangana, was financed by Power Finance Corporation Limited (PFC Ltd.) and REC Limited with a total project cost of Rs. 37,737.11 crore and Rs. 30,536.08 crore respectively.

The state government was further informed that these Non-Banking Financial Companies (NBFCs) raise funds from various sources in the domestic and offshore markets. Based on their cost of borrowing, they determine the lending rates, which also depend on the grading of borrower. Any rebate in interest rate is considered upon the completion/closure of projects. However, any change in loan amortization schedule would result in the downgrade of KIPCL's account

classification (from standard to Sub-standard) in the books of PFC/REC Ltd. in accordance with the guidelines issued by the Reserve Bank of India.

ADARSH VIDYALAYAS

2600. SHRI Y. S.AVINASH REDDY:

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

- (a) whether the Government has been establishing Adarsh Vidyalayas to improve the quality of education in the country, if so, the details thereof;
- (b) the total number of Adarsh Vidyalayas established across the country till date, State-wise;
- (c) the key objectives and features of the Adarsh Vidyalayas in improving quality of education;
- (d) whether the Government has taken any steps to ensure that these schools are adequately staffed with trained teachers and necessary infrastructure in line with objectives of NEP, 2020; and
- (e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (c): Pradhan Mantri Schools for Rising India (PM SHRI), a Centrally Sponsored Scheme, in which PM SHRI schools are set up by strengthening the existing schools from amongst schools managed by Central Government/State/UT Government/local bodies. These schools are to showcase all the initiatives of National Education Policy (NEP) 2020 and emerge as exemplar schools over a period of time, and also offer leadership to other schools in the neighbourhood. They provide leadership in their respective regions in providing high-quality education in an equitable, inclusive and joyful school environment that takes care of the diverse background, multilingual needs, and different academic abilities of children and makes them active participants in their own learning process as per the vision of NEP 2020.

Under the scheme, there is a provision of setting up of more than 14500 PM SHRI schools by strengthening the existing schools from amongst schools managed by Central Government/State/UT Government/local bodies out of which 12,505 PM SHRI schools have been selected up to 6th phase of selection process. The State/UT/KVS/NVS/NCERT wise selected schools up to 6th phase of selection under PM SHRI Scheme is given in the enclosed **Statement**.

The major features in the PM SHRI scheme are:

1. Quality and Innovation (Learning Enhancement Programme, Holistic Progress Card, Innovative Pedagogies, Bagless days, Internships with Local artisans, Capacity building etc.)
2. Beneficiary oriented Entitlements under Right to Education (RTE) Act.
3. Annual School Grants (Composite School grants, Library grant, Sports grant)

4. Early Childhood Care and Education including Balvatika and Foundational Literacy and Numeracy
5. Equity and Inclusion including provision of safe and appropriate infrastructure for girls and children with special needs (CwSN).
6. Encouraging flexibility in choice of subjects offered to students.
7. Encouraging mother tongue as medium of instruction using technological interventions to help bridge language barriers between teachers and students.
8. ICT, smart classrooms and digital libraries for using digital pedagogy.
9. Strengthening of existing infrastructure
10. Vocational interventions and Enhancing internship/entrepreneurship opportunities especially with local industry. Mapping of skills with developmental projects/nearby industry and develop courses/curriculum accordingly.

(d) and (e): PM SHRI scheme has a provision to showcase all the initiatives of National Education Policy 2020 which emphasizes on ensuring adequate staff and well-trained teachers in schools to enhance the quality of education. The Pupil-Teacher Ratio (PTR) in PM SHRI schools is required to be maintained as per NEP guidelines to ensure personalized and effective learning outcomes.

Teacher training is strengthened through District Institutes of Education and Training (DIETs) and State Councils of Educational Research and Training (SCERTs), which provide continuous professional development programs. Training focuses on modern pedagogical techniques, including experiential and competency-based learning, as well as using digital tools for teaching. Teachers

are also updated with the latest and best environmental practices and the most effective ways to propagate them among the students.

The gaps are identified and addressed to ensure that PM SHRI schools have access to adequate infrastructure like drinking water supply, furniture, computer room, science labs and lab equipment. Further, digital pedagogy in PM SHRI schools, is promoted through ICT and digital initiatives. This includes provisions for providing digital libraries with tablets containing pre-loaded educational content, Classroom Digital Boards, Smart Classrooms, Digital Content Creation, and technological interventions to support teachers and address language barriers.

Further, efforts like the introduction of LED lighting, composting facilities, and medicinal gardens create eco-friendly "green schools. All these components are taken up as per requirements identified by the State/UT/KVS/NVS after appraisal according to financial and programmatic norms and provision available.

STATEMENT

The details of State/UT/KVS/NVS wise selected schools up to 6th phase of selection under PM SHRI Scheme:

Sl.	States/UTs	Total Schools
1	A and N ISLAND	11
2	ANDHRA PRADESH	855
3	ARUNACHAL PRADESH	93
4	ASSAM	382
5	BIHAR	836
6	CHANDIGARH	2
7	CHHATTISGARH	341
8	DNH and DD	6
9	DELHI	6

10	GOA	28
11	GUJARAT	448
12	HIMACHAL PRADESH	180
13	HARYANA	250
14	J and K	396
15	JHARKHAND	345
16	KARNATAKA	585
17	LADAKH	36
18	LAKSHADWEEP	11
19	MADHYA PRADESH	787
20	MAHARASHTRA	827
21	MANIPUR	105
22	MEGHALAYA	63
23	MIZORAM	35
24	NAGALAND	49
25	ODISHA	462
26	PUDUCHERRY	12
27	PUNJAB	347
28	RAJASTHAN	639
29	SIKKIM	43
30	TELANGANA	794
31	TRIPURA	84
32	UTTARAKHAND	226
33	UTTAR PRADESH	1713
34	KVS	884
35	NVS	620
36	NCERT	4
	Total	12505

ABSENCE OF SKILL TRAINING CENTRES IN DISTRICTS

2601. SHRI G. M. HARISH BALAYOGI:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

(a) the details regarding all the skill development/training schemes/initiatives implemented across various Ministries, classified Ministry-wise;

- (b) the details of such schemes where the Ministry of Skill Development and Entrepreneurship is the nodal Ministry responsible for implementing the skilling component;
- (c) the number of individuals trained under these said schemes, during the last five years, year, scheme and State-wise breakdown, especially for Andhra Pradesh;
- (d) the funds allocated, released and utilized for the skilling component of these said schemes, during the last five years, year, State and scheme-wise; and
- (e) the details regarding the mechanism adopted by the Government to address the absence of skill training centres in districts where such facilities are lacking and the measures taken to ensure accessible skill development training in such areas?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): Under the Government of India's Skill India Mission (SIM) , the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill training through an extensive network of skill development centres under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Sikhshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman Training Scheme (CTS) through Industrial Training Institutes (ITIs), to all the sections of the society across the country including Andhra Pradesh. The SIM aims at enabling youth of India to get future ready, equipped with industry relevant skills. The brief of these schemes is as under:

Pradhan Mantri Kaushal Vikas Yojana (PMKVY): PMKVY Scheme is for imparting skill development training through Short-Term Training (STT) and up-skilling and re-skilling through Recognition of Prior Learning (RPL) to youth across the country.

Jan Shikshan Sansthan (JSS) Scheme: The main target of the JSS is to impart vocational skills to the non-literates, neo-literates and the persons having rudimentary level of education and school dropouts upto 12th standard in the age group of 15-45 years, with due age relaxation in case of “Divyangjan” and other deserving cases. Priority is given to Women, SC, ST, OBC and Minorities in the rural areas and urban low-income areas.

National Apprenticeship Promotion Scheme (NAPS): This Scheme is for promoting apprenticeship training and increasing the engagement of apprentices by providing financial support for payment of stipend to apprentices. Training consists of Basic Training and On-the-Job Training / Practical Training at workplace in the industry.

Craftsmen Training Scheme (CTS): This scheme is for providing long-term training through Industrial Training Institutes (ITIs) across the country. The ITIs offer a range of vocational/skill training courses covering a large number of economic sectors with an objective to provide skilled workforce to the industry as well as self employment of youth.

Apart from MSDE, more than 20 Central Ministries are implementing Skilling/ Upskilling training programmes through various schemes, such as Deen Dayal Upadhyaya Grameen Kaushalya Yojana (DDU- GKY), the Rural Self Employment

Training Institutes (RSETI) under Ministry of Rural Development, Deen Dayal Antyodaya Yojana – National Urban Livelihood Mission (NULM) under Ministry of Housing and Urban Affairs etc.

(c): Schemes of MSDE for skill development are implemented across the country, including in Andhra Pradesh. State-wise details of number of candidates trained under various schemes of MSDE, including Andhra Pradesh, during the last five years are given in the enclosed **Statement-I**.

(d) Funds under PMKVY and JSS scheme are released to implementing agencies for meeting the training cost as per prescribed norms. Funds are being released under JSS scheme to Non-Governmental Organizations (NGOs) directly. Under NAPS, the establishments are incentivized by way of stipend support. Day to day administration as well as financial control in respect of ITIs lies with the respective State Government/ UT Administration. State-wise details of funds released for implementation of schemes of MSDE, including Andhra Pradesh, during the last five years are given in the enclosed **Statement-II**.

(e) National Skill Development Corporation (NSDC) under the aegis of Ministry of Skill Development and Entrepreneurship has formed 36 Sector Skill Councils (SSCs), led by industry leaders in the respective sectors. These SSCs are mandated to identify the skill development needs of respective sectors as well as to determine skill competency standards. District Skill Committees (DSCs), set up across all States/UTs including Odisha, are mandated with formulating District Skill Development Plans (DSDPs) to promote decentralized planning for skill

development and implementation at the grassroots level. The DSDPs identify sectors with employment opportunities as well as the associated demand for skilling in the district, and map the available facilities for Skill Training. Skill Development Programmes of the Government are designed and implemented to bridge identified skill gaps across sectors. Schemes of MSDE are demand driven and training centres / training partners are engaged on need basis.

STATEMENT-I

State-wise details of candidates trained during last five years

(a) Pradhan Mantri Kaushal Vikas Yojana:

State/UT	2019-20	2020-21	2021-22	2022-23	2023-24
Andaman And Nicobar Islands	1259	1464	613	310	648
Andhra Pradesh	105667	66404	13199	5798	32421
Arunachal Pradesh	15700	51991	8884	667	4152
Assam	198896	362506	24517	8721	38189
Bihar	191902	96288	47643	12213	23583
Chandigarh	9507	3834	893	491	319
Chhattisgarh	46548	16151	9495	4356	8367
Delhi	146205	55121	19965	2262	10686
Goa	4300	1709	604	176	183
Gujarat	155195	48489	35001	6503	19975
Haryana	175386	54719	18191	8963	27365
Himachal Pradesh	48870	15612	8724	3539	5348
Jammu And Kashmir	122659	58927	21339	7352	28875
Jharkhand	120103	15452	34233	5302	8796
Karnataka	165247	53066	23153	8410	13025

Kerala	78523	31077	12968	5673	8802
Ladakh	1937	181	731	246	445
Lakshadweep	60	90	120	0	0
Madhya Pradesh	223483	95403	46659	21345	34833
Maharashtra	637002	148352	39864	14913	35257
Manipur	28962	34540	6424	1146	2879
Meghalaya	11999	17769	3406	1245	2502
Mizoram	10837	11433	4742	1162	3533
Nagaland	17364	14399	4184	1803	3830
Odisha	239050	68828	12645	12116	21428
Puducherry	7172	3241	1622	689	1556
Punjab	97681	57054	18539	7568	11816
Rajasthan	446900	97822	38511	9232	23551
Sikkim	5123	3634	1322	381	2802
Tamil Nadu	185108	72404	29057	8029	34507
Telangana	108145	33999	13107	8040	15390
DNH and DD	5338	222	252	31	301
Tripura	50388	46676	4490	1608	5081
Uttar Pradesh	656829	239286	69015	25568	71530
Uttarakhand	68250	29412	10522	2942	11584
West Bengal	177880	53221	31406	12370	25766

(b) Jan Shikshan Sansthan(JSS)

State/UT	2019-20	2020-21	2021-22	2022-23	2023-24
Andaman and Nicobar	0	0	900	1800	1800
Andhra Pradesh	10901	8580	11699	16200	10800
Arunachal Pradesh	570	0	0	0	0
Assam	9243	8883	9139	12600	9000
Bihar	22708	16314	28769	56594	37786
Chandigarh	1836	1120	1600	2700	1800

Chhattisgarh	13483	10480	18151	37777	23376
DNH and DD	1558	897	2379	3255	3179
Delhi	5487	4940	5440	8099	5398
Goa	1741	1664	1740	2700	1800
Gujarat	18640	16840	19228	23917	14160
Haryana	9002	8705	8939	10728	7181
Himachal Pradesh	1400	1504	8424	28244	18630
Jammu And Kashmir	3429	3554	2396	500	1020
Jharkhand	5383	4424	9964	25220	22439
Karnataka	16201	15525	18735	31492	21532
Kerala	16247	13900	16148	24300	16198
Ladakh	0	0	0	600	212
Lakshadweep	0	0	0	1481	1772
Madhya Pradesh	50449	45501	52222	70259	49089
Maharashtra	38023	35102	38479	52934	37273
Manipur	5387	5327	6285	10278	7197
Meghalaya	0	0	0	1660	1800
Mizoram	0	0	900	2472	1800
Nagaland	1800	1800	1812	1999	2631
Odisha	30677	25820	40635	71765	50828
Punjab	3434	1607	3567	4138	3560
Rajasthan	9069	9493	12443	20651	14831
Tamil Nadu	14244	11727	14045	19784	14780
Telangana	12452	8497	10398	15639	10300
Tripura	1631	1101	2610	5397	3600
Uttar Pradesh	85436	77335	88648	122510	84573
Uttarakhand	10776	8800	12433	20687	14393
West Bengal	14125	10356	13868	17904	12599

(c) National Apprenticeship Promotion Scheme (NAPS)

States/UT	2019-20	2020-21	2021-22	2022-23	2023-24
Andaman and Nicobar Islands	0	3	9	41	48
Andhra Pradesh	3860	4394	15722	16203	21701
Arunachal Pradesh	0	3	18	42	65
Assam	2204	2452	14006	9661	8173
Bihar	1155	1237	6476	5543	5317
Chandigarh	346	280	813	671	1227
Chhattisgarh	5637	1653	2660	4881	5259
Delhi	4937	7784	17799	15818	15956
Goa	1720	2032	3432	4406	11882
Gujarat	45107	56911	69567	76226	83955
Haryana	18920	31853	42343	62865	66720
Himachal Pradesh	1898	1767	5669	6825	10212
Jammu And Kashmir	304	260	832	989	859
Jharkhand	2133	5034	8258	9152	11882
Karnataka	13764	17276	42084	58523	78456
Kerala	3899	6426	8975	11275	13104
Ladakh	0	6	18	28	66
Lakshadweep	0	18	4	9	6
Madhya Pradesh	6942	9522	17093	21205	22707
Maharashtra	36617	71475	146865	185999	263245
Manipur	16	11	90	32	18
Meghalaya	51	105	117	181	212
Mizoram	4	1	4	4	12
Nagaland	14	1	27	22	15
Odisha	3391	3681	8296	10458	10755
Puducherry	481	299	1090	1343	2469
Punjab	2856	4459	11659	15361	14761

Rajasthan	4073	6417	9473	15204	18230
Sikkim	128	162	308	202	298
Tamil Nadu	13602	24912	49929	72311	101553
Telangana	9654	13996	38454	31821	37774
DNH and DD	97	597	1282	1006	2878
Tripura	437	255	244	368	383
Uttar Pradesh	12584	19955	38039	56946	71504
Uttarakhand	2489	4360	9986	16436	21058
West Bengal	6149	7370	18791	26109	29538

(d) Craftsmen Training Scheme

State/UT	2019-20	2020-21	2021-22	2022-23	2023-24
Andaman And Nicobar Islands	441	619	531	450	481
Andhra Pradesh	56264	49142	45612	48110	50568
Arunachal Pradesh	564	577	497	674	735
Assam	2965	3210	3500	3548	5325
Bihar	112408	105030	110399	90377	125577
Chandigarh	968	831	910	907	1083
Chhattisgarh	21831	19571	22320	20816	24226
Delhi	9757	8672	8774	9261	10266
Goa	1727	1742	2080	2126	2256
Gujarat	69531	85391	81236	84648	98454
Haryana	53251	54275	49032	45161	54944
Himachal Pradesh	22203	17923	20332	22691	23437
Jammu And Kashmir	4396	7545	8062	8130	8504
Jharkhand	33463	25626	29760	35573	40103
Karnataka	73714	54244	66238	73019	78663
Kerala	35201	31632	35493	34741	33222
Ladakh	151	118	171	326	368

Lakshadweep	246	435	374	303	360
Madhya Pradesh	73278	71096	63306	69194	73223
Maharashtra	110734	102680	112997	121884	128333
Manipur	80	82	108	668	812
Meghalaya	512	514	508	738	714
Mizoram	274	242	256	334	396
Nagaland	228	222	186	267	240
Odisha	49043	49694	57401	54005	65801
Puducherry	789	687	689	737	796
Punjab	39747	47590	39992	39986	43994
Rajasthan	136224	101614	95342	99263	109595
Sikkim	207	260	181	424	312
Tamil Nadu	35024	27315	28496	35078	41168
Telangana	32775	29468	27183	26480	29557
DNH and DD	319	318	443	666	908
Tripura	1497	2043	1603	2470	2462
Uttar Pradesh	336119	279998	273714	269106	333601
Uttarakhand	11052	8344	8918	10807	11542
West Bengal	32506	30696	29207	37711	44221

STATEMENT-II

State-wise details of funds released for implementation of skill development schemes during last five years:

(a) Pradhan Mantri Kaushal Vikas Yojana (PMKVY)

Rs. in Crore						
SI No	State	2019-20	2020-21	2021-22	2022-23	2023-24
1	Andaman and Nicobar Islands	0.88	1.15	0.59	0.075	0.03
2	Andhra Pradesh	42.46	34.04	9.55	3.16	35.71
3	Arunachal Pradesh	9.56	14.46	10.11	1.49	5.35
4	Assam	59.83	75.20	53.46	11.01	43.28
5	Bihar	92.36	62.41	55.8	15.82	31.97
6	Chandigarh	2.47	0.91	0.49	0.26	0.61
7	Chhattisgarh	27.90	7.19	3.98	2.48	13.02
8	DNH and DD	2.32	0.33	0.18	0.01	0.26
9	Delhi	39.43	48.63	3.52	3.6	12.63
10	Goa	0.58	0.06	0.04	0.06	0.24
11	Gujarat	47.55	27.01	9.04	3.36	16.29
12	Haryana	63.39	35.57	8.66	3.93	26.91
13	Himachal Pradesh	29.13	14.05	5.44	2.81	9.41
14	Jammu and Kashmir	43.88	35.83	16.52	16.79	34.91
15	Jharkhand	30.63	10.86	9.45	4.95	13.31
16	Karnataka	52.51	45.28	11.69	3.48	18.39
17	Kerala	17.35	11.11	6.63	4.64	11.23
18	Lakshadweep	-	-	0	0	0
19	Madhya Pradesh	117.53	63.67	45.04	19.24	51.25
20	Maharashtra	180.21	104.65	25.46	7.1	43.21
21	Manipur	10.53	18.30	7.62	2.06	7.05
22	Meghalaya	9.31	5.31	2.92	0.45	2.96

23	Mizoram	5.62	5.74	3.1	0.81	3.06
24	Nagaland	3.37	3.18	1.74	3.09	3.88
25	Odisha	78.97	44.02	14.5	5.41	20.22
26	Puducherry	2.50	2.68	1.27	0.49	2.67
27	Punjab	61.10	29.93	10.9	5.19	27.27
28	Rajasthan	101.76	68.14	35.3	10.4	63.46
29	Sikkim	3.78	3.31	1.65	0.85	3.15
30	Tamil Nadu	47.15	31.66	11.04	5.4	41.52
31	Telangana	41.36	24.13	9.38	3.66	24.48
32	Tripura	9.77	21.57	8.52	1.6	5.72
33	Uttar Pradesh	214.61	133.05	66.65	19.08	97.6
34	Uttarakhand	28.98	12.74	6.72	4.79	13.75
35	West Bengal	70.65	31.49	18.36	6.11	25.1
36	Ladakh	-	0.12	0.26	0.337	1.02

(b) Jan Shikshan Sansthan (JSS)

Rs. in Crore					
States	2019-20	2020-21	2021-22	2022-23	2023-24
Andaman and Nicobar	-	3.12	0.45	0.50	0.50
Andhra Pradesh	2.75	-	3.03	3.31	3.36
Arunachal	0.50	2.46	-	-	-
Assam	2.47	5.34	2.91	2.74	2.74
Bihar	6.19	0.49	9.25	11.90	11.69
Chandigarh	0.51	3.07	0.42	0.52	0.56

Chattisgarh	3.42	0.48	6.70	7.61	7.34
DNH andDD	0.48	-	0.82	0.95	0.96
Delhi	-	1.48	-	-	-
Goa	1.50	0.50	1.44	1.68	1.68
Gujarat	0.50	5.00	0.48	0.56	0.55
Haryana	4.83	2.50	5.12	4.79	4.48
Himachal Pradesh	2.50	0.76	2.45	2.15	2.20
Jammu Kashmir	0.25	0.88	4.77	5.71	5.72
Jharkhand	0.96	1.30	1.15	0.13	0.25
Karnataka	1.44	4.38	5.32	5.72	6.31
Kerala	4.30	4.37	5.60	6.51	6.63
Ladakh	4.41	-	4.17	5.01	5.04
Lakshadweep	-	-	0.57	0.46	0.25
Madhya Pradesh	-	12.87	0.20	0.50	0.46
Maharashtra	13.58	9.78	14.28	14.94	15.03
Manipur	10.39	1.50	10.17	11.31	11.46
Meghalaya	1.50	-	1.94	2.23	2.18
Mizoram	-	-	0.20	0.50	0.50
Nagaland	-	0.50	0.45	0.56	0.52
Odisha	0.50	8.01	0.95	0.64	0.63
Punjab	8.16	0.97	13.23	15.38	15.19
Rajasthan	1.00	2.51	0.75	1.05	0.99

Tamil Nadu	2.49	3.36	4.06	4.29	4.52
Telangana	3.92	2.93	3.19	4.06	4.32
Tripura	3.18	0.48	2.74	3.20	3.24
Uttar Pradesh	0.46	22.05	0.84	1.07	1.02
Uttarakhand	22.84	2.72	22.99	25.79	26.03
West Bengal	2.95	3.87	3.46	4.64	4.34

(c) National Apprentice Promotion Scheme (NAPS)

Rs. In Crore						
Sl. No	Name of the State/UT	2019-20	2020-21	2021-22	2022-23	2023-24
1	Andaman And Nicobar Islands	0.00	0.00	0.00	0.00	0.00
2	Andhra Pradesh	2.68	5.64	1.96	9.29	3.21
3	Arunachal Pradesh	0.00	0.00	0.00	0.00	0.00
4	Assam	3.92	2.96	5.10	1.68	0.00
5	Bihar	0.00	1.16	1.02	0.23	1.42
6	Chandigarh	0.00	0.00	0.00	0.00	0.00
7	Chhattisgarh	0.00	0.39	1.00	2.18	1.18
8	Dadra and Nagar Haveli	0.00	0.00	0.20	0.00	0.00
9	Daman and Diu	0.00	0.00	0.00	0.00	0.00
10	Delhi	5.68	7.26	7.55	1.61	3.50
11	Goa	0.00	0.00	0.00	0.00	0.23
12	Gujarat	1.00	28.96	14.05	27.30	28.99
13	Haryana	0.95	6.05	1.19	4.24	10.12
14	Himachal Pradesh	0.21	0.63	0.65	0.78	0.46
15	Jammu and Kashmir	0.00	0.21	0.17	0.06	0.00
16	Jharkhand	0.00	0.51	0.85	0.08	3.08
17	Karnataka	0.07	2.49	6.02	9.45	3.45
18	Kerala	0.00	0.94	10.10	4.91	6.14

19	Ladakh	0.00	0.00	0.00	0.00	0.00
20	Lakshadweep	0.00	0.00	0.00	0.00	0.00
21	Madhya Pradesh	8.13	2.38	10.40	1.70	1.60
22	Maharashtra	2.25	6.23	5.72	9.52	17.06
23	Manipur	0.00	0.00	0.00	0.00	0.00
24	Meghalaya	0.00	0.00	0.00	0.00	0.00
25	Mizoram	0.00	0.00	0.00	0.00	0.00
26	Nagaland	0.00	0.00	0.00	0.00	0.00
27	Odisha	0.25	2.34	3.95	0.67	3.46
28	Puducherry	0.00	0.00	0.00	2.00	0.00
29	Punjab	0.07	0.53	0.80	0.81	2.35
30	Rajasthan	0.01	1.00	2.50	2.10	0.78
31	Sikkim	0.00	0.00	0.00	0.35	0.00
32	Tamil Nadu	8.44	7.90	6.59	19.51	6.48
33	Telangana	3.50	5.49	5.28	4.15	6.93
34	Tripura	0.00	0.00	0.00	0.00	0.00
35	Uttar Pradesh	2.00	4.31	7.50	4.34	2.44
36	Uttarakhand	0.01	4.62	1.70	1.58	0.44
37	West Bengal	5.11	2.80	4.50	1.98	0.15

REDUCTION IN SUBSIDIES FOR ESSENTIAL COMMODITIES

2602. SHRI PATHAN YUSUF:

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

- (a) whether it is a fact that the recent budget proposes a reduction in subsidies for essential commodities including Rs. 3400 crore cut in fertilizer subsidies and Rs. 2600 crore cut in petroleum subsidies;
- (b) if so, the details thereof;

- (c) the manner in which the Government plan to mitigate the impact of such reduction on low-income households who rely heavily on these subsidies; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

- (a) No sir. The Budget Estimates for FY 2025-26 when compared to the Budget Estimates for FY 2024-25 do not entail a cut of Rs. 3,400 crore in fertiliser subsidies and Rs. 2,600 crore in petroleum subsidies.
- (b) to (d) Does not arise in light of part (a).

PRAVASI KAUSHAL VIKAS YOJANA

2603. SHRIMATI KANIMOZHI KARUNANIDHI:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) the details regarding the number of people trained under various schemes of Skill India Mission, State-wise, especially in Tamil Nadu;
- (b) the details regarding the number of people trained under various schemes of Skill India Mission in Tamil Nadu, district-wise, especially in Thoothukudi district;
- (c) the details regarding the number of people who have gained employment after such training, district and State-wise; and

(d) the details regarding the number of people trained under the Pravasi Kaushal Vikas Yojana in Tamil Nadu and district-wise especially in Thoothukudi district?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): Under the Government of India's Skill India Mission (SIM) , the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill training through an extensive network of skill development centres under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Sikhshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman Training Scheme (CTS) through Industrial Training Institutes (ITIs), to all the sections of the society across the country including the state of Tamil Nadu. The SIM aims at enabling youth of India to get future ready and equipped with industry relevant skills.

The state-wise number of candidates trained under above schemes of MSDE is given in the enclosed **Statement-I** and the district-wise number of candidates trained in the state of Tamil Nadu is given in the enclosed **Statement-II**.

(c): Amongst the schemes of MSDE, placements were tracked under the Short-Term Training component of PMKVY in the first three versions (PMKVY 1.0, PMKVY 2.0 and PMKVY 3.0) implemented from 2015-16 to 2021-22. Under PMKVY (1.0, 2.0 and 3.0), a total of 24,43,672 and 1,72,336 candidates were reported placed in India and state of Tamil Nadu respectively. The state-wise details of

candidates reported placed across the country and the district-wise details of candidates reported placed in the state of Tamil Nadu are given in the enclosed **Statement-III**. Under PMKVY 4.0, the focus is on empowering the trained candidates to choose their varied career path and they are suitably oriented for the same.

(d): Pravasi Kaushal Vikas Yojana (PKVY), a skill development scheme of the Ministry of External Affairs, is aimed at enhancing the skill set of potential emigrant workers in select sectors and job roles, in line with international standards, to facilitate overseas employment opportunities.

Details of total candidates trained under Pre Departure Orientation Training (PDOT) under Pravasi Kaushal Vikas Yojana (PKVY) since its inception in 2018 is given in the enclosed **Statement-IV**.

STATEMENT-I

State-wise persons training data under schemes of MSDE:

State	PMKVY (Since 2015-16 to 31.12.2024)	JSS (since 2018-19 to 28.02.2025)	NAPS (since 2018-19 to 28.02.2025)	ITI (Since 2018-19 to 2023-24)
Andaman and Nicobar Islands	5,431	5,440	234	2,907
Andhra Pradesh	5,21,022	71,191	81,764	3,10,035
Arunachal Pradesh	97,213	726	192	3,695
Assam	8,28,706	58,567	42,042	21,375
Bihar	7,41,278	1,97,792	25,231	6,51,401

Chandigarh	27,818	10,024	4,964	5,606
Chhattisgarh	2,02,882	1,21,706	25,284	1,30,602
Delhi	5,22,475	35,838	92,622	59,908
Goa	10,484	10,987	34,415	11,844
Gujarat	4,69,062	1,08,322	4,23,340	5,11,347
Haryana	7,44,162	50,288	2,85,685	3,25,103
Himachal Pradesh	1,70,501	68,527	35,025	1,28,142
Jammu And Kashmir	4,17,062	12,596	4,327	39,409
Jharkhand	3,10,072	84,295	46,185	1,94,496
Karnataka	5,74,184	1,23,533	2,97,330	4,27,771
Kerala	2,72,144	1,04,129	57,804	2,08,700
Ladakh	4,062	812	165	1,209
Lakshadweep	390	3,713	44	1,805
Madhya Pradesh	11,73,959	3,24,860	1,03,017	4,32,802
Maharashtra	13,15,883	2,38,848	9,62,167	6,98,847
Manipur	1,09,330	40,430	351	1,867
Meghalaya	57,483	3,840	931	3,669
Mizoram	41,718	5,409	167	1,945
Nagaland	52,101	11,122	98	1,311
Odisha	5,98,174	2,65,645	45,285	3,27,281
Puducherry	34,164	-	9,702	4,641
Punjab	5,45,446	19,313	63,496	2,53,243
Rajasthan	13,70,379	81,331	74,449	6,67,565
Sikkim	19,462	-	1,493	1,785
Tamil Nadu	8,68,443	87,449	3,55,439	2,10,015
Telangana	4,55,705	69,667	1,64,204	1,81,678
DNH and DD	11,842	13,162	9,204	2,977
Tripura	1,57,394	17,165	2,121	12,867

Uttar Pradesh	24,13,050	5,42,921	2,73,816	18,47,936
Uttarakhand	2,47,404	81,495	75,639	63,542
West Bengal	6,42,196	81,396	1,10,986	2,07,802
Overall	1,60,33,081	29,52,539	37,09,218	79,57,128

STATEMENT-II

District-wise persons training data under schemes of MSDE in state of Tamil Nadu:

District	PMKVY (Since 2015-16 to 31.12.2024)	JSS (since 2018-19 to 28.02.2025)	NAPS (since 2018-19 to 28.02.2025)	ITI (Session 2018 to 2023)
Ariyalur	11,640	-	563	4127
Chengalpattu	1,454	-	19,629	4867
Chennai	105,148	998	89,069	10150
Coimbatore	56,975	-	34,844	7552
Cuddalore	19,776	-	7,614	12861
Dharmapuri	12,796	-	792	2240
Dindigul	19,142	-	2,500	5801
Erode	30,205	-	5,026	4187
Kallakurichi	500	-	128	5659
Kanchipuram	62,810	10194	96,615	2180
Kanniyakumari	23,308	-	1,098	5627
Karur	14,670	-	1,185	1870
Krishnagiri	22,255	-	24,274	3342
Madurai	33,311	10056	5,989	9002
Mayiladuthurai	-	-	188	2436
Nagapattinam	10,092	11151	490	5068
Namakkal	37,106	11882	519	2966

Perambalur	9,763	-	1,454	2379
Pudukkottai	7,805	-	3,721	6033
Ramanathapuram	7,622	-	310	4788
Ranipet	768	-	3,399	4296
Salem	40,347	-	2,775	9179
Sivaganga	11,084	10294	989	3518
Tenkasi	737	-	70	4838
Thanjavur	13,596	-	1,512	10410
The Nilgiris	9,758	-	531	2253
Theni	10,742	-	344	5404
Thiruvallur	41,420	-	20,115	6747
Thiruvarur	8,272	11816	203	3193
Thoothukkudi	9,870	-	1,157	7017
Tiruchirappalli	49,679	10599	9,874	13275
Tirunelveli	20,668	-	2,897	6187
Tirupathur	1,142	-	1,238	1776
Tiruppur	24,917	-	4,958	3934
Tiruvannamalai	34,263	-	1,972	8684
Vellore	74,743	-	4,617	5208
Villupuram	14,300	-	1,532	5040
Virudhunagar	15,759	10459	1,248	5919
Overall	868,443	87,449	355,439	210,013

STATEMENT-III

State-wise details of candidates reported placed under PMKVY (PMKVY 1.0, 2.0 and 3.0)

State	Reported Placed
Andaman And Nicobar Islands	124

Andhra Pradesh	1,12,096
Arunachal Pradesh	14,014
Assam	67,257
Bihar	1,28,078
Chandigarh	6,361
Chhattisgarh	29,325
Delhi	78,469
Goa	1,105
Gujarat	69,289
Haryana	1,59,135
Himachal Pradesh	27,185
Jammu And Kashmir	53,986
Jharkhand	29,680
Karnataka	74,225
Kerala	26,385
Ladakh	1,063
Madhya Pradesh	2,23,493
Maharashtra	81,074
Manipur	16,094
Meghalaya	13,608
Mizoram	9,883
Nagaland	6,181

Odisha	71,066
Puducherry	10,504
Punjab	1,28,913
Rajasthan	1,86,018
Sikkim	3,942
Tamil Nadu	172,336
Telangana	1,12,967
DNH andDD	2,817
Tripura	18,682
Uttar Pradesh	3,39,749
Uttarakhand	52,597
West Bengal	115,971
Overall	24,43,672

District-wise details of candidates reported placed under PMKVY (PMKVY 1.0, 2.0 and 3.0) in the state of Tamil Nadu:

District	Reported Placed
Ariyalur	3,215
Chennai	8,399
Coimbatore	10,532
Cuddalore	4,807
Dharmapuri	2,685
Dindigul	5,811

Erode	10,105
Kanchipuram	6,618
Kanniyakumari	3,126
Karur	3,625
Krishnagiri	2,911
Madurai	5,507
Nagapattinam	1,411
Namakkal	12,279
Perambalur	5,457
Pudukkottai	1,919
Ramanathapuram	2,479
Ranipet	19
Salem	7,761
Sivaganga	3,021
Thanjavur	3,265
The Nilgiris	1,071
Theni	4,178
Thiruvallur	10,508
Thiruvarur	1,224
Tiruchirappalli	9,541
Tirunelveli	4,714
Tiruppur	7,140
Tiruvannamalai	3,933
Thoothukkudi	3,182
Vellore	12,885
Villupuram	3,912
Virudhunagar	5,096
Total	172,336

STATEMENT-IV

State-wise details of people trained under PDOT under PKVY of M/o External Affairs:

State	No of People Trained (Since Inception up to January 2025)
Andhra Pradesh	4106
Bihar	1938
Delhi	32869
Karnataka	917
Kerala	5182
Maharashtra	1,13,653
Odisha	1246
Punjab	1481
Rajasthan	4779
Tamil Nadu	2328
Telangana	4132
Uttar Pradesh	9061
West Bengal	689
Overall	1,82,381

DIGITAL INFRASTRUCTURE IN SCHOOLS

2604. SHRI ESWARASAMY K.:

SHRI VISHNU DAYAL RAM:

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

(a) whether the Government has taken any steps to enhance digital infrastructure in schools located in rural India;

- (b) if so, the details thereof, including the amount of funds allocated and utilized for this purpose during the last three years, State/UT and year-wise;
- (c) the number of schools and students in rural areas of the country that have benefitted from the enhanced digital infrastructure, year and State/UT-wise;
- (d) the specific digital resources provided under this initiative, such as computers, internet connectivity, and digital learning platforms;
- (e) whether the Government has any vision or plan to introduce digital learning in schools in the country and particularly in Tamil Nadu, if so, the details thereof; and
- (f) the steps proposes to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (f): Education is in the Concurrent list of the Constitution and majority of the schools are under the administrative control of respective State Government and UT Administration. The Department of School Education and Literacy is implementing Samagra Shiksha – an Integrated Scheme for School Education from 2018-19. Samagra Shiksha is an overarching programme for the school education sector extending from pre-school to class XII and aims to ensure inclusive and equitable quality education at all levels of school education including the rural areas. Samagra Shiksha is implemented in partnership with all the States and UTs and financial assistance is provided to all States and UTs.

ICT and Digital Initiatives component of Samagra Shiksha covers Government and Aided Schools having classes VI to XII. Under this component financial assistance is provided for establishing ICT Lab and Smart Classrooms in schools. The non- recurring/recurring grant under 'ICT and Digital Initiatives' is available to the States and UTs for following two options:

- i. **Option I:** Under this option schools which have not availed the ICT facility earlier can either opt for ICT or smart classrooms as per their requirement and need. In case of more than 700 enrolment, an additional ICT lab can also be considered. States/UTs have flexibility to procure hardware such as tablets/ laptops/notebooks/ integrated teaching learning devices and open source operating system as well as Hardware, Software, training and resource support. This would include support for digital boards, smart classrooms, virtual classrooms and DTH channels on pro-rata basis for number of schools approved.
- ii. **Option II:** Under this option schools which have already availed the ICT facility earlier can avail smart classrooms/tablets as per the norms of the scheme.

Financial Provisions:

ICT Lab: a non-recurring grant of up to Rs. 6.40 lakh per school and recurring grant of upto Rs. 2.40 lakh per school per annum for a period of 5 years.

From 2023-24, the scheme also offers step-wise funding based on school enrolment. (Strength < 100: Rs. 2.5 Lakhs, Strength between 100 – 250: Rs. 4.5 Lakhs, Strength between 250 – 700: Rs. 6.4 Lakhs)

Smart Classrooms: The non-recurring grant for Smart Class rooms (2 smart classrooms per school) is of Rs. 2.40 lakh and the recurring grant is Rs. 38,000/- per school per annum (including E Content and Digital Resources, Charges for Electricity).

The State/UT-wise details of ICT Labs and Smart Classrooms sanctioned to States/UTs from 2020-21 to 2024-25 is given in the enclosed **Statement-I**. The State/UT-wise details of funds allocated and utilized for ICT Labs from 2020-21 to 2024-25 is given in the enclosed **Statement-II**. The State/UT-wise details of funds allocated and utilized for Smart Classrooms from 2020-21 to 2024-25 is given in the enclosed **Statement-III**.

An advisory has been issued by the Department of School Education and Literacy, Government of India to all the States and UTs to enter into an MoU/ Agreement with BSNL and provide FTTH Internet connection to all the Government Schools which have computing devices. States/ UTs have been advised that the Internet Charges can be met from the following:

- For ICT Labs / Smart Class rooms sanctioned under Samagra Shiksha, internet charges can be met from the recurring charges being released under Samagra Shiksha.

- For Schools in which ICT / Smart Class room are not sanctioned under Samagra Shiksha and which have computing devices, internet Charges can be met from the Management monitoring Evaluation and Research (MMER) funds being released under Samagra Shiksha or can be met from any other State/UT Government funds.

As per UDISE 2023-24, the number of Government schools across the country that have functional internet connectivity are 4,70,188. As per UDISE 2023-24, the number of Government schools across the country that have computer facilities are 5,14,095.

To achieve the objectives of NEP 2020 and to bridge the digital divide in education, a comprehensive initiative called PM e-VIDYA is in place which unifies all efforts related to digital/online/on-air education to enable multi-mode access to education, with a target to benefit nearly 25 crore school going children across the country including Tamil Nadu. The key components of this initiative are DIKSHA - the nation's digital infrastructure, 200 PM e-VIDYA DTH TV Channels to provide supplementary education in various Indian languages for classes 1-12, ePathshala initiative to disseminate Digital Books and eContents, eJaadui Pitara is a digital app to supplement and a complement to the physical Jaadui Pitara, a vertical on Virtual Labs created on DIKSHA platform where Virtual Labs for Science and Mathematics for subjects Class 6th to 12th have been made available.

The above digital initiatives of Department of School Education and Literacy especially "ICT and Smart Classroom component" provide basic infrastructure to

the students and transform the classroom into tech-driven class. The students increase engagement with multimedia content and interactive activities, while availing wider range of resources. This fosters deeper understanding, collaboration, and digital literacy for students, enriching their overall educational experience.

STATEMENT-I

The State/UT-wise details of ICT Labs and Smart Classrooms sanctioned to States/UTs from 2020-21 to 2024-25

S. No.	States/UTs	ICT Labs					Smart Classrooms				
		2024-25	2023-24	2022-23	2021-22	2020-21	2024-25	2023-24	2022-23	2021-22	2020-21
1	Andaman and	3	6	8	2	9	0	3147	435	1096	0
2	Andhra	621	405	710	917	445	659	0	0	0	0
3	Arunachal	92	114	39	43	29	34	102	107	0	0
4	Assam	83	0	645	1859	628	897	1701	240	3643	0
5	Bihar	627	0	0	0	0	627	1981	126	2739	0
6	Chandigarh	32	1	0	2	0	1	1	95	89	0
7	Chhattisgarh	1436	352	0	67	0	4582	519	0	2714	2624
8	DND - DNH	12	24	25	28	10	37	18	53	84	0
9	Delhi	249	0	7	0	0	0	90	45	906	78
10	Goa	0	3	0	0	0	0	0	0	24	0
11	Gujarat	35	479	0	0	0	521	447	0	4372	1815
12	Haryana	72	255	113	232	0	211	424	342	1154	1425
13	Himachal	3	12	282	480	218	14	0	616	1632	0
14	Jammu and	598	172	203	220	408	1703	372	834	518	0
15	Jharkhand	286	1447	504	896	726	337	342	121	519	0
16	Karnataka	454	0	0	764	0	95	100	1768	0	0
17	Kerala	1	0	0	0	0	23	115	257	115	0
18	Ladakh	17	46	16	6	49	66	20	8	38	0
19	Lakshadweep	0	0	0	0	0	0	0	0	0	0
20	Madhya	889	879	0	441	0	3716	3457	658	700	0
21	Maharashtra	331	309	0	0	0	42	209	2405	887	0
22	Manipur	42	52	34	28	117	36	57	140	311	0

23	Medhalava	55	29	28	25	132	3	0	14	0	8
24	Mizoram	311	217	62	0	63	11	0	28	201	0
25	Nagaland	22	0	0	0	0	63	13	47	74	515
26	ODISHA	95	0	0	302	0	681	0	2119	4471	384
27	Puducherry	0	0	0	6	10	0	0	45	100	0
28	Punjab	125	719	559	435	72	18	300	664	2903	0
29	Rajasthan	998	937	412	398	525	430	3420	408	5509	3290
30	Sikkim	10	3	0	82	4	27	0	32	238	4
31	Tamil Nadu	1078	3536	2211	1893	441	6284	0	0	865	0
32	Telangana	562	640	94	0	20	505	697	0	3010	0
33	Tripura	91	105	294	239	59	47	42	563	249	0
34	Uttar Pradesh	746	3669	289	0	0	4590	4229	18444	543	0
35	Uttarakhand	1635	0	0	240	0	11	78	195	709	1529
36	West Bengal	160	63	0	1173	125	502	0	0	0	0
	Total	11712	14474	6535	10778	4090	26773	21881	30809	40413	11672

Source: PRABANDH

STATEMENT-II

The State/UT-wise details of funds allocated and utilized for ICT Labs from 2020-21 to 2024-25

(Rs. in Lakh)

[illegible]

18	Ladakh	313.6	0.0	38.4	428.4	102.4	89.2	115.0	0.0	78.5	0.0
19	Lakshadweep	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	Madhya Pradesh	0.0	0.0	2822.4	0.0	0.0	398.4	4890.3	398.4	5834.4	108.8
21	Maharashtra	0.0	0.0	0.0	1190.0	0.0	0.0	2131.2	7963.7	1560.1	0.0
22	Manipur	735.9	1576.3	179.2	214.8	217.6	38.4	130.0	1190.3	115.4	12.5
23	Meghalaya	844.8	391.1	160.0	589.9	179.2	0.0	102.4	535.3	164.3	0.0
24	Mizoram	203.0	204.8	0.0	0.0	396.8	0.0	566.5	105.6	784.3	0.0
25	Nagaland	0.0	39.1	0.0	0.0	0.0	0.0	0.0	0.0	55.0	
26	ODISHA	0.0	0.0	1932.8	5346.6	0.0	0.0	0.0	0.0	456.0	0.0
27	Puducherry	64.0	154.1	38.4	73.3	0.0	18.1	0.0	0.0	0.0	0.0
28	Punjab	460.8	1236.4	2784.0	0.0	3577.6	0.0	2647.7	5444.3	792.6	0.0
29	Rajasthan	2220.0	2835.4	2547.2	4225.7	2636.8	3463.9	4020.8	307.7	5090.9	2.6
30	Sikkim	25.6	0.0	524.8	226.5	0.0	0.0	7.5	223.7	86.8	0.0
31	Tamil Nadu	2822.4	2822.4	12071.6	0.0	14150.4	22147.2	10114.6	0.0	6851.1	0.0
32	Telangana	128.0	7000.0	0.0	0.0	601.6	5591.7	2271.4	0.0	3385.6	0.0
33	Tripura	377.6	1036.7	1529.6	728.0	1881.6	0.0	339.7	1764.8	213.3	0.0
34	Uttar Pradesh	0.0	0.0	0.0	0.0	1849.6	0.0	14676.8	0.0	5125.0	3487.6
35	Uttarakhand	0.0	0.0	1536.0	0.0	0.0	0.0	0.0	0.0	7593.2	0.0
36	West Bengal	800.0	0.0	7507.2	0.0	0.0	0.0	755.2	0.0	998.0	0.0
	Total	22490.4	31137.3	68456.0	26768.8	41824.0	71209.7	55904.4	78672.6	62581.6	3611.6

Source: PRABANDH

STATEMENT-III

The State/UT-wise details of funds allocated and utilized for Smart Classrooms from 2020-2021 to 2024-2025

(Rs. in Lakh)

S. No.	States/UTs	2020-21		2021-22		2022-23		2023-24		2024-25	
		Fund Allocated	Fund Utilized	Fund Allocated	Fund Utilized	Fund Allocated	Fund Utilized	Fund Allocated	Fund Utilized	Fund Allocated	Fund Utilized
1	AandN Islands	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	Andhra Pradesh	0.0	0.0	2630.4	0.0	1044.0	849.6	7552.8	10377.6	1461.1	33.6
3	Arunachal Pradesh	0.0	0.0	0.0	0.0	128.4	0.0	244.8	0.0	81.6	0.0
4	Assam	0.0	0.0	8743.2	0.0	576.0	0.0	4082.4	7780.7	2099.5	54.6
5	Bihar	0.0	0.0	6573.6	0.0	302.4	2399.1	4754.4	2878.5	999.1	0.0
6	Chandigarh	0.0	0.0	213.6	0.0	134.4	87.0	2.4	103.6	2.4	0.0
7	Chhattisgarh	6297.6	0.0	6513.6	0.0	0.0	2421.6	1245.6	0.0	10864.8	0.0
8	DND - DNH	0.0	0.0	232.8	0.0	150.4	0.0	43.2	0.0	87.16	0.0
9	Delhi	85.8	0.0	2306.5	1700.0	108.0	448.0	1350.0	0.0	0.0	0.0
10	Goa	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	Gujarat	4347.4	0.0	10959.0	0.0	0.0	3535.2	1072.8	7869.0	1187.3	0.0
12	Haryana	3650.2	0.0	2769.6	0.0	820.8	1938.7	1046.7	1649.3	476.88	0.0

13	Himachal Pradesh	0.0	0.0	3916.8	0.0	1478.4	0.0	0.0	0.0	22.12	0.0
14	Jammu and Kashmir	0.0	0.0	1243.2	0.0	2001.6	0.0	892.8	0.0	4014.2	0.0
15	Jharkhand	0.0	0.0	1245.6	0.0	290.4	1165.5	820.8	34.2	827.4	0.0
16	Karnataka	0.0	0.0	0.0	0.0	4243.2	328.8	735.0	0.0	150.1	0.0
17	Kerala	0.0	0.0	276.0	276.0	616.8	336.0	276.0	0.0	54.38	0.0
18	Ladakh	0.0	0.0	45.6	0.0	9.6	0.0	48.0	0.0	151.02	0.0
19	Lakshadweep	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	Madhya Pradesh	0.0	0.0	1680.0	1089.3	1579.2	14.4	7807.2	1987.5	7829.5	80.9
21	Maharashtra	0.0	0.0	2128.8	0.0	5772.0	1097.7	501.6	1097.7	66.36	0.0
22	Manipur	0.0	0.0	746.4	774.4	336.0	175.2	136.8	62.4	86.4	0.0
23	Meghalaya	151.0	0.0	0.0	0.0	33.6	0.0	0.0	0.0	7.2	0.0
24	Mizoram	0.0	0.0	482.4	482.4	67.2	0.0	0.0	482.4	24.76	0.0
25	Nagaland	1927.4	0.0	177.6	0.0	112.8	461.3	31.2	860.3	124.8	0.0
26	ODISHA	921.6	921.6	10730.4	10730.4	5085.6	4068.5	0.0	0.0	1382.4	0.0
27	Puducherry	0.0	0.0	240.0	0.0	108.0	274.7	0.0	0.0	0.0	0.0
28	Punjab	0.0	0.0	7153.2	0.0	1683.6	0.0	720.0	0.0	43.2	0.0
29	Rajasthan	3948.0	0.0	6610.8	228.3	979.2	229.9	8208.0	11.7	680.6	0.0
30	Sikkim	64.0	0.0	571.2	571.2	76.8	57.6	0.0	0.0	64.8	0.0
31	Tamil Nadu	0.0	0.0	2076.0	0.0	0.0	2076.0	0.0	0.0	14995.5	0.0
32	Telangana	0.0	0.0	7224.0	0.0	0.0	7224.0	1672.8	0.0	1078.6	0.0
33	Tripura	0.0	0.0	597.6	0.0	1351.2	1752.2	100.8	1752.2	48.9	0.0
34	Uttar Pradesh	0.0	0.0	1303.2	0.0	44265.6	35335.5	10149.6	0.0	10376	4234.8
35	Uttarakhand	6509.0	0.0	1701.6	0.0	468.0	0.0	234.0	0.0	17.38	0
36	West Bengal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1079.6	0
	Total	27902.06	921.6	91092.71	15852.07	73823.2	66276.64	53729.71	36947.14	60385.06	4403.98

Source: PRABANDH

पशुओं का अवैध शिकार

2605. श्री बृजमोहन अग्रवाल :

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि :

- (क) देश में बाघ अभयारण्यों की संख्या तथा उन अभयारण्यों में बाघों की संख्या का राज्यवार ब्यौरा क्या है;
- (ख) विगत तीन वर्षों तथा वर्तमान वर्ष के दौरान देश के वन क्षेत्रों में बाघ सहित कितने जानवरों की हत्या/अवैध शिकार किया गया है और तत्संबंधी राज्यवार ब्यौरा क्या है;

- (ग) क्या सरकार ने उपर्युक्त अवधि के दौरान बाघ सहित वन्यजीवों के संरक्षण के लिए कोई धनराशि उपलब्ध कराई है; और
- (घ) यदि हां, तो तत्संबंधी राज्यवार ब्यौरा क्या है और सरकार द्वारा देश के वन क्षेत्रों में बाघ सहित जानवरों के संरक्षण के लिए क्या रणनीति अपनाई गई है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) देश में 58 बाघ अभयारण्य हैं। वर्ष 2022 में किए गए अखिल भारतीय बाघ अनुमान के अनुसार बाघों की संख्या में वृद्धि हुई है, जिसकी अनुमानित संख्या 3682 (रेंज 3167-3925) है, जबकि वर्ष 2018 में यह 2967 (रेंज 2603-3346) और वर्ष 2014 में 2226 (रेंज 1945-2491) थी। वर्ष 2014, 2018 और 2022 के दौरान देश में बाघ परिदृश्यों से संबंधित बाघ अनुमान का ब्यौरा संलग्न **विवरण-I** में दिया गया है।

(ख) विगत पिछले तीन वर्षों और चालू वर्ष में बाघों के अवैध शिकार की घटनाओं/मारे गए बाघों की पुष्टि की गई संख्या का राज्य-वार विवरण निम्नानुसार है:

वर्ष	राज्य	बाघों के अवैध शिकार करने/बाघों के मारे जाने की पुष्टि की गई संख्या
2022	मध्य प्रदेश	06
	आंध्र प्रदेश	02
	कर्नाटक	03
	ओडिशा	01
	महाराष्ट्र	02
2023	महाराष्ट्र	03
	केरल	01
	मध्य प्रदेश	08

	बिहार	02
	उत्तराखंड	01
	असम	03
	तमिलनाडु	02
	आंध्र प्रदेश	01
2024	केरल	01
	मध्य प्रदेश	02
2025	शून्य	

अन्य वन्यजीवों के संबंध में जानकारी भारत सरकार के स्तर पर संकलित नहीं की जाती है।

(ग) बाघ संरक्षण, बाघ और अन्य वन्यजीव संरक्षण, पर्यावास प्रबंधन, सुरक्षा, पारिस्थितिकी विकास, मानव संसाधन और बुनियादी ढांचे के विकास, स्वैच्छिक गांवों के पुनर्वास के बारे में जागरूकता बढ़ाने के लिए बाघ रेंज वाले राज्यों को बाघ रिजर्व की संस्वीकृत वार्षिक प्रचालन योजना के अनुसार वन्यजीव पर्यावासों के एकीकृत विकास (सीएसएस-आईडीडब्ल्यूएच) की वर्तमान में कार्यान्वित की जा रही केंद्र प्रायोजित योजना के बाघ परियोजना घटक के तहत वित्तीय सहायता प्रदान की जाती है। विगत तीन वर्षों और चालू वित्तीय वर्ष के दौरान जारी की गई निधि का ब्यौरा संलग्न **विवरण-II** में दिया गया है।

(घ) भारत सरकार ने राष्ट्रीय बाघ संरक्षण प्राधिकरण के माध्यम से मानव-वन्यजीव के बीच अप्रिय घटनाओं के प्रबंधन के लिए निम्नलिखित तीन-आयामी कार्यनीति का समर्थन किया है:-

- (i) **सामग्री एवं संभार तंत्र संबंधी सहयोग :** वर्तमान में संचालित केंद्रीय प्रायोजित स्कीम-बाघ परियोजना के माध्यम से स्रोत क्षेत्रों से बाहर आने वाले बाघों से निपटने हेतु बाघ रिजर्वों को अवसंरचना और सामग्री की दृष्टि से सक्षम बनाने के लिए वित्तीय सहायता प्रदान की जाती है। बाघ रिजर्वों द्वारा प्रति वर्ष वन्य जीव (संरक्षण) अधिनियम, 1972 की धारा 38v के तहत अधिदेशित समावेशी बाघ संरक्षण योजना (टीसीपी) के अंतर्गत प्रतिवर्ष एक वार्षिक प्रचालन

योजना (एपीओ) के माध्यम से इस वित्तीय सहायता के लिए अनुरोध किया जाता है। अन्य बातों के साथ-साथ, आमतौर पर अनुग्रह राशि और मुआवजे के भुगतान, मानव-पशु संघर्ष के संबंध में आम जनता को जागरूक बनाने, उनका मार्गदर्शन करने एवं उन्हें परामर्श देने हेतु आवधिक जागरूकता अभियानों, विभिन्न प्रकार के संचार माध्यमों से सूचना के प्रसार, स्थिरीकरण उपकरण एवं दवाइयों की खरीद, संघर्ष की घटनाओं से निपटने हेतु वन कर्मचारियों के प्रशिक्षण एवं क्षमता निर्माण आदि जैसे कार्यकलापों के लिए सहायता की मांग की जाती है।

(ii) पर्यावास के अंतर्गत कार्यकलापों को सीमित करना : किसी बाघ रिजर्व में बाघों की वहन क्षमता के आधार पर, एक समावेशी बाघ संरक्षण योजना(टीसीपी) के माध्यम से पर्यावास के अंतर्गत कार्यकलापों को सीमित किया जाता है। बाघों की संख्या वहन क्षमता के स्तरों पर होने के मामले में यह सलाह दी जाती है कि पर्यावास के अंतर्गत कार्यकलापों को सीमित किया जाना चाहिए ताकि बाघों सहित अन्य वन्यजीवों का अधिक संख्या में पर्यावास से बहिर्गमन को रोका जा सके जिससे मानव-पशु संघर्ष में कमी लाई जा सके। इसके अलावा, बाघ रिजर्वों के आस-पास के बफर क्षेत्रों में पर्यावास के अंतर्गत कार्यकलापों को इस प्रकार सीमित किया जाता है कि वे प्रमुख/महत्वपूर्ण बाघ पर्यावास क्षेत्रों की तुलना में इष्टतम स्तर से कम हो और अन्य समृद्ध पर्यावास क्षेत्रों तक ही बाघों के आवागमन में सुविधा प्रदान करने हेतु उचित हो।

(iii) मानक प्रचालन प्रक्रिया (एसओपी) : मानव-पशु संघर्ष से निपटने हेतु राष्ट्रीय बाघ संरक्षण प्राधिकरण ने निम्नलिखित तीन एसओपी जारी की हैं जो पब्लिक डोमेन में उपलब्ध हैं :

- i. मानव बहुल भू-क्षेत्रों में बाघों के भटक जाने के कारण उत्पन्न आपातकाल की स्थिति से निपटना
- ii. बाघों द्वारा मवेशियों पर हमले की घटनाओं से निपटना
- iii. स्रोत क्षेत्रों से बाघों के पुनर्वास के लिए भू-दृश्य स्तर पर सक्रिय प्रबंधन करना।

इन तीन मानक प्रचालन प्रक्रियाओं में, अन्य बातों के साथ-साथ, संघर्ष में कमी लाने हेतु पर्यावासों से बाहर आने वाले बाघों को प्रबंधित करने, मवेशियों के मारे जाने को प्रबंधित करने के साथ-साथ समृद्ध क्षेत्रों में संघर्ष रोकने हेतु बाघों को स्रोत क्षेत्रों से बाघों की कम संख्या घनत्व वाले क्षेत्रों में विस्थापित करने संबंधी मुद्दे शामिल हैं।

इसके अलावा, बाघ संरक्षण योजनाओं के अनुसार, वन्यजीव पर्यावास की गुणवत्ता में सुधार लाने हेतु आवश्यकता आधारित और स्थल-विशिष्ट प्रबंधन कार्यक्रम लागू किए जाते हैं जिसके लिए विद्यमान केंद्रीय प्रायोजित स्कीम- वन्यजीव पर्यावासों का एकीकृत विकास के तहत निधि प्रदान की जाती है।

विवरण-I

वर्ष 2014, 2018 और 2022 के लिए देश में बाघ पर्यटन से संबंधित बाघ अनुमान का विवरण
(अखिल भारतीय बाघ अनुमान रिपोर्ट के अनुसार)

राज्य	बाघों की संख्या		
	2014	2018	2022
<i>शिवालिक-गंगा मैदान पर्यटन परिसर</i>			
उत्तराखंड	340	442	560
उत्तर प्रदेश	117	173	205
बिहार	28	31	54
शिवालिक गंगा	485	646	819
<i>मध्य भारतीय भूटन परिसर और पूर्वी घाट भूटन परिसर</i>			
आंध्र प्रदेश	68	48	63
तेलंगाना	-	26	21

छत्तीसगढ़	46	19	17
मध्य प्रदेश	308	526	785
महाराष्ट्र	190	312	444
ओडिशा	28	28	20
राजस्थान	45	69	88
झारखंड	3	5	1
मध्य भारत	688	1033	1439
<i>पश्चिमी घाट भू-दृश्य परिसर</i>			
कर्नाटक	406	524	563
केरल	136	190	213
तमिलनाडु	229	264	306
गोवा	5	3	5
पश्चिमी घाट	776	981	1087
<i>उत्तर पूर्वी पहाड़ियाँ और ब्रह्मपुत्र बाढ़ के मैदान</i>			
असम	167	190	229
अरुणाचल प्रदेश	28	29	9
मिजोरम	3	0	0
नगालैंड	-	0	0
उत्तरी पश्चिम बंगाल	3	0	2
उत्तर पूर्वी पहाड़ियाँ और ब्रह्मपुत्र	201	219	236
सुंदरबन	76	88	101
कुल	2226	2967	3682

विवरण-II

विगत तीन वर्षों और चालू वित्तीय वर्ष के दौरान जारी की गई निधि का विवरण (11.03.2025 तक)

(रुपए लाख में)

क्रम सं.	राज्य	2021-22	2022-23	2023-24 (बाघ एवं हाथी परियोजना सहित)	2024-25 (बाघ एवं हाथी परियोजना सहित)
1	आंध्र प्रदेश	292.11	0.00	149.42	365.13
2	अरुणाचल प्रदेश	869.08	787.19	1119.91	1767.99
3	असम	1476.75	2559.78	2619.31	2043.60
4	बिहार	552.72	246.90	308.98	361.69
5	छत्तीसगढ़	355.85	165.75	292.86	181.58
6	झारखंड	195.06	227.75	405.79	727.56
7	कर्नाटक	2956.70	1716.92	2613.08	2801.27
8	केरल	868.78	417.59	996.22	221.37
9	मध्य प्रदेश	3523.52	3956.88	4303.79	5910.50
10	महाराष्ट्र	2991.06	809.62	2614.45	3373.51
11	मिजोरम	374.13	78.75	144.00	247.92
12	ओडिशा	1056.86	946.82	1012.59	563.40
13	राजस्थान	841.05	529.78	968.30	579.48
14	तमिलनाडु	1576.22	501.35	2547.97	1450.53
15	तेलंगाना	543.26	0.00	323.31	291.68
16	उत्तराखंड	1463.71	741.13	1495.52	1207.53
17	उत्तर प्रदेश	1304.85	919.96	1031.98	1381.25
18	पश्चिम बंगाल	708.28	458.77	522.58	425.95
	कुल	21949.99	15064.94	23470.06	23901.94

**MULTI SPECIALITY SPORTS COMPLEX/ACADEMY IN GADCHIROLI
CONSTITUENCY**

2606. DR. KIRSAN NAMDEO:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether the Government has any plans to built all-in-one, Multi speciality sports complex/Academy in Gadchiroli Constituency in the State of Maharashtra where tribal children and youth can receive training in all sports played in the country;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a) to (c) 'Sports' being a State subject, the responsibility of development of sports, including building all-in-one Multi-speciality sports complex/Academy where tribal children and youth can receive training in all sports played in the country, rests primarily with the State/Union Territory Governments. The Union Government supplements their efforts by bridging critical gaps. There is no such proposal under consideration in this Ministry.

**PRESERVATION AND PROMOTION OF VARIOUS DANCE FORMS OF
KARNATAKA**

2607. SHRI KOTA SRINIVASA POOJARY:

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

- (a) the details of the steps being taken by Government to preserve and promote the traditional Tiger Dance, AtiKalanja Folk Dance and Bhoota Kola Folk Dance of Coastal Karnataka, which is an integral part of the State's cultural heritage;
- (b) whether Government has any financial assistance Schemes or support programmes for traditional Tiger Dance, AtiKalanja Folk Dance and Bhoota Kola Folk Dance troupes, artists and performers in Karnataka to sustain and promote these ancient dance forms; and
- (c) the manner in which the Government is planning to ensure that traditional Tiger Dance, AtiKalanja Folk Dance and Bhoota Kola Folk Dance receives more national and international exposure and the platforms or events being organized to showcase these dance forms?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) to (c): The Government of India has set up South Zone Cultural Centre (SZCC), Thanjavur and South Central Zone Cultural Centre (SCZCC), Nagpur to preserve and promote various forms of folk art and culture including traditional art forms of their member States which includes the State of Karnataka. These ZCCs organize various cultural activities and programmes for which they engage number of artists and performers from their member States including the State of Karnataka who are expert in traditional folk dances. These artists are paid honorarium, DA/TA,

boarding and lodging and local transportation which enable them to earn their livelihood.

In addition, Ministry of Culture organizes Rashtriya Sanskriti Mahotsavs (National Culture Festivals) in the country where traditional folk artists from all over the country including the State of Karnataka are engaged to showcase various dance forms on a national platform.

Ministry of Culture implements a scheme titled “Global Engagement Scheme” to promote India's rich cultural heritage and enhance India's image in the global arena in a concerted manner. The objective of the scheme is to provide artists practicing Indian art forms, an opportunity to perform abroad under the banner of ‘Festival of India’. Under the scheme, artists from diverse cultural fields such as folkart including Folk Music, Folk Dance, Folk Theatre and Puppetry, Classical and Traditional Dance, Experimental/ Contemporary Dance, Classical/ Semi Classical Music, Theatre etc. perform in the ‘Festivals of India’ abroad. All expenditure on deputation of these artists for performing abroad is incurred by the Government. Ministry of Culture has empanelled 627 artists/groups from all over India under various art forms and artists are selected from the empanelled list for deputing for performing in the Festivals of India abroad.

नए छात्रावास भवन का ऊर्जा-कुशल डिजाइन

2608. श्री हंसमुखभाई सोमाभाई पटेल:

श्री तेजस्वी सूर्या:

श्री मितेश पटेल (बकाभाई):

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकार द्वारा नए छात्रावास भवनों के ऊर्जा कुशल डिजाइन को बनाए रखने के लिए क्या योजना बनाई जा रही है;

(ख) देश में प्रशिक्षुओं के लिए छात्रावास और विशेष रूप से आर्थिक रूप से कमजोर वर्गों के लिए छात्रावास किफायती बने रहें यह सुनिश्चित करने के लिए क्या कदम उठाए जा रहे हैं; और

(ग) प्रशिक्षुओं के लिए दिशा-निर्देश, कैरियर मार्गदर्शन और संसाधनों तक पहुंच सुनिश्चित करने के लिए छात्रावास किस प्रकार सहायता प्रदान करेंगे ?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क): कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) के अंतर्गत प्रशिक्षण महानिदेशालय (डीजीटी) शिल्प अनुदेशक प्रशिक्षण योजना (सीआईटीएस) संचालित करता है जिसका उद्देश्य अनुदेशक प्रशिक्षणार्थियों को व्यावहारिक कौशल तथा प्रशिक्षण कार्य पद्धति, दोनों में व्यापक प्रशिक्षण प्रदान करना है, ताकि उन्हें उद्योग के लिए कुशल जनशक्ति प्रशिक्षण हेतु तकनीकों में निपुण बनाया जा सके। सीआईटीएस देश भर में 33 राष्ट्रीय कौशल प्रशिक्षण संस्थानों (एनएसटीआई) और 120 प्रशिक्षक प्रशिक्षण संस्थानों (आईटीओटी) (109 राज्य सरकार और 11 निजी स्वामित्व वाले) के नेटवर्क के माध्यम से प्रदान किया जाता है।

प्रशिक्षण महानिदेशालय (डीजीटी) द्वारा संचालित 33 राष्ट्रीय कौशल प्रशिक्षण संस्थानों में से 19 महिला एनएसटीआई हैं और 14 सामान्य एनएसटीआई हैं। इसके अलावा 24 एनएसटीआई अपने स्वयं के भवन में स्थित हैं। कुल 26 छात्रावास (11 पुरुष छात्रावास और 15 महिला छात्रावास) हैं।

प्रशिक्षण महानिदेशालय (डीजीटी) के अंतर्गत छात्रावास सुविधाओं सहित लगभग सभी एनएसटीआई भवनों का डिजाइन और निर्माण आवासन और शहरी कार्य मंत्रालय के अंतर्गत केंद्रीय लोक निर्माण विभाग (सीपीडब्ल्यूडी) द्वारा किया जा रहा है। सीपीडब्ल्यूडी ने सूचित किया है कि भवन की सांस्थिति

(टोपोलॉजी) के अनुसार निर्मित क्षेत्र का इष्टतम उपयोग सुनिश्चित करने के लिए टिकाऊ स्थल आयोजना की जाती है। यह भी बताया जा रहा है कि स्थायी निर्माण सामग्री/वैकल्पिक सामग्री का उपयोग किया जाता है ताकि पारंपरिक अस्थायी सामग्रियों जैसे कि दीवारों का निर्माण ओपीसी/पीपीसी सीमेंट के बजाय फ्लाई ऐश ईंट से किया जाता है, की आवश्यकता को कम किया जा सके। सीपीडब्ल्यूडी यह भी सुनिश्चित करता है कि भवनों में ऊर्जा दक्ष डिजाइन शामिल हो, जिससे उनके पूरे जीवन चक्र में कार्बन उत्सर्जन न्यूनतम रहे।

नए छात्रावासों को जलवायु प्रतिक्रिया, इष्टतम दिशा, धूप की सुलभता और प्राकृतिक वेंटीलेशन को ध्यान में रखते हुए सुनियोजित तरीके से तैयार किया गया है। ऊर्जा दक्षता को और बेहतर बनाने के लिए, इन छात्रावासों में एलईडी लाइटिंग, सौर-ऊर्जा से चलने वाली स्ट्रीट लाइट, पंखे और अन्य ऊर्जा दक्ष उपकरण शामिल किए गए हैं।

एनएसटीआई परिदृश्य के भीतर ऊर्जा दक्षता को बढ़ाने के लिए, ऊर्जा के नवीकरणीय साधनों को शामिल करने के लिए निरंतर प्रयास किए जाते हैं। इस पहल के हिस्से के रूप में, 24 एनएसटीआई में 2,206 वाले रूफटॉप सोलर पैनल स्थापित किए गए हैं जिनकी कुल क्षमता 2206 किलोवाट है।

(ख): दीर्घावधिक पाठ्यक्रमों के अंतर्गत नामांकित प्रशिक्षुओं के लिए छात्रावास के कमरे बहुत किफायती दरों पर उपलब्ध कराए जाते हैं, जो सभी एनएसटीआई में एक समान है। छात्रावासों में प्रशिक्षुओं के लिए मामूली दरों पर भुगतान आधार पर भोजन भी उपलब्ध कराया जाता है।

(ग): प्रशिक्षुओं को एनएसटीआई में काउंसलिंग प्रकोष्ठ के माध्यम से कैरियर काउंसलिंग, मार्गदर्शन और प्रासंगिक शिक्षण संसाधन प्रदान किए जाते हैं। इसके अलावा, अधिकांश एनएसटीआई में पुस्तकालय, खुला सभागार, टीवी सहित मनोरंजन कक्ष, विभिन्न खेल सुविधाएँ और कैंटीन भी उपलब्ध हैं। इन सुविधाओं का लाभ एनएसटीआई छात्रावासों में रहने वाले प्रशिक्षु उठा सकते हैं। संस्थानों में प्रशिक्षण और प्लेसमेंट सेल भी है, जो इन प्रशिक्षुओं को ऑन-द-जॉब (ओजेटी) प्रशिक्षण, औद्योगिक दौरे, प्लेसमेंट ड्राइव के माध्यम से प्रतिष्ठित उद्योगों में प्लेसमेंट के लिए मदद करता है।

**FUNDS RELEASED TO STATES UNDER 15TH AND 16TH FINANCE
COMMISSION**

2609. SHRI SRIBHARAT MATHUKUMILLI:

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

- (a) the details of funds released to States under the 15th and 16th Finance Commissions, State and year-wise;
- (b) the total funds allocated and released specifically for Urban Local Bodies (ULBs) and Rural Local Bodies (RLBs) under these Finance Commissions, State-wise;
- (c) whether the inter-governmental transfers to States have been declined after the implementation of the Goods and Services Tax (GST) and if so, the reasons therefor;
- (d) whether the Government intends to provide additional revenue sources, apart from the existing self-sustaining mechanisms, to empower Urban Local Bodies; and
- (e) if so, the details thereof and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHAUDHARY):

- (a):The Union Government has accepted the recommendations of the 15th Finance Commission for the award period up to 31st March 2026. The award

period of the 16th Finance Commission would commence from 1st April 2026.

Details of funds released to States in the 15th Finance Commissions award period, State and year-wise is given in the enclosed **Statement-I**.

(b): The total funds allocated and released for Urban Local Bodies (ULBs) and Rural Local Bodies (RLBs), state-wise, in the 15th Finance Commissions award period is given in the enclosed **Statement II** and **III** respectively.

(c): Union Government has accepted the recommendations made by the 15th Finance Commission for the award period from 2021-22 to 2025-26 for tax devolution and grants in aid to States. While assessing the revenue and expenditure of States, the Commission has taken into account all the factors including Goods and Service Tax (GST) for calculating transfers to States. Currently, inter-governmental transfers are being made to States as per the accepted recommendations of the 15th Finance Commission.

(d) and (e): The Ministry of Housing and Urban Affairs (MoHUA) has informed that they have incentivised reforms in Urban Local Bodies to increase their property tax and collection of user charges under various schemes like Atma nirbhar Bharat Abhiyan, AMRUT 2.0 and incentive under the Scheme for Special Assistance to States for Capital Expenditure.

STATEMENT-I

Statement referred to in reply to parts (a) of Lok Sabha Unstarred Question No.2609 for answer on 17th March, 2025 regarding "Funds released to States under 15th and 16th Finance Commission".

Funds released to States in 15th Finance Commission Award Period

(Rs. in crore)					
	Name of State	2021-22	2022-23	2023-24	2024-25*
0	1	2	3	4	5
1	Andhra Pradesh	21342.43	13174.27	9640.84	3989.72
2	Arunachal Pradesh	439.69	210.40	220.80	320.57
3	Assam	8916.05	7605.00	5599.23	1236.75
4	Bihar	8116.52	6732.65	7662.52	6041.53
5	Chhattisgarh	2379.79	1772.80	1770.90	1338.35
6	Goa	119.55	54.20	10.80	78.68
7	Gujarat	5002.42	5304.63	5257.89	1977.11
8	Haryana	1493.43	1620.75	1973.33	1739.48
9	Himachal Pradesh	11044.26	10703.96	9525.41	7429.55
10	Jharkhand	2318.80	1826.59	2378.28	1154.30
11	Karnataka	7862.34	4435.08	3768.62	6004.42
12	Kerala	22171.13	15382.30	7245.69	2387.87
13	Madhya Pradesh	5946.40	5494.77	7028.14	4056.58
14	Maharashtra	8748.90	9968.16	8815.73	6039.15
15	Manipur	2674.38	2387.70	2122.80	1763.15
16	Meghalaya	1494.65	1144.70	775.20	222.09
17	Mizoram	1910.29	1685.50	1635.90	1205.36
18	Nagaland	4763.51	4737.00	4534.80	4316.31
19	Orissa	5056.77	4220.80	4867.22	5093.53
20	Punjab	12435.61	10258.45	7388.82	4192.22
21	Rajasthan	17210.67	10521.20	5590.55	4643.70
22	Sikkim	852.71	528.20	323.26	360.28
23	Tamilnadu	10116.77	5791.68	6250.76	4500.71
24	Telangana	1850.93	3359.39	2924.42	1208.96
25	Tripura	4911.08	4654.90	4577.16	4339.78
26	Uttar Pradesh	12306.42	12383.74	14837.44	14529.07
27	Uttarakhand	9424.10	8501.24	8050.20	5846.72

28	West Bengal	23867.47	19824.48	14614.37	6733.18
	Total	214777.05	174284.53	149391.05	102749.11

*Releases are upto 10.03.2025.

<u>STATEMENT-II</u>									
Funds allocated and released to States for Urban Local Bodies in 15th Finance Commission Award Period									
(Rs. in crore)									
Sl No.	Name of State	2021-22		2022-23		2023-24		2024-25*	
		Alloca tion	Relea se	Alloca tion	Relea se	Alloca tion	Relea se	Alloca tion	Relea se
0	1	2	3	4	5	6	7	8	9
1	Andhra Pradesh	956.00	1157.35	990.00	735.75	1046.00	984.55	1109.00	305.05
2	Arunachal Pradesh	84.00	0.00	87.00	0.00	92.00	0.00	97.00	55.50
3	Assam	584.00	309.80	605.00	588.20	640.00	597.23	677.00	491.73
4	Bihar	1827.00	836.25	1892.00	1552.35	2001.00	2256.50	2119.00	1759.41
5	Chhattisgarh	530.00	534.00	549.00	477.20	580.00	373.50	614.00	119.85
6	Goa	27.00	13.50	28.00	13.50	30.00	0.00	32.00	14.00
7	Gujarat	1163.00	1133.00	1205.00	350.51	1274.00	1243.99	1349.00	643.89

8	Haryana	461.0 0	199.7 5	477.0 0	394.0 0	504.0 0	199.4 8	534.0 0	139.3 6
9	Himach al Pradesh	156.0 0	129.7 5	162.0 0	240.0 0	171.0 0	158.0 4	181.0 0	86.55
1 0	Jharkha nd	615.0 0	595.5 0	637.0 0	441.9 4	674.0 0	166.0 0	713.0 0	0.00
1 1	Karnata ka	1171. 00	890.0 0	1213. 00	737.7 0	1282. 00	727.4 0	1358. 00	639.9 7
1 2	Kerala	592.0 0	336.0 0	613.0 0	604.0 0	649.0 0	400.3 6	687.0 0	377.4 9
1 3	Madhya Pradesh	1450. 00	1131. 10	1502. 00	948.8 5	1588. 00	1054. 54	1682. 00	399.1 2
1 4	Mahara shtra	2121. 00	1322. 00	2197. 00	1638. 84	2323. 00	1304. 50	2461. 00	494.7 2
1 5	Manipur	64.00	0.00	67.00	42.50	71.00	0.00	75.00	0.00
1 6	Meghal aya	66.00	0.00	69.00	44.00	73.00	33.00	77.00	0.00
1 7	Mizora m	34.00	17.00	35.00	17.00	37.00	35.00	39.00	18.50
1 8	Nagalan d	45.00	0.00	47.00	15.00	50.00	37.50	53.00	0.00
1 9	Orissa	822.0 0	822.0 0	851.0 0	851.0 0	900.0 0	846.6 6	953.0 0	399.1 1
2 0	Punjab	505.0 0	493.7 5	523.0 0	418.2 5	553.0 0	375.6 6	586.0 0	347.5 8
2 1	Rajasth an	1406. 00	1376. 00	1456. 00	1113. 44	1540. 00	1005. 01	1631. 00	412.4 3
2 2	Sikkim	15.00	17.50	16.00	7.50	17.00	8.00	18.00	0.00
2 3	Tamil Nadu	1313. 00	1608. 25	1360. 00	1061. 70	1438. 00	1613. 72	1523. 00	507.1 7

24	Telanga na	672.0 0	391.0 3	697.0 0	653.9 0	737.0 0	915.4 4	780.0 0	269.4 4
25	Tripura	70.00	72.00	72.00	21.00	76.00	148.0 0	81.00	81.00
26	Uttar Pradesh	3550. 00	1761. 25	3677. 00	3477. 82	3888. 00	4996. 24	4118. 00	3782. 22
27	Uttarakh and	209.0 0	146.3 0	217.0 0	171.2 0	229.0 0	220.7 2	243.0 0	107.1 5
28	West Bengal	1606. 00	854.2 5	1664. 00	1162. 10	1759. 00	1522. 00	1863. 00	471.2 4
	Total	22114 .00	16147 .33	22908 .00	17779 .25	24222 .00	21223 .04	25653 .00	11922 .46

*Releases are upto 10.03.2025.

<u>STATEMENT-III</u>									
Funds allocated and released to States for Rural Local Bodies in 15th Finance Commission Award Period									
<u>(Rs. in crore)</u>									
Sl No.	Name of State	2021-22		2022-23		2023-24		2024-25*	
		Alloca tion	Relea se	Alloca tion	Relea se	Alloca tion	Relea se	Alloca tion	Relea se
0	1	2	3	4	5	6	7	8	9
1	Andhra Pradesh	1939. 00	969.5 0	2010. 00	948.3 5	2031. 00	3974. 19	2152. 00	2109. 97
2	Arunach al Pradesh	170.0 0	142.7 5	177.0 0	0.00	179.0 0	0.00	189.0 0	85.00
3	Assam	1186. 00	1186. 00	1228. 00	1228. 00	1241. 00	1241. 00	1315. 00	0.00

4	Bihar	3709. 00	3709. 00	3842. 00	3842. 00	3884. 00	3852. 41	4114. 00	2814. 82
5	Chhattis garh	1075. 00	1075. 00	1114. 00	1114. 00	1125. 00	1125. 00	1192. 00	1185. 25
6	Goa	55.00	65.00	57.00	27.50	58.00	0.00	62.00	57.08
7	Gujarat	2362. 00	1181. 00	2446. 00	3627. 00	2473. 00	2473. 00	2619. 00	0.00
8	Haryana	935.0 0	467.5 0	968.0 0	660.9 6	979.0 0	1340. 25	1036. 00	1084. 38
9	Himach al Pradesh	317.0 0	158.5 0	329.0 0	487.5 0	332.0 0	118.5 1	352.0 0	428.7 1
1 0	Jharkha nd	1249. 00	624.5 0	1293. 00	1271. 00	1307. 00	1300. 00	1385. 00	653.5 0
1 1	Karnata ka	2377. 00	2375. 50	2463. 00	2093. 55	2490. 00	2086. 59	2637. 00	1120. 73
1 2	Kerala	1203. 00	1203. 00	1246. 00	1246. 00	1260. 00	1260. 00	1334. 00	1334. 00
1 3	Madhya Pradesh	2944. 00	1472. 00	3050. 00	2387. 00	3083. 00	3529. 59	3265. 00	1424. 65
1 4	Mahara shtra	4307. 00	3014. 90	4461. 00	4719. 06	4510. 00	3699. 78	4776. 00	1778. 76
1 5	Manipur	131.0 0	65.50	135.0 0	0.00	137.0 0	0.00	145.0 0	0.00
1 6	Meghal aya	135.0 0	91.00	140.0 0	40.50	141.0 0	0.00	149.0 0	27.00
1 7	Mizora m	69.00	34.50	71.00	0.00	72.00	70.00	76.00	35.50
1 8	Nagalan d	92.00	108.5 0	96.00	46.00	97.00	0.00	102.0 0	0.00
1 9	Orissa	1669. 00	1669. 00	1728. 00	1728. 00	1747. 00	1746. 91	1851. 00	1851. 00

20	Punjab	1026.00	1065.20	1062.00	1051.20	1074.00	799.76	1138.00	1140.12
21	Rajasthan	2854.00	3819.50	2957.00	2955.34	2989.00	2795.94	3166.00	1933.86
22	Sikkim	31.00	31.00	33.00	33.00	33.00	23.07	35.00	42.27
23	Tamil Nadu	2666.00	4116.23	2761.00	2761.00	2791.00	2791.00	2957.00	1478.50
24	Telangana	1365.00	682.50	1415.00	2097.50	1430.00	1424.18	1514.00	0.00
25	Tripura	141.00	141.00	147.00	147.00	148.00	103.60	157.00	122.90
26	Uttar Pradesh	7208.00	7208.00	7466.00	7466.00	7547.00	7547.00	7994.00	7994.00
27	Uttarakhand	425.00	418.70	440.00	307.44	445.00	442.54	471.00	368.27
28	West Bengal	3261.00	3217.02	3378.00	3292.85	3415.00	3515.83	3617.00	3500.52
	Total	44901.00	40311.80	46513.00	45577.75	47018.00	47260.15	49800.00	32570.79

*Releases are upto 10.03.2025.

कौशल विकास योजना की विशेषताएं और लक्ष्य

2610. श्री दिलीप शङ्कीया:

श्रीमती कमलेश जांगड़े:

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

(क) कौशल विकास योजना की विशेषताओं और लक्ष्यों का ब्यौरा क्या है;

(ख) इस योजना के अंतर्गत युवाओं को किन क्षेत्रों में प्रशिक्षित किया जा रहा है तथा विगत पांच वर्षों के दौरान इस योजना के अंतर्गत देश में प्रशिक्षित युवाओं की संख्या कितनी है तथा इसका राज्य-वार ब्यौरा क्या है;

(ग) क्या सरकार का इस योजना के अंतर्गत पूर्वोत्तर राज्यों तथा असम सहित देश के आर्थिक रूप से पिछड़े राज्यों को किसी अन्य प्रकार की सहायता प्रदान करने का विचार है; और

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

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) और (ख): भारत सरकार, कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) के कुशल भारत मिशन (एसआईएम) के अंतर्गत, विभिन्न योजनाओं अर्थात् प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस), राष्ट्रीय शिक्षुता संवर्धन योजना (एनएपीएस) और औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) के माध्यम से शिल्पकार प्रशिक्षण योजना (सीटीएस), असम और छत्तीसगढ़ राज्यों सहित देश भर में समाज के सभी वर्गों को कौशल विकास केंद्रों के व्यापक नेटवर्क के माध्यम से कौशल, पुनर्कौशल और कौशलान्धन प्रशिक्षण प्रदान करता है। मिशन का उद्देश्य भारत के युवाओं को उद्योग प्रासंगिक कौशल से लैस करके भविष्य के लिए तैयार करना है। इन योजनाओं का संक्षिप्त विवरण इस प्रकार है:

(i) प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई): पीएमकेवीवाई योजना देश भर के युवाओं को अल्पावधि प्रशिक्षण (एसटीटी) के माध्यम से कौशल विकास प्रशिक्षण और पूर्व शिक्षा की मान्यता (आरपीएल) के माध्यम से कौशल विकास प्रदान करने के लिए है।

(ii) जन शिक्षण संस्थान (जेएसएस) योजना: जेएसएस का मुख्य लक्ष्य 15-45 वर्ष की आयु के गैर-साक्षर, नव-साक्षर और 8वीं कक्षा तक की प्राथमिक शिक्षा प्राप्त करने वाले तथा 12वीं कक्षा तक स्कूली

पढ़ाई बीच में छोड़ने वाले व्यक्तियों को व्यावसायिक कौशल प्रदान करना है। महिलाओं, अनुसूचित जाति, अनुसूचित जनजाति, अन्य पिछड़ा वर्ग और अल्पसंख्यकों को प्राथमिकता दी जाती है।

(iii) राष्ट्रीय शिक्षता संवर्धन योजना (एनएपीएस): यह योजना शिक्षता प्रशिक्षण को बढ़ावा देने और शिक्षु को वृत्तिका के भुगतान के लिए वित्तीय सहायता प्रदान करके शिक्षता की भागीदारी बढ़ाने के लिए है। प्रशिक्षण में बुनियादी प्रशिक्षण और उद्योग में कार्यस्थल पर ऑन-द-जॉब प्रशिक्षण/व्यावहारिक प्रशिक्षण शामिल है।

(iv) शिल्पकार प्रशिक्षण योजना (सीटीएस): यह योजना देश भर में औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) के माध्यम से दीर्घकालिक प्रशिक्षण प्रदान करने के लिए है। आईटीआई कई आर्थिक क्षेत्रों को कवर करने वाले व्यावसायिक/कौशल प्रशिक्षण पाठ्यक्रमों की एक श्रृंखला प्रदान करते हैं, जिसका उद्देश्य उद्योग को कुशल कार्यबल प्रदान करना और युवाओं को स्व-रोजगार प्रदान करना है।

एमएसडीई की कौशल विकास योजनाएँ माँग आधारित हैं और पात्रता मानदंडों को पूरा करने के अधीन सभी के लिए खुली हैं। लाभार्थियों की व्यापक कवरेज सुनिश्चित करने के उद्देश्य से विभिन्न मीडिया प्लेटफार्मों के माध्यम से योजनाओं के बारे में जागरूकता पैदा करने के लिए नियमित रूप से प्रयास किए जाते हैं। विगत पांच वर्षों (2024-25 तक) के दौरान छत्तीसगढ़ राज्य सहित भारत में एमएसडीई की विभिन्न योजनाओं के तहत प्रशिक्षित उम्मीदवारों की संख्या का राज्यवार ब्यौरा संलग्न **विवरण** में दिया गया है।

(ग) और (घ): एमएसडीई के सामान्य लागत मानदंडों के तहत पूर्वोत्तर राज्यों, पहाड़ी राज्यों, वामपंथी उग्रवाद से प्रभावित जिले आदि जैसे विशेष क्षेत्रों में रहने वाले उम्मीदवारों की भागीदारी को प्रोत्साहित करने के लिए विशिष्ट प्रावधान किए गए हैं। निर्धारित आधार लागत के अलावा, विशेष क्षेत्रों में आयोजित कौशल विकास कार्यक्रमों के लिए आधार लागत के 10% के बराबर अतिरिक्त राशि की अनुमति है। कौशल विकास कार्यक्रम में विशेष क्षेत्रों के उम्मीदवारों की भागीदारी को प्रोत्साहित करने के लिए परिवहन लागत, भोजन तथा आवास और परिवहन लागत की प्रतिपूर्ति के संदर्भ में भी विशेष प्रावधान किए गए हैं। इसके अलावा, एमएसडीई ने प्रशिक्षण महानिदेशक (डीजीटी) के माध्यम से छत्तीसगढ़ राज्य

सहित वामपंथी उग्रवाद से प्रभावित 48 जिलों में 48 आईटीआई की स्थापना और संस्थागत प्रशिक्षण के लिए बुनियादी ढांचे को मजबूत करने (एसआईआईटी) योजना के तहत असम राज्य सहित पूर्वोत्तर राज्यों में 22 मौजूदा आईटीआई को अपग्रेड करने का समर्थन किया।

विवरण

विगत पांच वर्षों के दौरान एमएसडीई की योजनाओं के तहत प्रशिक्षित उम्मीदवारों की राज्यवार संख्या

राज्य	पीएमकेवीवाई वर्ष 2020-21 से 2024-25 (दिनांक 31.12.2024 तक)	जेएसएस वर्ष 2020-21 से 2024-25 (दिनांक 31.12.2024 तक)	एनएपीएस वर्ष 2020-21 से 2024-25 (दिनांक 31.12.2024 तक)	सीटीएस सत्र वर्ष 2019-20 से 2023-24 तक
अंडमान और निकोबार	3904	5,440	234	2,522
आंध्र प्रदेश	117822	55,528	77507	2,49,696
अरुणाचल प्रदेश	74929	0	192	3,047
असम	71428	45,401	39820	18,548
बिहार	179727	1,65,517	23817	5,43,791
चंडीगढ़	6096	7,470	4609	4,699
छत्तीसगढ़	38369	1,03,431	19554	1,08,764
दिल्ली	97248	27,833	77629	46,730
गोवा	2908	8,644	32633	9,931
गुजरात	109968	81,956	368889	4,19,260
हरियाणा	109238	37,231	265588	2,56,663
हिमाचल प्रदेश	49635	66,424	32979	1,06,586
जम्मू एवं कश्मीर	193403	7,890	3846	36,637
झारखंड	63783	76,443	43366	1,64,525
कर्नाटक	97654	1,01,121	281074	3,45,878

केरल	67288	81,540	53843	1,70,289
लद्दाख	1901	812	165	1,134
लक्षद्वीप	330	3,713	44	1,718
मध्य प्रदेश	198240	2,53,732	94886	3,50,097
महाराष्ट्र	90034	1,84,774	923208	5,76,628
मणिपुर	44989	33,106	335	1,750
मेघालय	31948	3,840	871	2,986
मिजोरम	26789	5,409	163	1,502
नागालैंड	30145	8,662	84	1,143
ओडिशा	115018	2,22,728	41717	2,75,944
पुदुचेरी	9389	0	9045	3,698
पंजाब	94978	14492	60496	2,11,309
राजस्थान	169116	68,260	69913	5,42,038
सिक्किम	10996	0	1365	1,384
तमिलनाडु	143999	68,876	340998	1,67,081
तेलंगाना	70536	52,941	152710	1,45,463
डीएनएच एवं डीडी	2213	11,070	9085	2,654
त्रिपुरा	57855	14,888	1677	10,075
उत्तर प्रदेश	166113	4,23,398	259809	14,92,538
उत्तराखंड	54460	65,912	73024	50,663
पश्चिम बंगाल	122811	61,442	103292	1,74,341
योग	27,25,260	23,69,924	34,68,467	65,01,712

REGULATION AND UTILIZATION OF HINDU TEMPLE FUNDS

2611. SHRI TANGELL UDAYSRINIVAS:

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

- (a) whether Hindu temples in various States are under the administrative control of State Governments, while religious institutions of other faiths operate autonomously, if so, the details thereof;
- (b) the total revenue collected from Hindu temples under State Government control during the last five years, State and temple-wise;
- (c) whether any portion of temple funds have been diverted for non-religious purposes and if so, the details of such allocations;
- (d) whether the Government has received any representations or requests from temple authorities or religious organizations demanding autonomy from State control and the response of the Government thereto; and
- (e) whether the Government intends to introduce any reforms to ensure uniform regulations for all religious institutions, including temples, mosques and churches and if so, the details thereof?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

- (a) There are 3698 ancient monuments and archaeological sites and remains including temples declared as of national importance by and under the Ancient Monuments and Archaeological Sites and Remains Act, 1958 in the country.
- (b) Revenue generated from the 143 ticketed monuments of Archaeological Survey of India (ASI) including temples is as under:

(amount in rupees)

Year	Revenue
2021-22	101,50,59,354
2022-23	251,93,76,252
2023-24	317,92,20,085

- (c) The Archaeological Survey of India (ASI) does not divert any portion of funds from the revenue collected of the protected monuments.
- (d) ASI has not received any representations or requests from temple authorities or religious organizations demanding autonomy from State control.
- (e) Question does not arise.

INVOLVEMENT OF PRIVATE SECTOR BANKS IN GOVERNMENT SCHEMES

2612. SHRI MADDILA GURUMOORTHY:

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

- (a) the steps taken by the Government to involve more private sector banks in the implementation of Government schemes such as the Kisan Credit Card (KCC) and financial assistance to Self-Help Groups (SHGs) under SERP and MEPMA;
- (b) whether the Government has issued any guidelines or directives to private sector banks to increase their participation in these schemes and if so, the details thereof;
- (c) the measures taken/being taken to ensure that private sector banks provide timely and adequate credit to beneficiaries of these schemes, especially in rural and underserved areas; and

(d) whether there is any challenges in involving private sector banks in these Government schemes and if so, the steps taken/being taken by the Government to address these challenges and increase private sector participation?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (d): Government of India under Modified Interest Subvention Scheme (MISS) provides Interest Subvention of 1.5% to banks including rural and semi-urban branches of Private Sector Banks for providing short-term working capital loans upto Rs. 3 lakh at 7% p.a. Further, a Prompt Repayment Incentive of 3% is also provided to farmers on timely repayment of loans. Therefore, effective interest rate for farmers is 4%. In the Union Budget 2025-26, the Government has announced to enhance loan limit under the MISS from Rs. 3 lakh to Rs. 5 lakh for loans taken through the KCC.

The Reserve Bank of India has, from time to time, issued a number of instructions/guidelines to banks regarding Priority Sector Lending. The provisions of these directions apply to every Commercial Bank including Private Sector Banks. Banks are required to meet targets and sub-targets set under priority sector lending. So, the lending to agriculture sector including Farm Credit (Agriculture and Allied Activities), Agriculture Infrastructure, and Ancillary Activities by Private Sector Banks are eligible under Priority Sector Lending, subject to RBI's directions.

In order to ensure that the benefits of financial services reach the poorest of the poor and the marginal sections of the society, participation of all banks is ensured

in social welfare schemes of the Government. Performance of Private Sector Banks on a matrix of various Government initiatives and schemes is reviewed from time to time and used as a criteria for bank to undertake Government Business.

FIRST ASIAN BUDDHIST SUMMIT 2024

2613. SHRIMATI ANITA SUBHADARSHINI:

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

- (a) whether the Government is planning to improve Buddhist heritage sites as tourist spots in the light of First Asian Buddhist Summit 2024;
- (b) if so, the name of these sites;
- (c) whether the above summit aims to increase cultural and religious cooperation among Asian Nations;
- (d) if so, the Government is thinking about to organise Subsequent Buddhist summit in future; and
- (e) if so, the details thereof?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) and (b): Ministry of Tourism through its central sector schemes of 'Swadesh Darshan (SD)', and 'Pilgrimage Rejuvenation and Spiritual, Heritage Augmentation Drive (PRASHAD)' extends financial assistance to the State Governments/UT Administrations for development of Buddhist Tourism. The 'Buddhist Circuit' has

been identified as one of the thematic circuits for development under the Swadesh Darshan Scheme. Details of projects sanctioned under the Buddhist thematic circuit is given in the enclosed **Statement**.

The Archaeological Survey of India (ASI) under the Ministry of Culture undertakes conservation and preservation of protected monuments as well as take action for providing public amenities such as toilets, drinking water, parking, pathways, signage, benches, ramps, wheel chairs etc. at various monuments including protected Buddhist Sites, under the Annual Conservation program. Providing public amenities and improving them is a regular activity.

(c), (d) and (e) Yes, the 1st Asian Buddhist Summit (ABS), was organized by the Ministry of Culture in collaboration with the International Buddhist Confederation (IBC), New Delhi, a grantee body of this Ministry. The said summit was based on Asian spirit tradition and cultural and religious cooperation among Asian Nations. The 1st Asian Buddhist Summit witnessed presence of more than 650 delegates including 130 foreign delegates from 26 Asian countries, diplomats from 12 countries and 40 Monks each from Mahayana and Theravada traditions. It has been decided to hold Asian Buddhist Summit in alternate years.

STATEMENT**Details of projects sanctioned under the Buddhist thematic circuit:**

S. No.	State/UT	Circuit	Sanction Year	Name of the Project	Amount Sanctioned (₹ Cr.)	Amount Released/ Authorized (₹ Cr.)*
1	Andhra Pradesh	Buddhist Circuit	2017-18	Development of Buddhist Circuit: Shalihundam-Bavikonda-Bojjanakonda - Amravati- Anupu	35.24	30.02
2	Bihar	Buddhist Circuit	2016-17	Development of Buddhist circuit- Construction of Convention Centre at Bodhgaya	95.18	95.18
3	Gujarat	Buddhist Circuit	2017-18	Development of Junagadh- Gir Somnath- Bharuch- Kutch- Bhavnagar- Rajkot- Mehsana	26.68	22.28
4	Madhya Pradesh	Buddhist Circuit	2016-17	Development of Sanchi-Satna-Rewa-Mandsaur-Dhar	74.02	72.75
5	Uttar Pradesh	Buddhist Circuit	2016-17	Development of Srawasti, Kushinagar, and Kapilwastu	87.89	72.56

* Includes amount of authorization to CNA through TSA Model I for Central Sector Scheme.

Under the PRASHAD Scheme, 'Development of Pilgrimage Facilitation at Four Patron Saints at Yuksom, Sikkim' project was sanctioned for an amount of Rs.33.32 Crore in the year 2020-21.

Under the **Special Assistance to States/Union Territories for Capital Investment (SASCI)** Scheme of Department of Expenditure, Ministry of Finance, the operational guidelines for **Development of Iconic Tourist Centres to Global Scale** were issued by the Ministry of Tourism. In line with the guidelines, on 26.11.2024 Government of India has approved a Project 'Integrated Buddhist Tourism Development in Shravasti' in Uttar Pradesh for a cost of Rs. 80.24 Crore.

पैरालंपिक प्रशिक्षण केंद्र

2614. श्री सतपाल ब्रह्मचारी:

क्या युवा कार्यक्रम और खेल मंत्री यह बताने की कृपा करेंगे कि :

(क) विगत पांच वर्षों के दौरान खेलो इंडिया योजना के अंतर्गत विशेषकर पैरालंपिक खेलों के लिए आवंटित निधि के प्रतिशत का ब्यौरा क्या है;

(ख) क्या सरकार ने दिव्यांग खिलाड़ियों के लिए कोचिंग और अवसंरचना से जुड़ी कमियों को दूर करने के लिए कोई योजना तैयार की है;

(ग) यदि हां, तो हरियाणा में उक्त योजनाओं के कार्यान्वयन की जिला-वार स्थिति क्या है;

(घ) क्या हरियाणा के विशेषकर कम प्रतिनिधित्व वाले क्षेत्रों में और अधिक समर्पित पैरालंपिक प्रशिक्षण केंद्र स्थापित करने की कोई योजना है; और

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

श्रम और रोजगार मंत्री; तथा युवक कार्यक्रम और खेल मंत्री (डॉ. मनसुख मांडविया):

(क): इस मंत्रालय में धनराशि का आवंटन स्कीम-वार किया जाता है, न कि विधा-वार। पिछले पांच वर्षों के दौरान पैरा खेलों सहित खेलो इंडिया स्कीम के अंतर्गत आवंटित धनराशि का विवरण निम्नानुसार है:

क्र. सं.	वित्तीय वर्ष	आवंटित धनराशि
1.	2019-20	578.00
2.	2020-21	328.77
3.	2021-22	869.00
4.	2022-23	600.00
5.	2023-24	880.00

(ख): सरकार ने दिव्यांग एथलीटों के लिए कोचिंग और अवसंरचनाओं में अंतर मिटाने के लिए कई पहलें लागू की हैं। इनमें राष्ट्रीय खेल परिसरों (एनएसएफ) को सहायता स्कीम के माध्यम से वित्तीय सहायता शामिल है जिसके माध्यम से दिव्यांग खिलाड़ियों के प्रशिक्षण के सभी पहलुओं जैसे उन्नत अवसंरचनाओं तक पहुंच, पौष्टिक आहार, खेल उपकरण, आवास, यात्रा, विशेषज्ञ कोचिंग, चिकित्सा और वैज्ञानिक सहायता, और खेल किट में सहायता की जाती है। इसके तहत विदेश में प्रशिक्षण और अंतरराष्ट्रीय प्रतियोगिताओं में भागीदारी के लिए धनराशि भी मुहैया की जाती है। इसके अतिरिक्त, टारगेट ओलंपिक पोडियम स्कीम (टीओपीएस) के तहत दिव्यांग प्रतिभाशाली एथलीटों की पहचान की जाती है तथा उन्हें प्रदर्शन मूल्यांकन के आधार पर वित्तीय सहायता, उपकरण, कोचिंग और भत्ते जैसे संसाधन प्रदान करती है। सरकार वैश्विक स्पर्धाओं जैसे विशेष ओलंपिक्स, डेफलंपिक्स और अन्य

अंतर्राष्ट्रीय पैरा-स्पोर्ट प्रतियोगिताओं में दिव्यांग एथलीटों की भागीदारी में भी सहायता करती है। इसके अलावा, इस मंत्रालय के तत्वावधान में संचालित भारतीय खेल प्राधिकरण (साई) ने साई क्षेत्रीय केंद्र, गांधीनगर में अपनी राष्ट्रीय उत्कृष्टता केंद्र (एनसीओई) स्कीम के तहत एक पैरा सेंटर की स्थापना की है। यह केंद्र एथलेटिक्स, तैराकी, पावरलिफ्टिंग और टेबल टेनिस में एथलीटों को सक्रिय रूप से प्रशिक्षित करने में लगा हुआ है। इसके अतिरिक्त, सभी खेल सुविधाओं को दिव्यांग एथलीटों के लिए सुविधाओं और पहुंच सुनिश्चित करने के लिए "दिव्यांग खिलाड़ियों के लिए सुलभ खेल परिसर और आवासीय सुविधाओं" में उल्लिखित दिशानिर्देशों का पालन करना अनिवार्य है।

(ग): खेलो इंडिया स्कीम के तहत हरियाणा राज्य में 11 खेल अवसंरचना परियोजनाओं को मंजूरी दी गई है। इनका विवरण मंत्रालय के डैशबोर्ड <https://mdsd.kheloindia.gov.in> पर पब्लिक डोमेन में उपलब्ध है। हरियाणा राज्य में 21 खेलो इंडिया केंद्र (केआईसी), 1 खेलो इंडिया राज्य उत्कृष्टता केंद्र (केआईएससीई) और 20 खेलो इंडिया मान्यता प्राप्त अकादमी (केआईए) हैं और प्रशिक्षण के लिए 486 खेलो इंडिया एथलीट (केआईए) की पहचान की गई है। इनका विवरण मंत्रालय के डैशबोर्ड <https://dashboard.kheloindia.gov.in/state-wise-khelo-india-centers> पर पब्लिक डोमेन में उपलब्ध है। हरियाणा राज्य ने खेलो इंडिया यूथ गेम्स 2021 की भी मेजबानी की है।

(घ) इस मंत्रालय में ऐसा कोई प्रस्ताव विचाराधीन नहीं है।

(ङ) प्रश्न नहीं उठता।

चैंपियन खिलाड़ियों के लिए सरकारी नौकरियां

2615. डॉ. राजीव भारद्वाज:

क्या युवा कार्यक्रम और खेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार के पास खेलो इंडिया योजना के चैंपियन खिलाड़ियों को सरकारी नौकरियां प्रदान करने का कोई प्रस्ताव है;

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

(ग) यदि नहीं, तो इसके क्या कारण हैं?

श्रम और रोजगार मंत्री; तथा युवक कार्यक्रम और खेल मंत्री (डॉ. मनसुख मांडविया):

(क) से (ग): केंद्र सरकार के कार्यालयों में खेल कोटा रिक्तियों के लिए मेधावी खिलाड़ियों की भर्ती कार्मिक एवं प्रशिक्षण विभाग (डीओपीटी) द्वारा दिनांक 3 अक्टूबर, 2013 के कार्यालय ज्ञापन सं. 14034/01/2013-स्था.(डी) (बाद में दिनांक 18.11.2022 और 04.03.2024 के कार्यालय ज्ञापन द्वारा समेकित) द्वारा जारी समेकित अनुदेशों के अनुसार की जाती है। ये अनुदेश खेलो इंडिया यूथ/यूनिवर्सिटी/विंटर/पैरा गेम्स के पदक विजेताओं को भी कवर करते हैं। ये अनुदेश <https://doptcirculars.nic.in> पर उपलब्ध हैं।

HOSTING OF KHELO WINTER GAMES

2616. SHRI G. LAKSHMINARAYANA:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

(a) the details of Khelo India Youth Games/University Games/Para Games and Winter Games hosted so far, including the year, host city, State, sports disciplines along with total number of participating athletes, State-wise and category-wise;

(b) the details of infrastructure upgrades, funds allocated, released and utilized for organizing each of these competitions in the respective host States;

(c) the details of bids submitted by Andhra Pradesh during the last five years to host Khelo India competitions, including the events applied for and the reasons for rejection, if any;

(d) whether any future events are planned to be hosted in the State, if so, the details thereof; and

(e) the steps taken by the Government to encourage more States, including Andhra Pradesh to host said competitions along with any specific initiatives planned for underserved regions?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a) and (b): The details of Khelo India Youth Games/University Games/Para Games and Winter Games hosted so far, including the year, host city, State, sports disciplines along with total number of participating athletes, State-wise and category-wise and funds allocated, released and utilized for organizing each of these competitions in the respective host States, are available in public domain on the dashboard of the Ministry at https://dashboard.kheloindia.gov.in/public/front/assets/KI_Games_Statement.pdf.

The details of the sports infrastructure projects approved and their sanctioned cost, funds released and their physical and financial progress, under Khelo India Scheme, across the country, including for conduct of Khelo India Games, are available in public domain on the dashboard of the Ministry at <https://mdsd.kheloindia.gov.in>.

(c) No bids have been submitted by Andhra Pradesh during last five years to host Khelo India competitions.

(d) and (e): Khelo India Games are conducted across diverse regions of the country. However, no proposals from Andhra Pradesh have been received so far.

STARS SCHEME

2617. DR. C. M. RAMESH:

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

(a) the aims and objectives of Scheme for Transformational Advance Research in Sciences (STARS) Scheme;

(b) the details of States that are included under STARS Scheme; and

(c) the details of reforms that the Government is planning to bring in these States?

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) to (c): A Central Sector scheme called the Scheme for Transformational and Advanced Research in Sciences (STARS) was launched by the Ministry of Education (MoE) in February, 2019, with a budget outlay of Rs. 250 crores over a period of five years, viz. from 2019-20 to 2023-24. It was aimed at providing a thrust to research in Higher Education Institutions, by promoting translational and India-centric research in sciences. Six basic thrust areas viz., Physical Sciences, Chemical Sciences, Biological

Sciences, Nano Sciences, Data Science and Mathematics and Earth Sciences, have been identified under scheme. The scheme has been further extended till 31.03.2026.

STARS scheme is aimed at all MoE funded technical institutions and Central Universities and those non-MoE funded institutions with National Institutional Ranking Framework (NIRF) ranking above 100 (overall category) or National Assessment and Accreditation Council (NAAC) grading of 3.26 and above. These Higher Education Institutes are situated across the country, in various states, hence, providing opportunities of research in a regionally balanced manner. While in phase-I of the scheme, 141 projects were approved at a total cost of Rs. 90.75 Crores, 227 projects have been approved under phase-II at a cost of Rs. 133.91 Crores.

पिछड़े और ग्रामीण क्षेत्रों में पर्यटन विकास

2618. श्री अरुण कुमार सागर:

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

- (क) वर्तमान वित्तीय वर्ष के दौरान विशेषकर पिछड़े और ग्रामीण क्षेत्रों में पर्यटन विकास के लिए योजनाबद्ध तरीके से आज की तारीख तक राज्यवार आवंटित निधि का ब्यौरा क्या है;
- (ख) क्या कुछ राज्यों के पर्यटन क्षेत्र में पर्याप्त प्रगति हुई है;
- (ग) यदि हां, तो विशेष रूप से पिछड़े और ग्रामीण क्षेत्रों का राज्यवार तत्संबंधी ब्यौरा क्या है; और
- (घ) विगत एक वर्ष के दौरान आज की तारीख तक देश के विभिन्न राज्यों के पर्यटन स्थलों पर आने वाले विदेशी पर्यटकों की संख्या कितनी है?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क): पर्यटन का विकास एवं संवर्धन संबंधित राज्य सरकार/संघ राज्य क्षेत्र प्रशासन द्वारा किया जाता है। पर्यटन मंत्रालय ग्रामीण और पिछड़े क्षेत्रों सहित देश के अन्य हिस्सों में विभिन्न पर्यटन उत्पादों के विकास एवं संवर्धन द्वारा राज्यों/संघ राज्यक्षेत्रों के प्रयासों को संपूरित करता है।

पर्यटन मंत्रालय 'स्वदेश दर्शन', 'राष्ट्रीय तीर्थस्थल जीर्णोद्धार एवं आध्यात्मिक विरासत संवर्धन अभियान (प्रशाद) मिशन' और 'पर्यटन अवसंरचना विकास के लिए केंद्रीय एजेंसियों को सहायता' नामक योजनाओं के तहत ग्रामीण और पिछड़े क्षेत्रों सहित देश में विभिन्न पर्यटन गंतव्यों पर पर्यटन संबंधी अवसंरचना और सुविधाओं के विकास के लिए राज्य सरकारों/संघ राज्यक्षेत्र प्रशासनों को वित्तीय सहायता प्रदान करता है।

मंत्रालय ने गंतव्य-केंद्रित दृष्टिकोण अपनाते हुए स्थायी एवं जिम्मेदारीयुक्त गंतव्य के विकास के उद्देश्य से स्वदेश दर्शन योजना को स्वदेश दर्शन 2.0 (एसडी 2.0) के तौर पर नया रूप दिया है।

भारत सरकार ने चालू वित्त वर्ष यानी वर्ष 2024-25 के दौरान 'पूंजी निवेश के लिए 23 राज्यों को विशेष सहायता (एसएससीआई) – वैश्विक स्तर पर प्रतिष्ठित पर्यटन केंद्रों का विकास' नामक योजना के तहत 3295.76 करोड़ रुपये की लागत की 40 परियोजनाओं को मंजूरी दी है।

उपर्युक्त योजनाओं के अंतर्गत स्वीकृत परियोजनाओं का ब्यौरा संलग्न विवरण-I में दिया गया है।

(ख) से (घ): अखिल भारतीय स्तर पर पर्यटन क्षेत्र में उल्लेखनीय प्रगति हुई है। घरेलू एवं विदेशी पर्यटक आगमन का राज्य-वार ब्यौरा संलग्न **विवरण- II** में दिया गया है।

विवरण

(i) स्वदेश दर्शन योजना के तहत स्वीकृत परियोजनाओं की सूची निम्नानुसार है:

राशि (करोड़ रु. में)

क्र. सं.	राज्य/संघ राज्यक्षेत्र	परिपथ/ स्वीकृति वर्ष	परियोजना का नाम	स्वीकृत राशि
1.	अंडमान और निकोबार द्वीप समूह	तटीय परिपथ 2016-17	लॉन्ग द्वीप - रॉस स्मिथ द्वीप - नील द्वीप - हैवलॉक द्वीप-बाराटांग द्वीप - पोर्ट ब्लेयर का विकास	27.57

2.	आंध्र प्रदेश	तटीय परिपथ 2014-15	काकीनाडा - होप आइलैंड - कोरिंगा वन्यजीव अभयारण्य - पासरलापुडी - अडुरु - एस यनम - कोटिपल्ली का विकास	67.83
3.	आंध्र प्रदेश	तटीय परिपथ 2015-16	नेल्लोर - पुलिकट झील - उब्लमाडुगु जल प्रपात - नेलापट्टू - कोठाकोडुरु - मायपाडु - रामतीर्थम - इस्कापल्ली का विकास	49.55
4.	आंध्र प्रदेश	बौद्ध परिपथ 2017-18	बौद्ध परिपथ: शालीहुंडम - बाविकोंडा - बोज्जनकोंडा - अमरावती - अनूपु का विकास	35.24
5.	अरुणाचल प्रदेश	उत्तर-पूर्वी परिपथ 2014-15	भालुकपोंग - बोमडिला और तवांग का विकास	49.77
6.	अरुणाचल प्रदेश	उत्तर-पूर्वी परिपथ 2015-16	नफरा - सेप्पा - पप्पू, पासा, पक्के घाटियाँ - संगदूपोटा-नई सगाली-जीरो-योम्चा का विकास	96.72
7.	असम	वन्यजीव परिपथ 2015-16	मानस - प्रोबितोरा - नामेरी - काजीरंगा - डिब्रू - सैखोवा का विकास	94.68
8.	असम	विरासत परिपथ 2016-17	तेजपुर - माजुली - शिवसागर का विकास	90.98
9.	बिहार	तीर्थकर परिपथ 2016-17	वैशाली - आरा - मसाद - पटना - राजगीर - पावापुरी - चंपापुरी का विकास	33.96
10.	बिहार	आध्यात्मिक परिपथ 2016-17	कांवरिया मार्ग: सुल्तानगंज - धर्मशाला - देवघर का विकास	44.76
11.	बिहार	बौद्ध परिपथ 2016-17	बौद्ध परिपथ का विकास - बोधगया में कन्वेंशन सेंटर का निर्माण	95.18
12.	बिहार	ग्रामीण परिपथ 2017-18	भित्तिहरवा - चंद्रहिया - तुकोंलिया का विकास	44.27
13.	बिहार	आध्यात्मिक परिपथ 2017-18	मंदार पहाड़ी और अंग प्रदेश का विकास	44.55
14.	छत्तीसगढ़	जनजातीय परिपथ 2015-16	जशपुर - कुनकुरी - मैनपाट - कमलेशपुर - महेशपुर - कुर्दार-सरोधादार-गंगरेल- कोंडागांव - नाथियानवागांव - जगदलपुर - चित्रकूट - तीर्थगढ़ का विकास	96.10

15.	गोवा	तटीय परिपथ 2016-17	सिंक्वेरिम - बागा, अंजुना - वागाटोर, मोरजिम - केरी, अगुआड़ा किला और अगुआड़ा जेल का विकास	97.65
16.	गोवा	तटीय परिपथ 2017-18	तटीय परिपथ II: रुआ डी ओरम क्रीक - डोना पाउला - कोलवा - बेनौलिम का विकास	99.35
17.	गुजरात	विरासत परिपथ 2016-17	अहमदाबाद – राजकोट – पोखंडर – बारदोली - दांडी का विकास	59.17
18.	गुजरात	विरासत परिपथ 2016-17	वडनगर - मोढेरा का विकास	91.12
19.	गुजरात	बौद्ध परिपथ 2017-18	जूनागढ़ - गिर सोमनाथ – भरुच – कच्छ – भावनगर – राजकोट - मेहसाणा का विकास	26.68
20.	हरियाणा	कृष्ण परिपथ 2016-17	कुरुक्षेत्र में महाभारत से संबंधित स्थानों पर पर्यटन अवसंरचना का विकास	77.39
21.	हिमाचल प्रदेश	हिमालयन परिपथ 2016-17	हिमालय परिपथ:कियारीघाट, शिमला, हाटकोटी, मनाली, कांगड़ा, धर्मशाला, बीर, पालमपुर, चंबा का विकास	68.34
22.	जम्मू और कश्मीर	हिमालयन परिपथ 2016-17	जम्मू- श्रीनगर-पहलगाम- भगवती नगर – अनंतनाग - सलामाबाद, उरी – कारगिल - लेह का विकास	77.33
23.	जम्मू और कश्मीर	हिमालयन परिपथ 2016-17	जम्मू-राजौरी-शोपियां-पुलवामा में पर्यटक सुविधाओं का विकास।	81.60
24.	जम्मू और कश्मीर	हिमालयन परिपथ 2016-17	पर्यटक सुविधाओं का विकास - पीएम विकास पैकेज के तहत 2014 में बाढ़ में नष्ट हुई परिसंपत्तियों के बदले परिसंपत्तियों का निर्माण	90.43
25.	जम्मू और कश्मीर	हिमालयन परिपथ 2016-17	मंतलाई और सुधमहादेव में पर्यटक सुविधाओं का विकास	91.99
26.	जम्मू और कश्मीर	हिमालयन परिपथ 2016-17	अनंतनाग – पुलवामा – किश्तवर – पहलगाम - जांस्कर पदुम – दक्सुम - रंजीत सागर बांध में पर्यटक सुविधाओं का विकास	86.39
27.	जम्मू और कश्मीर	हिमालयन परिपथ 2016-17	गुलमर्ग – बारामूला – कुपवाड़ा - कारगिल - लेह में पर्यटक सुविधाओं का विकास	91.84
28.	झारखंड	इको परिपथ 2018-19	इको पर्यटन परिपथ: दलमा - बेतला नेशनल पार्क – मिरचैया - नेतरहाट का विकास	30.44

29.	केरल	इको परिपथ 2015-16	पथनमथिट्टा – गवी – वागामोन - तेक्कडी का विकास	64.08
30.	केरल	आध्यात्मिक परिपथ 2016-17	सबरीमाला – एरुमेली – पम्पा - सन्निधानम का विकास	46.54
31.	केरल	आध्यात्मिक परिपथ 2016-17	श्रीपद्मनाभ अर्नामूला का विकास	78.08
32.	केरल	ग्रामीण परिपथ 2018-19	मालानाड मालाबार क्रूज पर्यटन परियोजना का विकास	57.35
33.	केरल	आध्यात्मिक परिपथ 2018-19	शिवगिरीश्री नारायण गुरु आश्रम - अरुवीपुरम - कुन्नुमपारा श्री सुब्रह्मनिया - चेम्बझंथी श्री नारायण गुरुकुलम विकास	66.42
34.	मध्य प्रदेश	वन्यजीव परिपथ 2015-16	पन्ना-मुकुंदपुर-संजय-दुबरी- बांधवगढ़-कान्हा – मुक्की - पेंच में वन्यजीव परिपथ का विकास	92.10
35.	मध्य प्रदेश	बौद्ध परिपथ 2016-17	सांची – सतना – रीवा – मंदसौर - धार का विकास	74.02
36.	मध्य प्रदेश	विरासत परिपथ 2016-17	ग्वालियर – ओरछा – खजुराहो – चंदेरी – भीमबेटका – मांडू का विकास	89.82
37.	मध्य प्रदेश	इको परिपथ 2017-18	गांधीसागर बांध - मंडलेश्वर बांध - ओंकारेश्वर बांध - इंदिरा सागर बांध - तवा बांध - बरगी बांध – भेड़ाघाट - बाणसागर बांध - केन नदी का विकास	93.76
38.	महाराष्ट्र	तटीय परिपथ 2015-16	सिंधुदुर्ग तटीय परिपथ - सागरेश्वर, तारकरली, विजयदुर्ग (बीच और क्रीक), मितभव का विकास	19.06
39.	महाराष्ट्र	आध्यात्मिक परिपथ 2018-19	वाकी – अदासा – धापेवाड़ा – पारदसिंघा – तेलखंडी - गिराड का विकास	45.47
40.	मणिपुर	उत्तर-पूर्वी परिपथ 2015-16	मणिपुर में पर्यटक परिपथ: इम्फाल -खोंगजोम का विकास	72.23
41.	मणिपुर	आध्यात्मिक परिपथ 2016-17	श्री गोविंदजी मंदिर, श्री बिजॉय गोविंदजी मंदिर – श्री गोपीनाथ मंदिर – श्री बंगशीबोदोन मंदिर – श्री कैना मंदिर का विकास	45.34

42.	मेघालय	उत्तर-पूर्वी परिपथ 2016-17	उमियम (लेक व्यू), यू लुम सोहपेटबनेंग - मावडियांगडियांग - आर्किड लेक रिजॉर्ट का विकास	99.13
43.	मेघालय	उत्तर-पूर्वी परिपथ 2018-19	वेस्ट खासी हिल्स (नॉगखलाव- क्रेम तिरोट - खुदोई और कोहमांग जलप्रपात - खरी नदी- मावथाद्रीशन, शिलांग), जयंतिया हिल्स (क्रांग सूरी फॉल्स- शिरमंग-इयूक्सी), गारो हिल्स (नोकरेक रिजर्व, कट्टाबील, सिजू गुफाएं) का विकास	84.97
44.	मिजोरम	उत्तर-पूर्वी परिपथ 2015-16	थेनजोल और साउथ ज़ोटे, जिला सेरछिप और रईक का विकास	92.26
45.	मिजोरम	इको परिपथ 2016-17	इको-एडवेंचर परिपथ आइजोल -रावपुइचिप - खवफाप-लेंगपुई-चटलांग- सकाब्रहमुइटुइतलांग- मुथी- बेराटलांग-तुइरियल एयरफील्ड- हमुइफांग का विकास	66.37
46.	नागालैंड	जनजातीय परिपथ 2015-16	जनजातीय परिपथ पेरेन- कोहिमा- वोखा का विकास	97.36
47.	नागालैंड	जनजातीय परिपथ 2016-17	मोकोकचुंग – तुएनसांग - मोन का विकास	98.14
48.	ओडिशा	तटीय परिपथ 2016-17	गोपालपुर, बरकुल, सतपाड़ा और तंपारा का विकास	70.82
49.	पुडुचेरी	तटीय परिपथ 2015-16	दुबरायापेट – अरिकामेडु – वीरमपट्टिनम – चुन्नम्बर – नल्लावाडु/नरमबाई – मनापेट - कालापेट - पुडुचेरी - यानम का विकास	58.44
50.	पुडुचेरी	विरासत परिपथ 2017-18	फ्रेंको - तमिल गांव, कराईकल, माहे और यानम का विकास	49.44
51.	पुडुचेरी	आध्यात्मिक परिपथ 2017-18	पुडुचेरी में आध्यात्मिक परिपथ का विकास	34.96
52.	पंजाब	विरासत परिपथ 2018-19	आनंदपुर साहिब - फतेहगढ़ साहिब - चमकौर साहिब - फिरोजपुर - खटकर कलां - कलानौर - पटियाला का विकास	85.32
53.	राजस्थान	मरुस्थल परिपथ 2015-16	सांभर लेक टाउन और अन्य स्थलों का विकास	50.01

54.	राजस्थान	कृष्ण परिपथ 2016-17	गोविंद देव जी मंदिर (जयपुर), खाटूश्याम जी (सीकर) और नाथद्वारा (राजसमंद) का विकास	75.80
55.	राजस्थान	आध्यात्मिक परिपथ 2016-17	आध्यात्मिक परिपथ - 'चुरू (सालासर बालाजी)-जयपुर (श्री समोदके बालाजी, घाटके बालाजी, बंधेके बालाजी) - विराटनगर (बीजक, जैनसिया, अंबिका मंदिर) - भरतपुर (कमान क्षेत्र)-धौलपुर (मुचकुंड) - मेहंदीपुर-बालाजी-चित्तौड़गढ़ (सांवलियाजी) का विकास	87.05
56.	राजस्थान	विरासत परिपथ 2017-18	विरासत परिपथ राजसमंद (कुंभलगढ़ किला) - जयपुर (जयपुर और नाहरगढ़ किले में अग्रभाग की प्रकाश व्यवस्था) -झालावाड़ (गागरोन किला) - चित्तौड़गढ़ (चित्तौड़गढ़ किला) - जैसलमेर (जैसलमेर किला) - हनुमानगढ़ (गोगामेड़ी) - उदयपुर (प्रताप गौरव केंद्र) - धौलपुर (बाग-ए-निलोफर और पुरानी छावनी) - नागौर (मीरा बाई स्मारक, मेड़ता) - टोंक (सुनहरी कोठी) का विकास	70.61
57.	सिक्किम	उत्तर-पूर्वी परिपथ 2015-16	रंगपो (प्रवेश)-रोराथांग- अरितार - फादमचेन - नाथांग - शेराथांग - सोंगमो - गंगटोक - फोडोंग - मंगन - लाचुंग -युमथांग - लाचेन - थांगु - गुरुडोंगमेर - मंगन - गंगटोक - तुमिनलिंगी - सिंगतम (निकास) को जोड़ने वाले पर्यटक परिपथ का विकास	98.05
58.	सिक्किम	उत्तर-पूर्वी परिपथ 2016-17	सिंगटम-मका-टेमी - बेरमोइकटोकेल - फोंगिया - नामची - जोरथांग - ओखारे - सोम्बारिया - दारमदिन - जोरेथांग - मेल्ली (निकास) को जोड़ने वाले पर्यटक परिपथ का विकास	95.32
59.	तमिलनाडु	तटीय परिपथ 2016-17	(चेन्नई - मामल्लपुरम - रामेश्वरम - मानपाडु - कन्याकुमारी) का विकास	73.13
60.	तेलंगाना	इको परिपथ 2015-16	महबूबनगर जिले में ईको पर्यटन परिपथ का विकास	91.62
61.	तेलंगाना	जनजातीय परिपथ 2016-17	मुलुगु - लकनावरम - मेदवरम - तड़वई - दमारवी - मल्लूर - बोगाथा झरनों का विकास	79.87

62.	तेलंगाना	विरासत परिपथ 2017-18	कुतुबशाही विरासत पार्क-पैगाह मकबरे- हयात बख्शी मस्जिद - रेमंड का मकबरा का विकास	96.90
63.	त्रिपुरा	उत्तर-पूर्वी परिपथ 2015-16	अगरतला – सिपाहीजला - मेलाघर – उदयपुर – अमरपुर – तीर्थमुख - मंदिरघाट – डंबूर – नारिकेलकुंज – गंडाचरा - अंबासा का विकास	82.85
64.	त्रिपुरा	उत्तर-पूर्वी परिपथ 2018-19	सूरमाचेर्रा – उनाकोटी - जम्पुई हिल्स – गुनाबती – भुवनेश्वरी-नीरमहल – बॉक्सनगर - चोटाखोला – पिलक - अवांगचारा का विकास	44.83
65.	उत्तर प्रदेश	बौद्ध परिपथ 2016-17	श्रावस्ती, कुशीनगर और कपिलवस्तु का विकास	87.89
66.	उत्तर प्रदेश	रामायण परिपथ 2016-17	चित्रकूट और श्रृंगवेरपुर का विकास	69.45
67.	उत्तर प्रदेश	आध्यात्मिक परिपथ 2016-17	आहर – अलीगढ़ – कासगंज - सरोसी (उन्नाव)– प्रतापगढ़-कौशांबी-मिर्जापुर – गोरखपुर – डुमरियागंज – बस्ती – बाराबंकी – आजमगढ़ – कैराना – बागपत - शाहजहांपुर का विकास	71.91
68.	उत्तर प्रदेश	आध्यात्मिक परिपथ 2016-17	बिजनौर-मेरठ-कानपुर - कानपुर देहात – बांदा- गाजीपुर-सलेमपुर- घोसी – बलिया - अम्बेडकर नगर-अलीगढ़-फतेहपुर-देवरिया-महोबा- सोनभद्र – चंदौली – मिश्रिख - भदोही का विकास	67.51
69.	उत्तर प्रदेश	विरासत परिपथ 2016-17	कालिंजर किला (बांदा) - मगहरधाम (संतकबीर नगर) - चौरीचौरा, शहीद स्थल (फतेहपुर) - महुअर शहीद स्थल (घोसी) - शहीद स्मारक (मेरठ) का विकास	36.65
70.	उत्तर प्रदेश	रामायण परिपथ 2017-18	अयोध्या का विकास	127.21
71.	उत्तर प्रदेश	आध्यात्मिक परिपथ 2018-19	जेवर – दादरी – सिकंदराबाद – नोएडा – खुर्जा - बांदा का विकास	12.03
72.	उत्तर प्रदेश	आध्यात्मिक परिपथ 2018-19	गोरखनाथ मंदिर (गोरखपुर), देवीपट्टन मंदिर (बलरामपुर) और वटवाशनी मंदिर (डुमरियागंज) का विकास	18.30

73.	उत्तराखंड	इको परिपथ 2015-16	टिहरी झील और निकटवर्ती क्षेत्रों का नए गंतव्य के रूप में विकास के लिए इको-पर्यटन, एडवेंचर स्पोर्ट्स और संबद्ध पर्यटन संबंधी अवसंरचना का एकीकृत विकास - जिला टिहरी	69.17
74.	उत्तराखंड	विरासत परिपथ 2016-17	कुमाऊं क्षेत्र में विरासत परिपथ – कटारमल – जोगेश्वर – बैजनाथ - देवीधुरा का एकीकृत विकास	76.32
75.	पश्चिम बंगाल	तटीय परिपथ 2015-16	तटीय परिपथ: उदयपुर – दीघा – शंकरपुर – ताजपुर – मंदारमणि – फ्रेजरगंज - बक्खलाई - हेनरी द्वीप का विकास	67.99
76.	-	मार्गस्थ सुविधाएं 2018-19	सड़क परिवहन और राजमार्ग मंत्रालय के सहयोग से उत्तर प्रदेश और बिहार में वाराणसी - गया; कुशीनगर – गया - कुशीनगर में मार्गस्थ सुविधाओं का विकास	15.07
कुल				5287.90

(ii) स्वदेश दर्शन 2.0 योजना के तहत स्वीकृत परियोजनाओं की सूची निम्नानुसार है:

राशि (करोड़ रु. में)

क्र. सं.	राज्य	गंतव्य	एक्सपीरियंस का नाम	स्वीकृत लागत	स्वीकृति की तिथि
1	आंध्र प्रदेश	अरक्कू-लम्बासिंगी	अरक्कू में बोर्ला केव एक्सपीरियंस	29.87	05-03-2024
2	अरुणाचल प्रदेश	नाचो	अनलॉक नाचो अभियान	14.02	05-03-2024
3	अरुणाचल प्रदेश	मेचुका	मेचुका सांस्कृतिक हाट	18.48	05-03-2024
4	अरुणाचल प्रदेश	मेचुका	मेचुका एडवेंचर पार्क	12.75	05-03-2024
5	असम	कोकराझार	कोकराझार वेटलैंड एक्सपीरियंस	26.67	05-03-2024
6	असम	जोरहाट	रीइमेंजिनिंग सिन्नामारा टी एस्टेट	23.91	05-03-2024

7	गोवा	पोर्वोरिम	पोर्वोरिम क्रीक एक्सपीरियंस	23.56	20-08-2024
8	गोवा	कोलवा	कोलवा बीच एक्सपीरियंस	15.65	20-08-2024
9	कर्नाटक	हम्पी	'ट्रैवलर नूक्स' की स्थापना	25.64	29-02-2024
10	कर्नाटक	मैसूरु	टोंगा राइड हेरिटेज एक्सपीरियंस जोन	2.72	29-02-2024
11	कर्नाटक	मैसूरु	ईकोलोजिकल एक्सपीरियंस जोन	18.47	05-03-2024
12	केरल	कुमारकोम	कुमारकोम पक्षी अभयारण्य एक्सपीरियंस	13.92	05-03-2024
13	लद्दाख	लेह	जूले लेह जैव विविधता पार्क	24.89	05-03-2024
14	लद्दाख	कारगिल	एक्सप्लोरिंग एलओसी और हुंडरमन विलेज एक्सपीरियंस	12.01	05-03-2024
15	मध्य प्रदेश	ग्वालियर	फूलबाग एक्सपीरियंस जोन	16.73	29-02-2024
16	मध्य प्रदेश	चित्रकूट	चित्रकूट में आध्यात्मिक एक्सपीरियंस	27.21	05-03-2024
17	महाराष्ट्र	पुणे	शिवसृष्टि ऐतिहासिक थीम पार्क-फेज 3	76.22	21-09-2024
18	मेघालय	सोहरा	वॉटरफॉल ट्रेल्स एक्सपीरियंस	27.84	05-03-2024
19	मेघालय	सोहरा	मेघालयन एज केव एक्सपीरियंस	32.45	04-03-2024
20	नागालैंड	चुमुकेदिमा	चुमुकेदिमा व्यू पॉइंट पर इको- पर्यटन एक्सपीरियंस	7.87	20-08-2024
21	नागालैंड	चुमुकेदिमा	मिडवे रिट्रीट में जनजातीय सांस्कृतिक एक्सपीरियंस	21.56	05-03-2024
22	पुडुचेरी	कराईकल	कराईकल बीच और वाटरफ्रंट एक्सपीरियंस	20.29	05-03-2024

23	पंजाब	कपूरथला	कांजिली वेटलैंड में इको पर्यटन एक्सपीरियंस	20.06	05-03-2024
24	पंजाब	अमृतसर	अटारी में सीमा पर्यटन एक्सपीरियंस	25.90	20-08-2024
25	राजस्थान	बूंदी	केशवरायपाटन में आध्यात्मिक एक्सपीरियंस	17.37	29-02-2024
26	सिक्किम	ग्यालशिंग	युक्सोम क्लस्टर में इको-वेलनेस एक्सपीरियंस	15.40	05-03-2024
27	सिक्किम	गंगटोक	गंगटोक सांस्कृतिक गांव	22.59	29-02-2024
28	तमिलनाडु	मामल्लापुरम	शोर मंदिर में इमर्सिव एक्सपीरियंस	30.02	29-02-2024
29	तेलंगाना	भोंगीर	भोंगीर किला एक्सपीरियेंशियल जोन	56.81	29-02-2024
30	तेलंगाना	अनंतगिरि	अनंतगिरि वन में इको पर्यटन जोन	38.00	05-03-2024
31	उत्तर प्रदेश	प्रयागराज	आजाद पार्क और देखो प्रयागराज ट्रेल एक्सपीरियंस	13.02	05-03-2024
32	उत्तर प्रदेश	नैमिषारण्य	वैदिक - वेलनेस एक्सपीरियंस	15.94	05-03-2024
33	उत्तराखंड	पिथौरागढ़	गुंजी में ग्रामीण पर्यटन क्लस्टर एक्सपीरियंस	32.20	05-03-2024
34	उत्तराखंड	चंपावत	टी गार्डन एक्सपीरियंस	11.21	05-03-2024
कुल राशि				791.25	

(iii) पर्यटन मंत्रालय की प्रशाद योजना के तहत स्वीकृत परियोजनाओं की सूची निम्नानुसार है:

राशि (करोड़ रु. में)

राज्य/संघ राज्यक्षेत्र	क्र. सं.	परियोजना का नाम	स्वीकृति वर्ष	अनुमोदित लागत
आंध्र प्रदेश	1	अमरावती में तीर्थ सुविधाओं का विकास	2015-16	27.77

	2	श्रीशैलम मंदिर का विकास	2017-18	43.08
	3	सिंहाचलम में श्री वराह लक्ष्मी नरसिम्हा स्वामी वारी देवस्थानम में तीर्थ सुविधाओं का विकास	2022-23	54.04
	4	अन्नावरम मंदिर शहर में तीर्थ पर्यटन अवसंरचना का विकास	2024-25	25.33
अरुणाचल प्रदेश	5	परशुराम कुंड का विकास	2020-21	37.88
असम	6	कामाख्या मंदिर में तीर्थ सुविधाओं का विकास	2015-16	29.80
बिहार	7	पटना साहिब में विकास	2015-16	29.62
	8	विष्णुपद मंदिर में मूलभूत सुविधाओं का विकास	2014-15	3.63
छत्तीसगढ़	9	मां बमलेश्वरी देवी मंदिर में तीर्थ सुविधाओं का विकास	2020-21	48.44
गोवा	10	बोम जीसस बेसिलिका का विकास	2024-25	16.46
गुजरात	11	द्वारका का विकास	2016-17	10.46
	12	सोमनाथ में तीर्थ सुविधाओं का विकास	2016-17	45.36
	13	सोमनाथ में सैरगाह का विकास	2018-19	47.12
	14	अंबाजी मंदिर में तीर्थ सुविधाओं का विकास	2022-23	50.00
हरियाणा	15	माता मनसा देवी मंदिर और नाडा साहिब गुरुद्वारा का विकास	2019-20	48.53
जम्मू और कश्मीर	16	हजरतबल दरगाह में विकास	2016-17	40.46
झारखंड	17	बाबा बैद्यनाथ धाम का विकास	2018-19	36.79

कर्नाटक	18	श्री चामुंडेश्वरी देवी मंदिर में तीर्थ सुविधाओं का विकास	2023-24	45.71
केरल	19	गुरुवायूर मंदिर में विकास	2016-17	45.19
मध्य प्रदेश	20	अमरकंटक का विकास	2020-21	49.99
	21	ओंकारेश्वर का विकास	2017-18	43.93
महाराष्ट्र	22	त्र्यंबकेश्वर का विकास	2017-18	45.41
मेघालय	23	नोंगस्वालिया चर्च, नर्तियांग शक्ति पीठ, ऐतनार पुल और चरणतला काली मंदिर में तीर्थयात्रा सुविधा का विकास	2020-21	29.29
मिजोरम	24	चिते वांग, जुआंगताई, रइक और आइजोल में तीर्थयात्रा और विरासत पर्यटन के लिए अवसंरचना का विकास	2022-23	44.89
नागालैंड	25	मोलुंगकिमोंग, नोकसेन चर्च, ऐजुतो, वोखा और कोहिमा में तीर्थयात्रा अवसंरचना का विकास	2018-19	25.20
	26	जुन्हेबोटो में तीर्थयात्रा पर्यटन अवसंरचना का विकास	2022-23	18.18
ओडिशा	27	पुरी में अवसंरचना का विकास	2014-15	50.00
पंजाब	28	अमृतसर में करुणा सागर वाल्मीकि स्थल का विकास	2015-16	6.40
	29	चमकौर साहिब का विकास	2021-22	31.57
राजस्थान	30	पुष्कर/अजमेर का एकीकृत विकास	2015-16	32.64
सिक्किम	31	फोर पेट्रन सेंट, युक्सोम में तीर्थ सुविधा का विकास	2020-21	33.32
तमिलनाडु	32	कांचीपुरम का विकास	2016-17	13.99

	33	वेलंकन्नी का विकास	2016-17	4.86
तेलंगाना	34	जोगुलम्बा देवी मंदिर का विकास	2020-21	38.90
	35	रुद्रेश्वर (रामप्पा) मंदिर में तीर्थयात्रा और विरासत पर्यटन अवसंरचना का विकास	2022-23	62.00
	36	भद्राचलम में तीर्थ अवसंरचना का विकास	2022-23	41.38
त्रिपुरा	37	त्रिपुर सुंदरी मंदिर का विकास	2020-21	34.43
उत्तर प्रदेश	38	वाराणसी का विकास -चरण-I	2015-16	18.73
	39	मथुरा-वृंदावन का मेगा पर्यटक परिपथ के रूप में विकास (चरण-II)	2014-15	10.98
	40	वाराणसी में नदी क्रूज पर्यटन का विकास	2017-18	9.02
	41	वृंदावन में पर्यटक सुविधा केंद्र का निर्माण	2014-15	9.36
	42	वाराणसी का विकास –चरण-II	2017-18	44.60
	43	गोवर्धन में अवसंरचना सुविधाओं का विकास	2018-19	37.59
उत्तराखंड	44	केदारनाथ का एकीकृत विकास	2015-16	34.77
	45	बदरीनाथ जी धाम में तीर्थ सुविधा के लिए अवसंरचना का विकास	2018-19	56.15
	46	गंगोत्री और यमुनोत्री धाम में तीर्थ अवसंरचना सुविधाओं का विस्तार	2021-22	54.36
पश्चिम बंगाल	47	बेलूर मठ का विकास	2016-17	30.03

(iv) केन्द्रीय एजेंसियों को सहायता योजना के तहत स्वीकृत परियोजनाओं की सूची:

राशि (लाख रु. में)

क्र. सं.	परियोजना का नाम	राज्य	एजेंसी	स्वीकृति की तिथि	स्वीकृत राशि
1.	डल झील, (नागीन झील) में साउंड और लाइट शो,	जम्मू और कश्मीर	आईटीडीसी	25-06-2012	500
2.	चेन्नई पोर्ट में मौजूदा यात्री टर्मिनल में क्रूज यात्री सुविधा केंद्र	तमिलनाडु	चेन्नई पोर्ट ट्रस्ट	24-09-2012	1724.66
3.	तिलयार झील में मल्टीमीडिया/लेजर शो का कार्यान्वयन	हरियाणा	आईटीडीसी	30-04-2013	500
4.	विश्व विरासत स्थल हुमायूँ का मकबरा, नई दिल्ली में व्याख्या केंद्र का निर्माण	दिल्ली	आगा खान फाउंडेशन	04-03-2014	4944.84
5.	मोरमुगाओ पोर्ट ट्रस्ट में क्रूज टर्मिनल बिल्डिंग	गोवा	मोरमुगाओ पोर्ट ट्रस्ट	24-06-2014	879.04
6.	दीव किला, दीव में साउंड और लाइट शो	दमन एवं दीव	आईटीडीसी	28-02-2015	775.54
7.	वाराणसी/सारनाथ में स्मारकों का प्रदीप्तीकरण (सारनाथ में धमेख स्तूप सारनाथ में चौखंडी स्तूप, सारनाथ में लालकान का मकबरा और बनारस में मन महल)	उत्तर प्रदेश	आईटीडीसी	28-02-2015	512.43
8.	एक पर्यटक गंतव्य के रूप में कानोजी आंग्रे लाइटहाउस का विकास	महाराष्ट्र	मुम्बई पोर्ट ट्रस्ट	09-08-2016	1500
9.	विलिंगडन द्वीप, कोचीन, केरल में वॉकवे/प्रोमेनेड का विकास	केरल	कोचीन पोर्ट ट्रस्ट	28-10-2016	901
10.	एर्नाकुलम घाट के बर्थ और बैकअप क्षेत्र के उन्नयन के लिए केन्द्रीय वित्तीय सहायता	केरल	कोचीन पोर्ट ट्रस्ट	31-03-2017	2141
11.	भारतीय खेल प्राधिकरण द्वारा एसएआई त्रिवेंद्रम गोल्फ क्लब में	केरल	एसएआई	31-03-2017	2464.99

	गोल्फ कोर्स के उन्नयन के लिए परियोजना				
12.	यादवेंद्र गार्डन, पिंजौर, हरियाणा में साउंड और लाइट शो	हरियाणा	आईटीडीसी	16-10-2017	600
13.	पुष्पापार्थी, आंध्र प्रदेश में साउंड और लाइट शो	आंध्र प्रदेश	आईटीडीसी	27-11-2017	708.67
14.	इंदिरा डॉक, मुंबई में अंतर्राष्ट्रीय क्रूज टर्मिनल का उन्नयन/आधुनिकीकरण।	महाराष्ट्र	मुंबई पोर्ट ट्रस्ट	29-12-2017	1250
15.	वाराणसी, उत्तर प्रदेश में तीन स्मारकों में प्रकाश व्यवस्था : 1. दशाश्वमेधघाट से दरबंगाघाट (300 मीटर का विस्तार) 2. तुलसी मानस मंदिर 3. सारनाथ संग्रहालय	उत्तर प्रदेश	केंद्रीय लोक निर्माण विभाग	21-12-2017	293.55
16.	जेसीपी अटारी, वाघा बोर्डर में अवसंरचना विकास	पंजाब	बीएसएफ	12-06-2018	1312
17.	मोरमुगाओ में आब्रजन सुविधा में सुधार और मौजूदा क्रूज बर्थ को गहरा करना	गोवा	मोरमुगाओ पोर्ट ट्रस्ट	24-08-2018	1316.4
18.	कोचीन पोर्ट क्रूज टर्मिनल में अवसंरचना का विकास	केरल	कोचीन पोर्ट ट्रस्ट	12-12-2018	120.79
19.	कोचीन पोर्ट ट्रस्ट वॉकवे पर अतिरिक्त पर्यटन सुविधाओं का निर्माण	केरल	कोचीन पोर्ट ट्रस्ट	12-12-2018	466.47
20.	विशाखापत्तनम पोर्ट के बाहरी बंदरगाह में चैनल बर्थ क्षेत्र में क्रूज-सह-तटीय कार्गो टर्मिनल का निर्माण	आंध्र प्रदेश	विशाखापत्तनम पोर्ट ट्रस्ट	14-12-2018	3850
21.	अमृतसर, पंजाब में 'जलियांवाला बाग स्मारक' के जीर्णोद्धार/नवीनीकरण और जलियांवाला बाग राष्ट्रीय स्मारक पर किये जाने वाला अतिरिक्त कार्य	पंजाब (जीएफआर)	भारतीय पुरातत्व सर्वेक्षण	08-03-2019	2302

22.	(पुराना किला) दिल्ली में साउंड और लाइट शो	दिल्ली	आईटीडीसी	05-08-2019	1404
23.	नए कोचीन पोर्ट ट्रस्ट टर्मिनल में अतिरिक्त अवसंरचना का विकास	केरल	कोचीन पोर्ट ट्रस्ट	13-12-2019	1029.7
24.	नेशनल गैलरी ऑफ मॉडर्न आर्ट के भवन में प्रकाश व्यवस्था	दिल्ली	एनसीएसएम	19-12-2019	380
25.	राष्ट्रीय संग्रहालय की चयनित सुविधाओं का विकास और नवीनीकरण	दिल्ली	एनसीएसएम	26-12-2019	4373
26.	राष्ट्रीय जल मार्ग संख्या 1 और 2 पर नदी क्रूज के चढ़ने/उतरने के मुख्य बिंदुओं पर जेटी का विकास	असम	आईडब्ल्यूए आई	28-04-2020	2803.05
27.	भारत पर्यटन विकास निगम द्वारा बेलताल झील, दमोह, मध्य प्रदेश में पर्यटन अवसंरचना	मध्य प्रदेश	आईटीडीसी	29-09-2020	2315.30
28.	लेह, लद्दाख में साउंड और लाइट शो और पर्यटक सुविधा केंद्र, कारगिल, लद्दाख में वाटर स्क्रीन प्रोजेक्शन मल्टीमीडिया शो	लेह और लद्दाख	आईटीडीसी	26-11-2020	2321.99
29.	एनजीएमए भवन की 3डी विजुअल प्रोजेक्शन मैपिंग	दिल्ली	एनसीएसएम	31-03-2021	616.27
30.	आइजोल में कन्वेंशन सेंटर और संबद्ध अवसंरचना का विकास	मिजोरम	वैपकोस	31-03-2021	3994.75
31.	मोरमुगाओ पोर्ट ट्रस्ट, गोवा में अंतर्राष्ट्रीय और घरेलू क्रूज टर्मिनल और संबंध सुविधाओं का निर्माण	गोवा	मोरमुगाओ पोर्ट ट्रस्ट	10-09-2021	5000
32.	इंदिरा डॉक, मुंबई पोर्ट ट्रस्ट में अंतर्राष्ट्रीय क्रूज टर्मिनल का उन्नयन/आधुनिकीकरण	महाराष्ट्र	मुंबई पोर्ट ट्रस्ट	20-12-2021	3750
33.	उत्तर-पूर्वी राज्य में 22 व्यू पॉइंट का विकास (i) नागालैंड (2 व्यू पॉइंट) – 5.77 करोड़ रुपए।	एनईआर	एनएचआईडी सीएल	11-10-2022	4444

	(ii) मेघालय (3 व्यू पॉइंट) – 6.26 करोड़ रुपये (iii) मिजोरम (9 व्यू पॉइंट) – 12.78 करोड़ रुपये (iv) अरुणाचल प्रदेश (4 व्यू पॉइंट) – 6.25 करोड़ रुपये (v) मणिपुर (3 व्यू पॉइंट) – 5.93 करोड़ रुपये (vi) सिक्किम/पश्चिम बंगाल (1 व्यू पॉइंट) – 3.70 करोड़ रुपये				
34.	श्री तनोट कॉम्प्लेक्स, जैसलमेर सेक्टर में सीमा पर्यटन का विकास	राजस्थान	बीएसएफ	05-07-2022	1767.66
35.	संजीवैया पार्क, हैदराबाद, तेलंगाना में वॉटर स्क्रीन और म्यूजिकल फाउंटेन सहित मल्टीमीडिया लेजर शो	तेलंगाना	बीईसीआईएल	31-10-2022	5000.04
36.	उस्मानिया कला विश्वविद्यालय, हैदराबाद तेलंगाना में डिजिटल मल्टीमीडिया प्रौद्योगिकी और प्रकाश व्यवस्था की डिजाइन, आपूर्ति, स्थापना, परीक्षण एवं शुरुआत	तेलंगाना	बीईसीआईएल	22-12-2022	1179.93
37.	परियोजना राष्ट्रीय विज्ञान केंद्र का बड़े स्तर पर उन्नयन	दिल्ली	एनसीएसएम	27-03-2023	3180
38.	नवलसागर झील, बूंदी में म्यूजिकल फाउंटेन और वाटर स्क्रीन मल्टीमीडिया आधारित प्रोजेक्शन शो की स्थापना	राजस्थान	आईटीडीसी	04-10-2023	925.67
39.	राष्ट्रपति भवन में साउंड और लाइट और मल्टीमीडिया शो का विकास	दिल्ली	आईटीडीसी	28-03-2024	4712.4
40.	बक्सर, बिहार में एक्वास्क्रीन प्रोजेक्शन और साउंड शो सहित 3डी मैकिंग और रामरेखा घाट, बिहार में डायनामिक लाइटिंग और मोटिफ	बिहार	बीईसीआईएल	10-06-2024	599.96
कुल					78,861.10

(v) पूंजी निवेश के लिए राज्यों को विशेष सहायता (एसएससीआई योजना) के अंतर्गत स्वीकृत परियोजनाओं की सूची निम्नानुसार है:

राशि (करोड़ रु. में)

क्र. सं.	राज्य	परियोजना का नाम	स्वीकृत लागत
1.	आंध्र प्रदेश	गंडीकोटा में फोर्ट एवं गोर्ज एक्सपीरियंस को बढ़ाना	77.91
2.	आंध्र प्रदेश	अखंड गोदावरी - (हैवलॉक ब्रिज और पुष्कर घाट), राजा महेंद्रवरम	94.44
3.	अरुणाचल प्रदेश	पासीघाट में सियांग एडवेंचर और इको-रिट्रीट	46.48
4.	असम	गुवाहाटी में असम राज्य चिड़ियाघर सह वनस्पति उद्यान,	97.12
5.	असम	शिवसागर में रंग घर का सौंदर्यीकरण	94.76
6.	बिहार	सहरसा में मत्स्यगंधा झील का विकास	97.61
7.	बिहार	करमचट में करमचट इको पर्यटन और एडवेंचर हब	49.51
8.	छत्तीसगढ़	रायपुर में चित्रोत्पला फिल्म सिटी का विकास	95.79
9.	छत्तीसगढ़	रायपुर में जनजातीय एवं सांस्कृतिक सम्मेलन केंद्र का विकास	51.87
10.	गोवा	पोंडा में छत्रपति शिवाजी महाराज संग्रहालय	97.46
11.	गोवा	पोरवोरिम में टाउनस्क्वायर,	90.74
12.	गुजरात	केरली (मोकरसागर), पोरबंदर में इको पर्यटन गंतव्य	99.50
13.	गुजरात	धोर्दो में टेंटेड सिटी और कन्वेंशन सेंटर	51.56
14.	झारखंड	कोडरमा में तिलैया का इको पर्यटन विकास	34.87
15.	कर्नाटक	बेंगलुरु में रोएरिच और देविका रानी एस्टेट टाटागुनि में इको पर्यटन और सांस्कृतिक केंद्र	99.17
16.	कर्नाटक	बेलगावी में सवादत्ती यल्लम्मागुड्डा का विकास	100.00
17.	केरल	कोल्लम में अष्टमुडी जैव विविधता और इको मनोरंजन केंद्र	59.71
18.	केरल	सरगालया में मालाबार के सांस्कृतिक क्रूसिबल का ग्लोबल गेटवे	95.34
19.	मध्य प्रदेश	ओरछा में एक मध्यकालीन वैभव, ओरछा	99.92
20.	मध्य प्रदेश	भोपाल में एमआईसीई के लिए अंतर्राष्ट्रीय कन्वेंशन सेंटर	99.38
21.	महाराष्ट्र	आईएनएस-गुलदार अंतर्जालीय संग्रहालय, कृत्रिम चट्टान और पनडुब्बी पर्यटन, सिंधुदुर्ग	46.91
22.	महाराष्ट्र	नासिक में "राम-काल पथ" का विकास	99.14
23.	मणिपुर	लोकटक में लोकटक झील अनुभव	89.48

24.	मेघालय	मावखानू में एमआईसीई अवसंरचना	99.27
25.	मेघालय	शिलांग में उमियम झील का पुनर्विकास	99.27
26.	ओडिशा	हीराकुंड का विकास	99.90
27.	ओडिशा	सतकोसिया का विकास	99.99
28.	पंजाब	एसबीएस नगर में खटकर कला पर शहिदे-ए-आज़म सरदार भगत सिंह को श्रृंधाजंली के रूप में हेरिटेज स्ट्रीट का विकास	53.45
29.	राजस्थान	जयपुर में आमेर-नाहरगढ़ एवं आसपास के क्षेत्र का विकास	49.31
30.	राजस्थान	जयपुर में जल महल का विकास	96.61
31.	सिक्किम	भालेढुंगा, यांगांग, नामची में स्काईवॉक	97.37
32.	सिक्किम	नाथुला में सीमा का अनुभव	68.19
33.	तमिलनाडु	मामल्लापुरम में नंदवनम हेरिटेज पार्क का विकास	99.67
34.	तमिलनाडु	देवला में फूलों का बगीचा	70.23
35.	तेलंगाना	रामप्पा में रामप्पा क्षेत्र स्थायी पर्यटन परिपथ	73.74
36.	तेलंगाना	नल्लामाला में सोमसिल्ला निरोगता और आध्यात्मिक रिट्रीट	68.10
37.	त्रिपुरा	बंडुआर, गोमती में शक्ति पीठ पार्क	97.70
38.	उत्तर प्रदेश	जिला आगरा में बटेश्वर का विकास	74.05
39.	उत्तर प्रदेश	श्रावस्ती में एकीकृत बौद्ध पर्यटन विकास	80.24
40.	उत्तराखंड	प्रतिष्ठित शहर ऋषिकेश: ऋषिकेश में राफ्टिंग बेस स्टेशन	100.00
कुल			3,295.76

विवरण II

वर्ष 2023 के दौरान विभिन्न राज्यों/संघ राज्यक्षेत्रों में घरेलू और विदेशी पर्यटक यात्राएं

क्र.सं.	राज्य/संघ राज्यक्षेत्र	2023 (हजार में)	
		घरेलू	विदेशी
1	अंडमान एवं निकोबार द्वीप	323	9
2	आंध्र प्रदेश	254706	60
3	अरुणाचल प्रदेश	1041	4
4	असम	7613	24
5	बिहार	81586	547
6	चंडीगढ़	366	31
7	छत्तीसगढ़	26022	1
8	दादरा एवं नगर हवेली और दमन एवं दीव संघ राज्यक्षेत्र	1004	4
9	दिल्ली*	39415	1828
10	गोवा	8175	453
11	गुजरात	178067	2807
12	हरियाणा	2012	1
13	हिमाचल प्रदेश	15942	63
14	जम्मू और कश्मीर	20679	55
15	झारखंड	35776	189
16	कर्नाटक	284121	409
17	केरल	21872	649
18	लक्षद्वीप	46	1
19	लेह लद्दाख	759	41
20	मध्य प्रदेश	111946	183
21	महाराष्ट्र*	161360	3388
22	मणिपुर	58	4
23	मेघालय	1372	20
24	मिजोरम	209	4
25	नागालैंड	100	5
26	ओडिशा	9725	45

27	पुडुचेरी	2092	31
28	पंजाब	35708	742
29	राजस्थान	179052	1700
30	सिक्किम	1321	94
31	तमिलनाडु	286012	1175
32	तेलंगाना	58448	161
33	त्रिपुरा	366	67
34	उत्तर प्रदेश	478526	1602
35	उत्तराखंड	58141	143
36	पश्चिम बंगाल	145669	2707
	कुल	2509627	19246

स्रोत: राज्य/संघ राज्य क्षेत्र पर्यटन विभाग

*: 2023 के आंकड़ों का अनुमान 2022 के आंकड़ों पर 2023/22 के लिए अखिल भारतीय वृद्धि दर लागू करके लगाया गया है।

USE OF AI IN FINANCIAL SYSTEM

2619. SHRI NAVEEN JINDAL:

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

- (a) whether it is a fact that the Reserve Bank of India in its latest Financial Stability Report (FSR) has red flagged significant emerging risks from the adoption of Artificial Intelligence in Financial Sector including increased cyber risks, potential aid to fraudsters in launching sophisticated phishing attacks using deep fakes, etc.; and
- (b) if so, the effective counter strategy planned by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): Yes, Sir.

The December 2024 Financial Stability Report (FSR) of RBI released on December 30, 2024, has, inter alia, mentioned that the evolution and adoption of Artificial Intelligence (AI) poses several risks to financial stability. RBI has highlighted that the threat of cyber risk turning into a financial stability risk is high as AI could aid cyber attackers through sophisticated phishing attacks such as creation of deepfakes using generative AI.

(b): RBI has taken various initiatives to enhance the banking sector's resilience against frauds by leveraging the use of emerging technologies including AI/ML (Machine Learning).

In the fourth cohort of Regulatory Sandbox (RS) of RBI on theme 'Prevention and Detection of Financial Frauds' and in fifth cohort of RS which was 'Theme Neutral', entities tested early warning systems for fraud identification based on proprietary AI models that used data across public and private data sources to trigger alerts. One of the themes in the third edition of HaRBinger 2024 was 'Zero Financial Frauds' focussing on problem statements of real-time fraud detection and identifying mule bank accounts. During this many of the solutions developed by teams were based on AI/ ML.

RBI has constituted a committee on December 26, 2024 to develop a Framework for Responsible and Ethical Enablement of AI (FREEAI) and one of the terms of reference of the committee is “To identify potential risks associated with AI, if any and recommend an evaluation, mitigation and monitoring framework and consequent compliance requirements for financial institutions, including banks, NBFCs, FinTechs, PSOs, etc.”. In this regard, the said framework is expected to address risks from the adoption of Artificial Intelligence in financial sector including increased cyber risks.

Further, in the context of the securities market, SEBI has recently issued regulations mandating that persons regulated by SEBI [including Market Infrastructure Institutions (MIs), registered intermediaries, Asset Management Companies (AMCs), managers of pooled investment vehicles], who use Artificial Intelligence tools, either designed by them or procured from third-party technology service providers, to take full responsibility for their use of such tools. The regulations would be applicable irrespective of the scale and scenario of adoption of such tools for conducting its business and servicing its investors and such SEBI regulated persons would be solely responsible for—

- (i) the privacy, security and integrity of investors and stakeholders’ data including data maintained by it in a fiduciary capacity, throughout the processes involved;
- (ii) the output arising from the usage of such tools and techniques it relies upon or deals with; and

(iii) the compliance with applicable laws in force.

उत्तर प्रदेश में नए पीएम श्री स्कूल

2620. श्री इमरान मसूद:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकार द्वारा उत्तर प्रदेश में प्रधानमंत्री स्कूल फॉर राइजिंग इंडिया (पीएम श्री) के अंतर्गत कितने नए विद्यालय स्थापित किए जाने का प्रस्ताव है;

(ख) उत्तर प्रदेश में उक्त योजना के अंतर्गत उन्नयन किए जाने हेतु प्रस्तावित मौजूदा विद्यालयों की संख्या कितनी है; और

(ग) सहारनपुर जिले में पीएम श्री विद्यालयों के प्रथम चरण के अंतर्गत कुल कितने नए पीएम श्री विद्यालय स्थापित किए जाएंगे और उन्नयन के लिए चिह्नित किए गए विद्यालयों की संख्या कितनी है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) से (ग): पीएम श्री योजना के तहत, केंद्र सरकार/राज्य/संघ राज्यक्षेत्र सरकार/स्थानीय निकायों द्वारा प्रबंधित स्कूलों में से मौजूदा स्कूलों को सुदृढ़ करके 14500 से अधिक पीएम श्री स्कूल स्थापित करने का प्रावधान है। उत्तर प्रदेश राज्य में कुल 1713 पीएम श्री स्कूलों का चयन किया गया है।

इसके अलावा, पीएम श्री योजना के तहत चयन प्रक्रिया के पहले चरण में उत्तर प्रदेश के सहारनपुर में कुल 13 पीएम श्री स्कूलों का चयन किया गया है।

THREAT OF AI IN LABOUR MARKET

2621. SHRI SURESH KUMAR SHETKAR:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) whether Artificial Intelligence (AI) is posing a threat to the labour market in the country, particularly impacting the workforce and overall market;
- (b) if so, the details thereof,
- (c) whether any studies conducted/Reports prepared or actions taken by the Government in this regard; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d): As per the NASSCOM report “Advancing India’s AI skills” published on August 2024, the AI talent in India is expected to grow from 6 lakh – 6.5 lakh professionals to more than 12.50 lakh professionals by the year 2027 at a 15 percent compound annual growth rate (CAGR).

Artificial Intelligence (AI) may result in job creation in various streams like data science, data curation, etc. So far, 8.65 Lakh candidates have enrolled/trained in various courses including 3.20 Lakh Candidates in AI/Big Data Analytics technologies.

Ministry of Electronics and Information Technology (MeitY) has initiated a programme titled “FutureSkills PRIME”, jointly with NASSCOM, aimed at Re-

skilling/Up-skilling of IT Manpower for Employability in 10 new/emerging technologies including Artificial Intelligence.

Further, MeitY has launched the "National AI Portal" (<https://indiaai.gov.in/>), which serves as a comprehensive repository of AI-related initiatives, academic research, startups, policy developments, and thought leadership articles. The portal also hosts webinars and online sessions covering topics such as ethical AI, technological advancements, and industry trends.

न्यायालयों में छोटे-मोटे मामलों का निपटारा

2622. श्री गजेन्द्र सिंह पटेल:

श्री भोजराज नाग:

श्री बिप्लब कुमार देब:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) सरकार और भारतीय रिजर्व बैंक द्वारा बैंकों को न्यायालयों में चल रहे छोटे-मोटे मामलों का निपटारा करने में सक्षम बनाने के लिए क्या कदम उठाए गए हैं; और
- (ख) ऐसे मामलों में अब तक, विशेषकर त्रिपुरा राज्य के संदर्भ में हुई प्रगति का ब्यौरा क्या है?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क) और (ख): भारतीय रिजर्व बैंक (आरबीआई) ने वर्ष 2001 में 'लोक अदालतों के माध्यम से बैंकों और वित्तीय संस्थाओं की देयराशियों के समझौता निपटान के लिए दिशानिर्देश' जारी किए, जिसमें इसने बैंकों को 5 लाख रुपए तक की राशि वाले बैंकिंग विवादों के निपटान के लिए लोक अदालतों के फोरम का अधिकाधिक उपयोग करने की सलाह दी है। वर्ष 2004 में उक्त मौद्रिक सीमा बढ़ाकर 20 लाख रुपये कर दी गई थी। लोक अदालत वैकल्पिक विवाद निवारण तंत्रों में से एक है, जहां न्यायालय

में या मुकदमेबाजी के पूर्व चरण में लंबित विवादों/मामलों का सौहार्दपूर्ण ढंग से निपटान/समझौता किया जाता है। विधिक सेवा प्राधिकरण अधिनियम, 1987 के अध्यक्षीन लोक अदालतों को सांविधिक दर्जा प्रदान किया गया है।

आरबीआई के आंकड़ों के अनुसार, वित्तीय वर्ष 2023-24 के दौरान, एससीबी द्वारा 1,26,92,211 मामले लोक अदालतों को भेजे गए थे और एससीबी ने इन मामलों में 3,325 करोड़ रुपए वसूले हैं।

राज्य स्तरीय बैंकर्स समिति (एसएलबीसी), त्रिपुरा से प्राप्त जानकारी के अनुसार, पिछले तीन वित्तीय वर्ष के दौरान त्रिपुरा में लोक अदालतों के माध्यम से बैंकों द्वारा 4,223 मामलों का निपटान किया गया, जिनमें से प्रत्येक पर 20 लाख रुपये तक का बकाया है और कुल बकाया 30.55 करोड़ रुपये है।

ENTREPRENEURSHIP DEVELOPMENT AMONG JAIL INMATES

2623. SHRI ARVIND DHARMAPURI:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state

- (a) whether the Government is implementing any initiatives for entrepreneurship development among jail inmates in Telangana, if so, the details thereof;
- (b) the number of jails where the programme has been implemented so far, along with the details of inmate participation, State/UT-wise with specific focus on Telangana;
- (c) the details of partnerships, if any, with NGOs or international organizations to enhance the effectiveness of the Entrepreneurship Development Programme in prisons; and

(d) the details of total funds allocated and utilized for implementing the said initiative, since its inception, State/UT-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (d): The Government is implementing various initiatives for skill and entrepreneurship development among jail inmates across the country. Under Pradhan Mantri Kaushal Vikas Yojana (PMKVY), through special projects, special focus is given on skilling of marginalized and vulnerable groups like Scheduled Castes, Scheduled Tribes, Divyangjan, Women, Transgenders, rural artisans, jail inmates, inmates of juvenile homes etc. The State-wise details of candidates trained under special projects under Centrally Sponsored Centrally Managed (CSCM) component of PMKVY 2.0 for jail inmates across the country along with funds utilized is given in the enclosed **Statement**.

Further under special projects in PMKVY 4.0, the targets for skill training of jail inmates have been approved in the following states:

Name of the Entity	Type of project (STT/ RPL)	Social/Target Group - Women/Tribal etc.	State/UTs of implementation	Target approved
Directorate of Skill Development, Tripura	Short-Term Training (STT)	Inmates of jails	Tripura	240

Skill Development Institute (SDI), Visakhapatnam	Short-Term Training (STT)	Jail inmates of Rajahmundry and Visakhapatnam jails	Andhra Pradesh - Visakhapatnam	1200
Maharashtra State Skill Development Society (MSSDS)	Recognition of Prior Learning (RPL)	Jail Inmates at Kalamba Central Jail, Kolhapur	Kolhapur	154

In addition, Ministry of Skill Development and Entrepreneurship (MSDE) through its Autonomous Institute, i.e, National Institute for Entrepreneurship and Small Business Development (NIESBUD) has implemented a project namely “Promoting Entrepreneurship Development among Jail Inmates” during 2022-24. The project is aimed at promoting entrepreneurship among jail inmates in the State of Uttar Pradesh through capacity building, mentoring, and incubation support. The project is being implemented in three Jails i.e. Nari Bandi Niketan, Lucknow; Model Jail, Lucknow and Varanasi Jail. The program focuses on economic rehabilitation, helping inmates develop sustainable livelihood opportunities post-release. The key interventions of the project include capacity building, mentoring, value-added skill training, and strengthening livelihood incubation centers within jails. The key objectives of the project are:

- i. To provide entrepreneurial input to the trainees to pursue entrepreneurship;
- ii. To help in Business Idea Generation and assessment;
- iii. To provide value added training for skill up-gradation;

- iv. To equip beneficiaries with better and improved technological skills of production;
- v. To help the trainees to access finance for starting their enterprises from the banking systems and government support ecosystem;
- vi. To extend mentoring and handholding support to trainees for establishing and running their enterprise;
- vii. To provide knowledge and support for livelihood avenues to trainees through self-employment opportunities;
- viii. To extend incubation support to the beneficiaries.

The Project has been sanctioned by MSDE to NIESBUD at a total cost of Rs. 1.54 Crores with a target of 600 inmates. So far, under the project, Rs. 0.91 Crore has been utilized and 460 inmates have been imparted training in the state of Uttar Pradesh.

STATEMENT

S No.	State	Project Name	Trained / Oriented	Certified	Amount
1.	Assam	SRI SRI Jail Project	493	341	17,90,641.14
2.	Gujarat	Training for Jail Inmates in Gujarat, Haryana and JandK	2,463	1,638	33,10,214.06
3.	Haryana	PMKVY – Special Project - Sunaria Jail Rohtak	396	314	23,32,413.44
4.	Haryana	SRI SRI Jail Project	612	455	36,37,550.62

5.	Haryana	Training for Jail Inmates in Gujarat, Haryana and JandK	548	409	20,97,613.60
6.	Himachal Pradesh	Training for Jail Inmates in Gujarat, Haryana and JandK	113	98	11,08,539.60
7.	Jammu and Kashmir	SRI SRI Jail Project	473	249	30,50,093.18
8.	Jammu and Kashmir	Training for Jail Inmates in Gujarat, Haryana and JandK	133	104	9,33,507.53
9.	Jharkhand	SRI SRI Jail Project	209	181	22,13,463.98
10.	Karnataka	SRI SRI Jail Project	87	32	3,53,207.68
11.	Madhya Pradesh	Training for Jail Inmates in Gujarat, Haryana and JandK	261	241	29,07,033.60
12.	Maharashtra	SRI SRI Jail Project	146	35	4,96,569.64
13.	Punjab	Training for Jail Inmates in Gujarat, Haryana and JandK	1,359	1,024	52,42,603.31
		Total	7293	5121	2,94,73,451.38

**NUMBER OF YOUTH TRAINED UNDER SKILL DEVELOPMENT SCHEME IN
GUJARAT**

2624. SHRI RAJESH NARANBHAI CHUDASAMA:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) the details of schemes being implemented by the Government for the skill development of youth, particularly for those who are living below the poverty line in backward and remote areas of Gujarat;
- (b) the number of training programmes organized and the total number of persons/youth trained under this scheme in Gujarat during the last five years and the current year;
- (c) whether these trained youth have been provided employment, if so, the district-wise details thereof; and
- (d) if so, the details of the total funds allocated to Gujarat under this scheme?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): Under the Government of India's Skill India Mission (SIM), the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill training through an extensive network of skill development centres under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Sikhshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman Training Scheme (CTS) through Industrial Training Institutes (ITIs), to all the sections of the society across the country including the poor living in remote areas in the state of Gujarat. The SIM aims at enabling youth of India to get future ready, equipped with industry relevant skills. The brief of these schemes is as under:

Pradhan Mantri Kaushal Vikas Yojana (PMKVY): PMKVY Scheme is for imparting skill development training through Short-Term Training (STT) and up-skilling through Recognition of Prior Learning (RPL) to youth across the country.

Jan Shikshan Sansthan (JSS) Scheme: The main target of the JSS is to impart vocational skills to the non-literates, neo-literates and the persons having rudimentary level of education up to 8th standard and school dropouts up to 12th standard in the age group of 15-45 years. Priority is given to Women, SC, ST, OBC and Minorities.

National Apprenticeship Promotion Scheme (NAPS): This Scheme is for promoting apprenticeship training and increasing the engagement of apprentices by providing financial support for payment of stipend to apprentice. Training consists of Basic Training and On-the-Job Training / Practical Training at workplace in the industry.

Craftsmen Training Scheme (CTS): This scheme is for providing long-term training through Industrial Training Institutes (ITIs) across the country. ITIs offer a range of vocational/skill training courses covering a large number of economic sectors with an objective to provide skilled workforce to the industry as well as self-employment of youth.

Details of number of candidates trained under these schemes of MSDE in the state of Gujarat during the last five years including current year are as under:

Scheme	No of Candidates
PMKVY	109968
JSS	81956

NAPS	368889
CTS (ITIs)*	419260

* Sessions 2019-20 to 2023-24

(c): The placements details were tracked in the Short-Term Training (STT) component in the first three versions of the PMKVY (PMKVY 1.0, PMKVY 2.0 and PMKVY 3.0) implemented from 2015-16 to 2021-22. Under PMKVY (1.0, 2.0 and 3.0), a total of 69,289 candidates have been reported placed in the state of Gujarat, District-wise details of which is given in the enclosed **Statement**. Under PMKVY 4.0, the focus is on empowering our trained candidates to choose their varied career path and they are suitably oriented for the same. Further, various IT tools like Skill India Digital Hub also gives this opportunity.

(d): The funds under PMKVY and JSS scheme are released to implementing agencies for meeting the training cost as per prescribed norms. Funds are being released under JSS scheme to Non-Governmental Organizations (NGOs) directly. Under NAPS, stipend support up to Rs 1500/- per month is released to beneficiaries through DBT. Day to day administration as well as financial control in respect of ITIs lies with the respective State Government/ UT Administration.

Details of funds released for the State of Gujarat under schemes of MSDE are as under:

Scheme	Fund Released (Rs. Crore)
PMKVY (Since 2015-16 to 31.12.2024)	287.82
NAPS	147.66

(since 2018-19 to 31.12.2024)	
JSS	27.91
(since 2018-19 to 28.02.2025)	

STATEMENT

District-wise number of candidates reported placed in the State of Gujarat under PMKVY (1.0, 2.0 and 3.0):

District of Gujarat	No of Candidates
Ahmadabad	9,121
Amreli	610
Anand	1,212
Arvalli	03
Banas Kantha	2,495
Bharuch	2,606
Bhavnagar	2,772
Botad	896
Chhotaudepur	1,619
Dang	354
Devbhumi Dwarka	138
Dohad	550
Gandhinagar	1,269
Gir Somnath	764
Jamnagar	5,160
Junagadh	2,341
Kachchh	3,372
Kheda	1,024
Mahesana	2,863
Mahisagar	464
Morbi	2,589
Narmada	1,309

Navsari	656
Panch Mahals	1,460
Patan	359
Porbandar	413
Rajkot	3,415
Sabar Kantha	942
Surat	6,184
Surendranagar	3,655
Tapi	931
Vadodara	3,863
Valsad	3,880
Overall	69,289

WELFARE OF BEEDI WORKERS

2625. DR. PRABHA MALLIKARJUN:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) whether the Government is aware of the plight of Beedi workers due to low wages, hazardous work environment, systemic exploitation, lack of social security and limited access to various welfare scheme;
- (b) if so, the action taken or proposed to be taken by the Government to ensure better working conditions of beedi workers, eliminate child workers, regularisation and direct employment of women;
- (c) whether the Government has data on number of workers employed directly and indirectly in Beedi industries across the country, State-wise including Karnataka particularly in Davangere district; and

(d) whether the Government proposes to bring beedi workers under social security benefits viz, PF, ESI, Health insurance, pension, educational aid and if so, the details thereof along with action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d): The Labour Welfare Scheme under Ministry of Labour and Employment is implemented across the country through Labour Welfare Organizations, situated in 18 Regions across the country, including for welfare of the Beedi Workers and their family members.

This Scheme has three components, namely, Health, Scholarship and Housing and the details are as under:-

(i) Health care facilities through 10 Hospitals and 279 dispensaries. Reimbursement of expenditure for specialized treatments i.e. Cancer, Tuberculosis, Heart Diseases, Kidney Transplantation.

(ii) Financial Assistance for education of the children of beedi workers from class-I to college/University ranging from Rs. 1000/- to Rs. 25,000/- per student per annum, depending upon class/course.

(iii) Subsidy of Rs.1,50,000/- (per beneficiary) for construction of pucca houses, under Revised Integrated Housing Scheme (RIHS) 2016. RIHS has been converged with Pradhan Mantri Awas Yojana.

The Government also runs other various welfare schemes for the welfare of Unorganized workers including for the Beedi workers, such as (i) Ayushman Bharat-Pradhan Mantri Jan Arogya Yojana (ABPMJAY), (ii) Pradhan Mantri Jeevan Jyoti Bima Yojana (PMJJBY), (iii) Pradhan Mantri Suraksha Bima Yojana (PMSBY), (iv) Pradhan Mantri Shram Yogi Maan- Dhan (PMSYM), (v) Public Distribution System through One-Nation-OneRation-Card Scheme under National Food Security Act, (vi) Deen Dayal Upadhyay Gramin Kaushal Yojana, (vii) Pradhan Mantri Awas Yojana, (viii) Mahatma Gandhi Bunkar Bima Yojana, (ix) Deen Dayal Antyodaya Yojana, (x) Pradhan Mantri Street Vendors Atmanirbhar Nidhi PMSVANidhi, (xi) Pradhan Mantri Kaushal Vikas Yojana among others.

As per the data available, there are 49.82 lakh registered Beedi workers including Davangere District, Karnataka in the country.

Labour being a subject under the Concurrent List of the Constitution of India, where both the Central and State Governments are competent to enact legislation and enforce Labour Laws as per their respective jurisdictions.

The Central Government has enacted the Child and Adolescent Labour (Prohibition and Regulation) Act, 1986. The Act provides for the complete prohibition of work or employment of children below 14 years of age in any occupation or process.

The Act also provides for prohibition of adolescents in the age group of 14 to 18 years from works in hazardous occupations and processes.

The Ministry of Labour and Employment launched the e-Shram Portal – “One-Stop-Solution” on 21st October, 2024 to entails integration of different social

security/welfare schemes to enables unorganized workers registered on e-Shram to access social security schemes and see the benefits availed by them so far through e-Shram portal.

So, far, 13 welfare schemes of different Central Ministries/Departments have already been integrated/mapped with the e-shram Portal including (PMSAVNidhi), (PMSBY), (PMJJBY), (PMAY-G), (AB-PMJAY), (PMAY-U), National Family Benefit Scheme (NFBS), Mahatma Gandhi National Rural Employment Gurantee Act (MGNREGA), Pradhan Mantri Matsya Sampada Yojana (PMMSY) and Pradhan Mantri Kissan Maan Dhan Yojana (PM-KMY).

आकांक्षी जिलों में प्रधानमंत्री उच्चतर शिक्षा अभियान (पीएम-उषा)

2626. डॉ. आनन्द कुमार गोंडः

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या प्रधानमंत्री उच्चतर शिक्षा अभियान (पीएम-उषा) के अंतर्गत आकांक्षी जिलों में मॉडल डिग्री कॉलेजों की स्थापना का कोई प्रावधान है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और आकांक्षी जिलों के ऐसे ब्लॉकों में जहां कोई डिग्री कॉलेज नहीं है, मॉडल डिग्री कॉलेज स्थापित करने के लिए क्या प्रस्ताव और मानदंड निर्धारित किए गए हैं और इन कॉलेजों के लिए अनुमानित राशि और लक्ष्य का ब्यौरा क्या है;

(ग) क्या सरकार ने देशभर में ऐसे जिलों की पहचान की है जहां उक्त अभियान के अंतर्गत मॉडल डिग्री कॉलेज खोले जाने हैं; और

(घ) यदि हां, तो उत्तर प्रदेश में चयनित ऐसे जिलों और ब्लॉकों का ब्यौरा क्या है?

शिक्षा मंत्रालय में राज्य मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्रालय में राज्य मंत्री (डॉ. सुकान्त मजूमदार):

(क) से (घ): सरकार ने शैक्षिक रूप से असेवित/अल्पसेवित क्षेत्रों की आवश्यकताओं को पूरा करने के लिए वर्ष 2023-24 से 2025-26 की अवधि के लिए 12,926.10 करोड़ रुपये के परिव्यय से प्रधानमंत्री उच्चतर शिक्षा अभियान (पीएम-ऊषा) के रूप में जून 2023 में राष्ट्रीय उच्चतर शिक्षा अभियान (रूसा) के तीसरे चरण का शुभारंभ किया है।

योजना के दिशा-निर्देशों के अनुसार, जिन जिलों में कोई सरकारी उच्चतर शिक्षा संस्थान नहीं है, वे नए मॉडल डिग्री कॉलेज की स्थापना के लिए नए मॉडल डिग्री कॉलेज के घटक के तहत पात्र थे। इस घटक के तहत, राज्यों/संघ राज्य क्षेत्रों से केवल 90 प्रस्ताव प्राप्त हुए थे। तथापि, इनमें से केवल 9 प्रस्ताव ही योजना के दिशा-निर्देशों के अनुसार पात्र पाए गए। पीएबी ने इस घटक के तहत पात्र राज्यों/संघ राज्य क्षेत्रों (नागालैंड में 4, मणिपुर में 2 और मेघालय में 2) में 119.98 करोड़ रुपये की कुल राशि के साथ कुल 8 इकाइयों को अनुमोदित किया है।

उत्तर प्रदेश राज्य ने नए मॉडल डिग्री कॉलेज घटक के तहत 11 प्रस्ताव प्रस्तुत किए, लेकिन इनमें से कोई भी प्रस्ताव योजना के दिशा-निर्देशों के अनुसार योग्य नहीं पाया गया। तथापि, रूसा के प्रारंभिक चरणों के तहत, उत्तर प्रदेश में 26 मॉडल डिग्री कॉलेजों को कुल 312 करोड़ रुपये की सहायता के लिए अनुमोदित किया गया है, जिनमें से 19 पूरे हो चुके हैं और 7 अभी भी चल रहे हैं।

SIVAGIRI TOURISM CIRCUIT PROJECT

2627. ADV. ADOOR PRAKASH:

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

- (a) whether the Government has any plan to implement new Tourism Circuit Projects in the State of Kerala under Swadesh Darshan Scheme, if so, the details thereof;
- (b) whether there is any new proposal from Kerala Government before the Government for approval under Swadesh Darshan Scheme, if so, the details thereof and the present status;
- (c) the present status of implementation of the ongoing Sivagiri Tourism Circuit Project in the State along with the details of funds released, utilized and works completed; and
- (d) whether the Government has reviewed the delay in the implementation of the said project and if so, the details thereof along with the measures taken by the Government to complete the project without further delay?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) and (b): The Ministry of Tourism provides financial assistance to the State Governments/UT Administrations under its Swadesh Darshan scheme for augmentation of tourism facilities/infrastructure in the country and has sanctioned 05 projects under Eco, Rural and Spiritual circuit themes in the State of Kerala for an amount of Rs.312.47 Crore under the scheme the details of which are given in the enclosed **Statement**.

Receiving proposals from the State Governments/UT Administrations for financial assistance for tourism projects is a continuous process. The proposals received

are examined with reference to the prescribed guidelines and financial assistance is extended for such projects subject to fulfillment of the stipulated conditions and availability of funds.

(c) and (d): The Ministry of Tourism in the year 2018-19 sanctioned the project “Development Sivagiri Sree Narayana Guru Ashram- Arruvipuram- Kunnumpara Sree Subrahmania- Chembazhanthi Sree Narayana Gurukulam” under Swadesh Darshan scheme, with the present sanctioned cost of Rs.66.42 Crore. India Tourism Development Corporation Ltd. (ITDC) is the implementing agency of the project. The Ministry of Tourism has authorized release of Rs.42.01 Crore whereas the implementing agency till 12th March, 2025 has utilized Rs.32.91 Crore. The next set of authorization for release is made by the Ministry on receipt of the Utilization Certificate of the already authorized amount and as per the payment instalments and conditions stipulated in the scheme guidelines. The Ministry of Tourism reviews the progress of the project from time to time and has noted the delay in the completion of project. The Ministry has further directed the implementing agency to expedite the works in co-ordination with local authorities. The implementing agency has reported physical completion of the following works in the project:

Sivagiri:

Parking, Bus Shelter, Water Tank, and Rain Shelter, procurement of Battery Operated Electric Vehicles, CCTV Camera and LED Solar Street Lights Illumination.

STATEMENT

List of Projects sanctioned under Swadesh Darshan Scheme in the State of Kerala.

(Amount in ₹ Crore)

S. No.	State	Circuit / Sanction Year	Name of the Project	Amount Sanctioned	Amount Released/ Authorised*	Amount Utilised	Physical Status (%)
77	Kerala	Eco Circuit 2015-16	Development of Pathanamthitta- Gavi-Vagamon-Thekkady	64.08	64.08	64.08	Complete
78	Kerala	Spiritual Circuit 2016-17	Development of Sabarimala - Erumeli-Pampa-Sannidhanam	46.54	33.39	36.27	Complete
79	Kerala	Spiritual Circuit 2016-17	Development of Sree Padmanabha Arnamula	78.08	73.77	68.98	Complete
80	Kerala	Rural Circuit 2018-19	Development of Malanad Malabar Cruise Tourism Project	57.35	45.88	36.34	Complete
81	Kerala	Spiritual Circuit	Development of Sivagiri Sree	66.42	42.01	32.91	Ongoing

		2018-19	Narayana Guru Ashram- Arruvipuram- Kunnumpara Sree Subrahmania- Chembazhan thi Sree Narayana Gurukulam				
Total				312.47	259.13	238.58	

* Includes amount of authorization to CNA through TSA Model I for Central Sector Scheme.

स्वच्छता ही सेवा अभियान

2628. श्री मनीष जायसवाल:

श्रीमती हिमाद्री सिंह:

श्री सुरेश कुमार कश्यप:

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

- (क) 'स्वच्छता ही सेवा' अभियान के मुख्य उद्देश्य क्या हैं;
- (ख) इस अभियान से देश में विशेषकर हिमाचल प्रदेश में पर्यटन को बढ़ावा देने के साथ स्वच्छता को किस प्रकार जोड़ने की संभावना है; और
- (ग) क्या उक्त पहल के अंतर्गत कुछ विशिष्ट विरासत स्थलों अथवा पर्यटन स्थलों में कोई महत्वपूर्ण सुधार देखा गया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और विशेषकर मध्य प्रदेश और हिमाचल प्रदेश की स्थिति क्या है?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क): स्वच्छता ही सेवा (एसएचएस) 2024 का प्रमुख उद्देश्य 'संपूर्ण समाज के प्रति दृष्टिकोण' के तहत तीन प्रमुख स्तंभों पर ध्यान केंद्रित करते हुए पूरे भारत में स्वच्छता के लिए मिलजुल कर कार्य करना और नागरिकों की सहभागिता की भावना को एक बार फिर से उत्पन्न करना था:

- स्वच्छता लक्ष्य इकाइयाँ (सीटीयू) – श्रमदान करने से संबंधित गतिविधियाँ, जिनका उद्देश्य लक्षित इकाइयों और सामान्य स्वच्छता में समयबद्ध रूप से सुधार करना है।
- स्वच्छता में जन भागीदारी - सार्वजनिक भागीदारी, जागरूकता और समर्थन को बढ़ावा देना।
- सफाई मित्र सुरक्षा शिविर – निवारक स्वास्थ्य जाँच कार्यक्रम आयोजित करना और सफाई कर्मचारियों को सामाजिक सुरक्षा प्रदान करना।

(ख) और (ग): पेयजल और स्वच्छता विभाग, जल शक्ति मंत्रालय और आवासन और शहरी कार्य मंत्रालय, भारत सरकार के दिशा-निर्देशों/अनुदेशों के अनुसार पर्यटन मंत्रालय प्रत्येक वर्ष स्वच्छता ही सेवा (एसएचएस) अभियान चलाता है।

पेयजल और स्वच्छता विभाग द्वारा भारत सरकार के सभी मंत्रालयों/विभागों को ये दिशा-निर्देश जारी किए जाते हैं। पर्यटन मंत्रालय अपने क्षेत्रीय कार्यालयों और शैक्षणिक संस्थानों, जैसेकि, भारतीय पर्यटन एवं यात्रा प्रबंधन संस्थान (आईआईटीटीएम), केंद्रीय होटल प्रबंधन संस्थान, राज्य होटल प्रबंधन संस्थान और फूड क्राफ्ट संस्थान के माध्यम से स्वच्छता ही सेवा के तहत स्वच्छता अभियान और जागरूकता कार्यक्रम आयोजित करता है।

इस योजना में विभिन्न पर्यटन स्थलों और तीर्थ स्थलों पर स्वच्छता अभियान और जागरूकता कार्यक्रम आयोजित करना शामिल हैं। स्वच्छता ही सेवा-2024 के दौरान, कुल 374 गतिविधियों/स्थलों को शामिल किया गया है, जिसमें मध्य प्रदेश और हिमाचल प्रदेश भी शामिल हैं। इन पहलों का उद्देश्य पूरे देश में स्वच्छता को बढ़ाना और सतत पर्यटन को बढ़ावा देना है।

प्रमुख सुधार: -

विभिन्न अभियानों और शैक्षिक कार्यक्रमों/जागरूकता के माध्यम से, स्वच्छता के महत्व और एकल उपयोग वाले प्लास्टिक के प्रतिकूल प्रभावों के बारे में जन-जागरूकता को बढ़ावा देने के मामले में उल्लेखनीय वृद्धि हुई है।

इन अभियानों से पर्यटन स्थलों पर स्वच्छता बनाए रखने में व्यापक सामुदायिक भागीदारी को बढ़ावा मिला है, जिससे पर्यटन के लिए सतत दृष्टिकोण को अधिकाधिक रूप से बढ़ावा मिला है।

पीएमकेवीवाई के अंतर्गत प्रशिक्षित युवाओं का प्रतिशत**2629. श्री छोटेलाल:**

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या प्रधानमंत्री कौशल विकास योजना के अंतर्गत प्रशिक्षित युवाओं का बहुत कम प्रतिशत ही रोजगार प्राप्त कर रहा है; और

(ख) यदि हां, तो सरकार द्वारा स्थानीय उद्योगों और रोजगार बाजार की आवश्यकताओं के अनुसार उक्त योजना को अपनाने के लिए क्या कदम उठाए जा रहे हैं?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) और (ख): कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) 2015 से अपनी प्रमुख योजना प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई) को कार्यान्वित कर रहा है, जिसका उद्देश्य देश भर में युवाओं को अल्पावधि प्रशिक्षण (एसटीटी) के माध्यम से कौशल विकास प्रशिक्षण प्रदान करना तथा पूर्व शिक्षण मान्यता (आरपीएल) के माध्यम से कौशलोलोन्नयन और पुनर्कौशल प्रदान करना है।

इस योजना के पहले तीन संस्करणों में पीएमकेवीवाई के अल्पावधि प्रशिक्षण (एसटीटी) घटक के अंतर्गत नियोजन को ट्रैक किया गया था, जो कि पीएमकेवीवाई 1.0, पीएमकेवीवाई 2.0 और

पीएमकेवीवाई 3.0 है, जिन्हें वित्त-वर्ष 2015-16 से वित्त-वर्ष 2021-22 तक लागू किया गया। पीएमकेवीवाई 3.0 तक एसटीटी प्रमाणित उम्मीदवारों में रिपोर्ट की गई नियोजन दर 43% थी।

पीएमकेवीवाई 4.0 को मांग-आधारित योजना के रूप में लागू किया जा रहा है, ताकि उद्योग और बाजार में कुशल कार्यबल की क्षेत्रीय मांग के अनुसार उम्मीदवारों को कौशल प्रदान किया जा सके। उद्योग 4.0 की आवश्यकता को संबोधित करने वाली भविष्य के लिए तैयार जॉब रोल्स, ड्रोन, आर्टिफिशियल इंटेलिजेंस (एआई), रोबोटिक्स, मेक्ट्रोनिक्स आदि जैसे उभरते क्षेत्रों को पीएमकेवीवाई 4.0 के तहत प्राथमिकता दी गई है। ऑन-जॉब-ट्रेनिंग (ओजेटी) को पीएमकेवीवाई का एक अंतर्निहित घटक बनाया गया है, जिससे यह सुनिश्चित होता है कि प्रशिक्षुओं को वास्तविक दुनिया का अनुभव और उद्योग का अनुभव प्राप्त हो।

पीएमकेवीवाई 4.0 के तहत, हमारे प्रशिक्षित उम्मीदवारों को उनके विविध कैरियर पथ चुनने के लिए सशक्त बनाने पर ध्यान केंद्रित किया गया है और उन्हें इसके लिए उपयुक्त रूप से प्रबोधित किया गया है। रोजगार के अवसरों को सक्षम करने के लिए, स्किल इंडिया डिजिटल हब (एसआईडीएच) प्लेटफॉर्म को वन-स्टॉप प्लेटफॉर्म के रूप में शुरू किया गया है जो विभिन्न हितधारकों को लक्षित करते हुए आजीवन सेवाओं की एक श्रृंखला प्रदान करने के लिए कौशल, शिक्षा, रोजगार और उद्यमशीलता इकोसिस्टम को एकीकृत करता है। प्रशिक्षित उम्मीदवारों का विवरण संभावित नियोजकों से जुड़ने के लिए सिद्ध प्लेटफॉर्म पर उपलब्ध है। स्किल इंडिया डिजिटल हब के माध्यम से, उम्मीदवार रोजगार और शिक्षता के अवसरों तक पहुँच सकते हैं। इस योजना के तहत एक वर्ष की अवधि के लिए उम्मीदवारों की प्रमाणन के बाद ट्रेकिंग को शामिल किया गया है। इसके अलावा, नियोजकों और उम्मीदवारों के बीच सक्रिय बातचीत सुनिश्चित करने के लिए, देश भर में रोजगार मेलों का आयोजन किया जाता है।

चार श्रम संहिताएं

2630. श्री प्रभुभाई नागरभाई वसावा :

क्या श्रम और रोजगार मंत्री यह बताने की कृपा करेंगे कि:

- (क) देश में चार श्रम संहिताओं के कार्यान्वयन की वर्तमान स्थिति क्या है;
- (ख) अब तक कितने राज्यों ने नई श्रम संहिताओं के अंतर्गत नियम बना लिए हैं;
- (ग) सरकार द्वारा देशभर में श्रम संहिताओं का एक समान कार्यान्वयन सुनिश्चित करने के लिए उठाए जा रहे कदमों का ब्यौरा क्या है;
- (घ) क्या सरकार ने श्रमिकों के अधिकारों और रोजगार की सुरक्षा पर श्रम संहिताओं के प्रभाव का आकलन किया है; और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ङ) यह सुनिश्चित करने के लिए क्या उपाय किए गए हैं कि नियोक्ता नई मजदूरी संहिता का अनुपालन करे ?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) से (ङ): “श्रम” विषय भारतीय संविधान की समवर्ती सूची में है और संहिताओं के तहत नियम बनाने की शक्ति केन्द्र सरकार के साथ-साथ राज्य सरकारों को सौंपी गई है। चार श्रम संहिताओं के कार्यान्वयन की दिशा में एक कदम के रूप में, केंद्र सरकार ने मसौदा नियमों को पूर्व-प्रकाशित किया है। उपलब्ध जानकारी के अनुसार वेतन संहिता, 2019 के तहत 34, औद्योगिक संबंध संहिता, 2020 के तहत 33, सामाजिक सुरक्षा संहिता, 2020 के तहत 32 और व्यावसायिक सुरक्षा, स्वास्थ्य और कार्य स्थिति संहिता, 2020 के तहत 33 राज्यों / संघ राज्य क्षेत्रों ने मसौदा नियमों को पूर्व-प्रकाशित किया है।

केंद्र-राज्य/संघ राज्य क्षेत्र नियमों और राज्यों/संघ राज्य क्षेत्रों के नियमों के बीच सामंजस्य स्थापित करने के लिए विभिन्न परामर्श आयोजित किए गए हैं।

चारों श्रम संहिताएं असंगठित क्षेत्र के कामगारों सहित अन्य कामगारों को वैधानिक न्यूनतम मजदूरी और उसके समय पर भुगतान, सामाजिक सुरक्षा, व्यावसायिक सुरक्षा, कामगारों के स्वास्थ्य देखभाल आदि के संदर्भ में उपलब्ध सुरक्षा को मजबूत करने के प्रावधान करती है। पहली बार प्रतिष्ठान

के प्रत्येक कर्मचारी को नियुक्ति पत्र जारी करने का वैधानिक उपबंध भी किया गया है, इससे नियोजन का औपचारिक विवरण हो जाता है, जिससे नौकरी की सुरक्षा बढ़ जाती है।

मजदूरी संहिता, 2019 के अनुपालन के लिए निरीक्षक-सह-सुविधाकर्ता की नियुक्ति शामिल है, जो संहिता के प्रावधानों के अनुपालन, आकस्मिक निरीक्षण आदि के संबंध में नियोक्ताओं को सलाह देगा।

स्टार्ट-अप और रोजगार सृजन के अवसर बनाना

2631. श्री भोजराज नाग:

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकार ग्रामीण एवं दूरदराज के क्षेत्रों में छात्रों के लिए कौशल विकास कार्यक्रम तक समान पहुंच किस प्रकार सुनिश्चित कर रही है;

(ख) क्या सरकार द्वारा स्टार्ट-अप निर्माण एवं रोजगार सृजन के अवसरों के संदर्भ में इस पहल के मूल्यांकन पर नजर रखने एवं उसका आकलन करने के लिए कोई कदम उठाया जा रहा है; और

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

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) से (ग): भारत सरकार, कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) के कुशल भारत मिशन (एसआईएम) के अंतर्गत, विभिन्न योजनाओं अर्थात् प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस), राष्ट्रीय प्रशिक्षुता संवर्धन योजना (एनएपीएस) और औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) के माध्यम से शिल्पकार प्रशिक्षण योजना (सीटीएस), ग्रामीण और दूरदराज के क्षेत्रों के उम्मीदवारों सहित देश भर में समाज के सभी वर्गों को कौशल विकास केंद्रों आदि के व्यापक नेटवर्क के माध्यम से कौशल, पुनर्कौशल और कौशलोलन्नयन प्रशिक्षण प्रदान करता है।

सिम का उद्देश्य भारत के युवाओं को भविष्य के लिए तैयार करना और उद्योग प्रासंगिक कौशल से लैस करना है।

एमएसडीई की योजनाओं में, वर्ष 2015-16 से 2021-22 तक लागू किए गए पहले तीन संस्करणों (पीएमवीवाई 1.0, पीएमकेवीवाई 2.0 और पीएमकेवीवाई 3.0) में पीएमकेवीवाई के अल्पावधि प्रशिक्षण घटक के तहत नियोजन को ट्रैक किया गया था। पीएमकेवीवाई (1.0, 2.0 और 3.0) के तहत, भारत में कुल 24,43,672 उम्मीदवारों को रोजगार मिली। पीएमकेवीवाई 4.0 के तहत, प्रशिक्षित उम्मीदवारों को अपने विविध कैरियर पथ चुनने के लिए सशक्त बनाने पर ध्यान केंद्रित किया जाता है और उन्हें इसके लिए उपयुक्त रूप से उन्मुख किया जाता है। तथापि, एमएसडीई की योजनाओं का स्वतंत्र मूल्यांकन किया गया है। एमएसडीई की प्रमुख योजना प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई) का मूल्यांकन नीति आयोग ने अक्टूबर 2020 में रोजगार और कौशल क्षेत्र के तहत किया था। इस अध्ययन के अनुसार, सर्वेक्षण में शामिल लगभग 94 प्रतिशत नियोक्ताओं ने बताया कि वे पीएमकेवीवाई के तहत प्रशिक्षित अधिक उम्मीदवारों को रोजगार प्रदान करेंगे। इसके अलावा, पूर्णकालिक/अंशकालिक रोजगार दिये गए और पूर्व शिक्षण मान्यता (आरपीएल) घटक के तहत उन्मुख 52 प्रतिशत उम्मीदवारों को उच्च वेतन मिला या उन्हें लगा कि उन्हें अपने गैर-प्रमाणित साथियों की तुलना में अधिक वेतन मिलेगा। एमएसडीई की अन्य योजनाओं के संबंध में, तृतीय पक्ष की मूल्यांकन रिपोर्टों में विभिन्न योजनाओं के तहत प्रशिक्षित उम्मीदवारों की नियुक्ति या आजीविका में सुधार के संदर्भ में सफलता का उल्लेख किया गया है। इसका संक्षिप्त विवरण नीचे दिया गया है:

जन शिक्षण संस्थान (जेएसएस): 2020 में आयोजित जेएसएस योजना के मूल्यांकन अध्ययन में पाया गया है कि इस योजना ने उन लाभार्थियों की घरेलू आय को लगभग दोगुना करने में मदद की है, जिन्हें जेएसएस प्रशिक्षण के बाद रोजगार मिला है या वे स्व-रोजगार कर रहे हैं। 79% महिला प्रतिनिधित्व, 50.5% ग्रामीण हिस्सेदारी, बेहतर आजीविका के लिए रोजगार में 73.4% बदलाव, प्रत्येक लाभार्थी की औसत आय में 89.1% बदलाव, जेएसएस द्वारा लाभार्थियों का 85.7% जुटाना, रिपोर्ट में आगे कहा गया है कि योजना की उपयोगिता इस तथ्य से और अधिक स्पष्ट होगी कि 77.05% लाभार्थी प्रशिक्षुओं

ने व्यावसायिक बदलाव किए हैं। अध्ययन ने यह भी पुष्टि की कि योजना में कौशल का ध्यान स्व-रोजगार के पक्ष में है।

राष्ट्रीय शिक्षता संवर्धन योजना (एनएपीएस): वर्ष 2021 में आयोजित एनएपीएस के तृतीय पक्ष के मूल्यांकन अध्ययन में पाया गया है कि इस योजना ने विभिन्न उद्योगों में शिक्षुओं की भागीदारी में उल्लेखनीय वृद्धि के साथ, संरचित ऑन-द-जॉब प्रशिक्षण प्रदान करके युवाओं की नियोज्यता को सफलतापूर्वक बढ़ाया है। योजना के नए संस्करण में, सरकार के हिस्से को सीधे प्रशिक्षुओं के बैंक खातों में स्थानांतरित करने के लिए डीबीटी पद्धति को अपनाया गया है, क्योंकि रिपोर्ट में सुव्यवस्थित प्रतिपूर्ति प्रक्रिया की सिफारिश की गई थी।

औद्योगिक प्रशिक्षण संस्थान (आईटीआई): एमएसडीई द्वारा 2018 में प्रकाशित आईटीआई स्नातकों के ट्रेसर अध्ययन की अंतिम रिपोर्ट में उल्लेख किया गया है कि कुल आईटीआई उत्तीर्णों में से 63.5% को रोजगार मिला (जिनमें से 6.7% स्व-रोजगार कर रहे हैं)।

इसके अलावा, भारत सरकार ने नवाचार, स्टार्टअप को बढ़ावा देने और देश के स्टार्ट-अप इकोसिस्टम में निवेश को प्रोत्साहित करने के लिए एक मजबूत इकोसिस्टम बनाने के इरादे से 16 जनवरी 2016 को स्टार्टअप इंडिया पहल की शुरुआत की। स्टार्टअप के लिए फंड ऑफ फंड्स (एफएफएस), स्टार्ट-अप इंडिया सीड फंड स्कीम (एसआईएसएफएस) और स्टार्ट-अप के लिए क्रेडिट गारंटी स्कीम (सीजीएसएस) जैसी प्रमुख योजनाएं स्टार्ट-अप को उनके व्यापार चक्र के विभिन्न चरणों में सहायता प्रदान करती हैं। इन प्रयासों के परिणामस्वरूप, देश में डीपीआईआईटी द्वारा 1,61,150 संस्थाओं को स्टार्ट-अप के रूप में मान्यता दी गई है, जिन्होंने कथित तौर पर 17.69 लाख से अधिक प्रत्यक्ष रोजगार सृजित किए हैं।

ECONOMIC GROWTH OF THE COUNTRY'S GDP

2632. SHRI HARIBHAI PATEL:

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

- (a) the details of the expected economic growth of the country's GDP in the Financial Year 2025-26, sector-wise;
- (b) the strategies being implemented to position India as a leader in global economic forums while leveraging its growth potential for regional cooperation;
- (c) the details on the long-term impact generated by the Government-funded infrastructure projects on regional development and employment generation in Mahesana Lok Sabha Constituency;
- (d) the details of the steps taken/being taken by the Government to further strengthen the services sector that has shown resilience in different areas during the current financial year; and
- (e) whether the Government is taking any steps or proposing additional steps to mitigate global headwinds and safeguard India's economic growth trajectory in the coming quarters, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): The Union Budget 2025-26 has assumed a nominal GDP growth of 10.1 per cent for 2025-26. As per the Economic Survey 2024-25, the real GDP growth for 2025-26 is expected to be between 6.3 and 6.8 per cent. The Government has not published any sector-wise projections of growth for 2025-26.

(b): The Government has been advocating for strong, sustainable, balanced and inclusive global economic growth in various global economic forums. While being

one of the fastest growing major economies, India has also been voicing the concerns and growth needs of the Global South. The initiatives taken during the Indian G20 Presidency towards strengthening multilateral development banks, advancing financial inclusion and productivity gains through digital public infrastructure, roadmap on crypto assets, financing cities of tomorrow, enhancing tax transparency and mobilising climate finance and enabling finance for sustainable development goals have generated significant interest in the global economic discussions.

(b): Public infrastructure projects enhance physical and digital connectivity, job opportunities and market access, thereby fueling economic growth and reducing regional disparities in development. Government-funded projects in infrastructure sectors like railways, roads, water supply and irrigation in Mahesana are likely to lay a similar impact.

(c) :The Union Budget 2025-26 has proposed various measures to strengthen the services sector. These include the initiatives proposed for micro, small, and medium enterprises, skill development, private sector innovation and RandD, centres of excellence in artificial intelligence, national framework as guidance for states to promote Global Capability Centres in emerging tier 2 cities and support to gig workers. Commercial services benefit from a progressive reduction in infrastructure bottlenecks, logistics costs and easing of regulatory compliances. The Government's trade facilitation measures, export incentives, introduction of digital trade platforms, trade agreements, Districts as Export Hubs initiative, logistics integration and Foreign Trade Policy designed to improve trade

competitiveness and market access are expected to strengthen exports and related services.

(d) :Amidst global headwinds, the Government's continued emphasis on robust capital expenditure, infrastructure build-up, urban development, employment generation, skill development and agricultural resilience is expected to help sustain economic growth in the coming quarters. The Budget 2025-26 has proposed a multisectoral agenda for strengthening the economy, projecting agriculture, MSMEs, investment and exports as growth engines with various measures under each of them.

PRESERVATION OF HISTORICAL AND CULTURAL SITES IN TAMIL NADU

2633. SHRI C. N. ANNADURAI:

SHRI G. SELVAM:

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

- (a) the number of historical and cultural sites in Tamil Nadu that are currently protected under the Archaeological Survey of India (ASI) along with their district-wise details;
- (b) the details of the steps taken by the Government for the preservation, restoration and conservation of these sites during the last five years;
- (c) the details of total funds allocated, released and utilized for the preservation of historical and cultural sites in Tamil Nadu under various Government schemes;

- (d) whether the Government has taken any steps to digitally document or promote historical sites through virtual tours, digital archives, or tourism campaigns and if so, the details thereof; and
- (e) whether the Government has any plans to nominate new sites from Tamil Nadu for UNESCO World Heritage status or collaborate with international organizations for conservation efforts and if so, the details thereof?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

- (a) There are 412 protected monuments and archaeological areas and remains declared as of national importance in the State of Tamil Nadu. The District-wise numbers are given in the enclosed **Statement**.
- (b) Their periodic review, inspection, conservation and preservation is taken up by Archaeological Survey of India (ASI) as per the need and requirement considering availability of funds and resources.
- (c): The details of allocation and expenditure on the conservation and maintenance of the protected monuments and areas of Tamil Nadu during the last five years is as under:

(amount in crore)

Year	Allocation	Expenditure
2019-20	9.60	9.60
2020-21	7.25	7.25

2021-22	12.00	12.00
2022-23	19.95	19.95
2023-24	22.5	22.5

- (d) ASI has prepared a digital database of its protected monuments and archaeological sites, besides virtual tours of rich cultural heritage are also being organized at various museums.
- (e) At present there is no such plan to nominate new sites/properties from Tamil Nadu for UNESCO World Heritage Status.

STATEMENT

District-wise number of protected monuments and protected areas under the jurisdiction of archaeological survey of India in the state of Tamil Nadu

Sl.No.	District	Number of Monument and areas
1.	Ariyalur	03
2.	Chennai	15
3.	Coimbatore	01
4.	Cuddalore	01
5.	Dharmapuri	01
6.	Dindigul	07
7.	Erode	01
8.	Kanchipuram	156

Sl.No.	District	Number of Monument and areas
9.	Kanyakumari	05
10.	Karur	01
11.	Krishnagiri	02
12.	Madurai	08
13.	Nagapattinam	05
14.	Namakkal	02
15.	Nilgiri	01
16.	Perambalur	04
17.	Pudukkottai	109
18.	Salem	02
19.	Sivaganga	01
20.	Thanjavur	04
21.	Theni	01
22.	Thirunelveli	04
23.	Thoothukudi	03
24.	Tiruchirappalli	05
25.	Tiruppur	03
26.	Tiruvallur	15
27.	Tiruvannamalai	13
28.	Vellore	17
29.	Villupuram	21

Sl.No.	District	Number of Monument and areas
30.	Virudhunagar	01
	TOTAL	412

ESTABLISHMENT AND EXPANSION OF NEHRU YUVA KENDRAS

2634. DR. BYREDDY SHABARI:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the details of Nehru Yuva Kendras (NYKs) in the country, State and district-wise;
- (b) the details of new NYKs established in the country during the last five years, State-wise;
- (c) the details of budgetary allocation and expenditure on NYK expansion during the last five years, State-wise; and
- (d) the status of the proposals for setting up new NYKs in districts which do not have any centre along with the timeline for approval and implementation?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

- (a) The Nehru Yuva Kendra Sangathan (NYKS) has its headquarters in New Delhi, with 29 State offices and 623 District-level Nehru Yuva Kendras(NYKs) across the

country. The details of Nehru Yuva Kendras(NYKs) in the country, State and district-wise, are available in the public domain on the website at:

<https://www.nyks.nic.in/AllStateDistrictLocation.pdf>

(b) No new Nehru Yuva Kendra has been established in the country during the last five years.

(c) No separate allocation has been made under NYKS scheme for the expansion of Nehru Yuva Kendras during the last five years.

(d) At present, there is no such proposal for setting up of new Nehru Yuva Kendras.

ADIVASI JEEVAN AUDITORIUM

2635. SHRI SAUMITRA KHAN:

Will the Minister of **CULTURE** be please to state:

(a) whether the Adivasi Jeevan Auditorium can be provided by the Government in Bishnupur Parliamentary Constituency in the State of West Bengal to protect the items, customs and other symbols associated with tribal customs, traditions and culture; and

(b) if so, the details thereof?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) and (b): There is no such proposal under consideration of Government of India to provide Adivasi Jeevan Auditorium in Bishnupur Parliamentary Constituency in

the State of West Bengal. However, the State Government can send the proposal under Article 275 to the Ministry of Tribal Affairs through State Level Executive Committee chaired by Chief Secretary for consideration of Project Approval Committee chaired by Secretary, Tribal Affairs wherein grant are given to the State.

Further, Ministry of Culture administers a scheme by the name of 'Scheme of Financial Assistance for Construction of Tagore Cultural Complexes (TCC Scheme)' with the objective to provide financial support to NGOs, Trusts, Societies, Government Sponsored Bodies, State/ UT Government Universities, Central/ State Government Agencies/ Bodies, Municipal Corporations, etc. for creation of new large Cultural Spaces such as Auditorium with facilities and infrastructure for stage performances (dance, drama and music), exhibitions, seminars, literary activities, green rooms, etc. The scheme also provides support for restoration, renovation, extension, alteration, upgradation, modernization of existing cultural facilities (Rabindra Bhawans, Rangshalas, Multipurpose Cultural Complexes), etc. Under the scheme, grant of upto Rs.15.00 Crore is provided.

NATIONAL LEVEL YOUTH SPORTS CENTRES

2636. SHRI KALIPADA SAREN KHERWAL:

SHRI SANJAY HARIBHAU JADHAV:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether the Government proposes to set up national level youth sports centres across the country, if so, the details thereof;
- (b) the number of districts in West Bengal and Maharashtra where national level Youth Sports Centres have been set up particularly in Parbhani Parliamentary Constituency;
- (c) the number of districts in West Bengal and Maharashtra where national level Youth Sports Centres are proposed to be set up;
- (d) whether the Government has any plan to set up such Sports Centres in Jhargram and Purulia district of West Bengal and Parbhani and other districts of Maharashtra;
- (e) if so, the details thereof and if not, the reasons therefor; and
- (f) the time by which the steps are likely to be taken for setting up such centres

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a) to (f): 'Sports' being a State subject, the responsibility of development of sports rests primarily with the State/Union Territory Governments, and the Central Government only supplements their efforts. No specific national level youth sports centres have been set up. However, the Government, through the Sports Authority of India (SAI), has established 187 SAI Centres across the country including 24 National Centres of Excellence (NCOEs), 69 SAI Training Centres (STCs), 26 Extension Centres of STCs, 68 National Sports Talent Contest (NSTC) scheme etc. which are functional for implementing Sports Promotional Schemes of SAI.

Further, under the Khelo India Scheme, 1046 Khelo India Centres, 33 Khelo India State Centre of Excellence and 302 Khelo India Accredited Academies have been established so far. District-wise data is not maintained.

रोजगार हेतु योजनाएं

2637. श्रीमती संध्या राय:

क्या **श्रम और रोजगार** मंत्री यह बताने की कृपा करेंगे कि:

- (क) सरकार द्वारा रोजगार बढ़ाने के लिए मध्य प्रदेश में चलाई जा रही योजनाओं का ब्यौरा क्या है; और
- (ख) सरकार द्वारा अनुसूचित जाति/अनुसूचित जनजाति समुदाय के विद्यार्थियों को रोजगार उपलब्ध कराने के लिए क्या कदम उठाए जा रहे हैं?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) और (ख): रोजगार सृजन के साथ-साथ नियोजनीयता में सुधार करना सरकार की प्राथमिकता है। तदनुसार, सरकार मध्य प्रदेश राज्य सहित देश में विभिन्न रोजगार सृजन योजनाएं/कार्यक्रम कार्यान्वित कर रही है। इनमें अन्य बातों के साथ-साथ प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी), महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी योजना (एमजीएनआरईजीएस), दीन दयाल उपाध्याय ग्रामीण कौशल्य योजना (डीडीयू-जीकेवाई), ग्रामीण स्वरोजगार और प्रशिक्षण संस्थान (आरएसईटीआई), दीनदयाल अंत्योदय योजना-राष्ट्रीय शहरी आजीविका मिशन (डीएवाई-एनयूएलएम), प्रधानमंत्री मुद्रा योजना (पीएमएमवाई) आदि शामिल हैं। सरकार द्वारा लागू की जा रही विभिन्न रोजगार सृजन योजनाओं/कार्यक्रमों का ब्यौरा https://dge.gov.in/dge/schemes_programmes पर देखा जा सकता है।

भारत सरकार का श्रम और रोजगार मंत्रालय राष्ट्रीय करियर सेवा (एनसीएस) पोर्टल चला रहा है, जो निजी और सरकारी क्षेत्रों की नौकरियों, ऑनलाइन और ऑफलाइन रोजगार मेलों की जानकारी, नौकरी खोज और मिलान, करियर परामर्श, व्यावसायिक मार्गदर्शन, कौशल विकास पाठ्यक्रमों की जानकारी, कौशल/प्रशिक्षण कार्यक्रम आदि सहित करियर से संबंधित सेवाएं एक डिजिटल प्लेटफॉर्म [www.ncs.gov.in] के माध्यम से प्रदान करने के लिए वन-स्टॉप समाधान है। दिनांक 28.02.2025 तक, एनसीएस पोर्टल पर 4.7 करोड़ से अधिक रिक्तियां जुटाई गई हैं।

अनुसूचित जाति/अनुसूचित जनजाति समुदायों के छात्र भी उपरोक्त योजनाओं/कार्यक्रमों के लिए पात्र हैं।

इसके अलावा, सामाजिक न्याय और अधिकारिता विभाग (डीओएसजेएंडई) ने सूचीबद्ध प्रशिक्षण संस्थानों के माध्यम से कचरा बीनने वालों सहित अनुसूचित जातियों, पिछड़ी जातियों, आर्थिक रूप से कमजोर वर्गों, डीएनटी, सफाई कर्मचारियों को कौशल प्रशिक्षण प्रदान करने के लिए वित्तीय वर्ष 2020-21 में एक केंद्रीय क्षेत्र की योजना प्रधानमंत्री – दक्षता और कौशलता संपन्न हितग्राही (पीएम - डीएकेएसएच) योजना शुरू की। पीएम-दक्ष योजना का मुख्य उद्देश्य लक्षित समूह के कौशल को बढ़ाना और उन्हें वैतनिक-रोजगार और स्वरोजगार दोनों में रोजगार योग्य बनाना है। यह योजना मध्य प्रदेश सहित अखिल भारतीय आधार पर कार्यान्वित की जा रही है। एक बार इस योजना के तहत प्रशिक्षण कार्यक्रम पूरा हो जाने के बाद, प्रशिक्षुओं का मूल्यांकन और प्रमाणन आयोजित किया जाता है और प्रमाणित प्रशिक्षुओं को वैतनिक -रोजगार या स्व-रोजगार में प्लेसमेंट के अवसर प्रदान किए जाते हैं।

जनजातीय कार्य मंत्रालय ट्राइफेड के माध्यम से 'प्रधानमंत्री जनजातीय विकास मिशन (पीएमजेवीएम)' योजना को कार्यान्वित कर रहा है, जिसका उद्देश्य जनजातीय उद्यमिता पहल को मजबूत करना और प्राकृतिक संसाधनों, कृषि/लघु वन उपज (एमएफपी)/गैर-कृषि उपज के अधिक कुशल, न्यायसंगत, स्व-प्रबंधित, इष्टतम उपयोग को बढ़ावा देकर आजीविका के अवसरों को सुविधाजनक बनाना है। इस योजना के तहत, प्रत्येक वन धन विकास केंद्र (वीडीवीके) की स्थापना के

लिए राज्य सरकारों को 15.00 लाख रुपये की वित्तीय सहायता प्रदान की जाती है, जो एमएफपी/गैर-एमएफपी की मूल्य संवर्धन गतिविधियों के केंद्र हैं।

राष्ट्रीय अनुसूचित जनजाति वित्त एवं विकास निगम (एनएसटीएफडीसी), जनजातीय कार्य मंत्रालय के अधीन एक केन्द्रीय सार्वजनिक क्षेत्र का उद्यम (सीपीएसई) है जो आय-सृजक क्रियाकलापों और स्वरोजगार के लिए पात्र अनुसूचित जनजाति व्यक्तियों/स्व-सहायता समूहों को रियायती ऋण प्रदान करके, ऋण लिंकेज को सुगम बनाता है जिससे उद्यमशीलता को बढ़ावा मिलता है।

श्रम और रोजगार मंत्रालय देश भर में 25 अनुसूचित जाति/अनुसूचित जनजाति के लिए राष्ट्रीय करियर सेवा केन्द्रों (एनसीएससी-एससी/एसटी) के नेटवर्क के माध्यम से “वेलफेयर ऑफ एससी/एसटी जॉब सीकर स्कीम” को कार्यान्वित कर रहा है जिसका उद्देश्य नौकरी के इच्छुक एससी/एसटी को श्रम बाजार की मांगों के अनुरूप तैयार करने हेतु भर्ती पूर्व प्रशिक्षण, व्यावसायिक परामर्श, करियर सलाह और कम्प्यूटर ट्रेनिंग इत्यादि प्रदान करके उनकी नियोजनीयता को बढ़ाना है।

अखिल भारतीय तकनीकी शिक्षा परिषद को वित्तीय सहायता

2638. श्री कंवर सिंह तंवर:

श्री श्रीरंग आप्पा चंदू बारणे:

श्री बजरंग मनोहर सोनवणे:

श्रीमती भारती पारधी:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार देश भर में गुणवत्तापूर्ण शिक्षा को बढ़ावा देने के लिए अखिल भारतीय तकनीकी शिक्षा परिषद (एआईसीटीई) को वित्तीय सहायता प्रदान करती है;

(ख) यदि हां, तो पिछले तीन वर्षों के दौरान एआईसीटीई को प्रदान की गई वित्तीय सहायता का ब्यौरा क्या है;

(ग) क्या सरकार ने गुणवत्तापूर्ण शिक्षा में सुधार के लिए उत्कृष्ट संस्थान (एलओई) योजना को लागू किया है;

(घ) यदि हां, तो एलओई योजना के अंतर्गत संस्थानों के चयन के लिए क्या मानदंड निर्धारित किए गए हैं;

(ङ.) विश्व स्तरीय शिक्षण और अनुसंधान संस्थानों के रूप में विकसित करने के लिए चुने गए सार्वजनिक और निजी संस्थानों के नामों का ब्यौरा क्या है; और

(च) उक्त संस्थानों को प्रदान की गई/प्रदान की जाने वाली वित्तीय सहायता का ब्यौरा क्या है?

शिक्षा मंत्रालय में राज्य मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्रालय में राज्य मंत्री (डॉ. सुकान्त मजूमदार):

(क) से (च): अखिल भारतीय तकनीकी शिक्षा परिषद (एआईसीटीई), शिक्षा मंत्रालय के तहत एक सांविधिक निकाय है, जो तकनीकी संस्थानों को डिप्लोमा, स्नातक और स्नातकोत्तर स्तर पर तकनीकी शिक्षा में पाठ्यक्रम संचालित करने के लिए अनुमोदन प्रदान करता है। एआईसीटीई के कामकाज और गतिविधियों को इसके आंतरिक राजस्व और शिक्षा मंत्रालय से प्राप्त अनुदान सहायता के माध्यम से वित्तपोषित किया जाता है। मंत्रालय द्वारा एआईसीटीई को प्रदान किए गए अनुदान सहायता का ब्यौरा इस प्रकार है:-

वित्त वर्ष	2021-22	2022-23	2023-24
अनुदान सहायता (रुपए करोड़ में)	416	420	352.25

शिक्षा मंत्रालय ने वर्ष 2017 में सार्वजनिक और निजी श्रेणी से 10 उच्च शिक्षण संस्थाओं को उत्कृष्ट संस्थान (आईओई) का दर्जा देने और उन्हें विश्व स्तरीय शिक्षण और अनुसंधान संस्थान के रूप में उभरने में सक्षम बनाने के लिए विश्वस्तरीय संस्थान योजना प्रारंभ की है।

क्षणिक संस्थान को उत्कृष्ट संस्था का दर्जा देने के लिए पात्रता मानदंड यूजीसी दिशानिर्देश/विनियम - 2017 में उल्लिखित हैं, जो <http://ioe.ugc.ac.in/> पर उपलब्ध हैं।

इस योजना के अंतर्गत, आज की तिथि तक 12 उच्चतर शिक्षण संस्थाओं को आईओई के रूप में अधिसूचित किया गया है, जिसमें सार्वजनिक श्रेणी के 08 संस्थान शामिल हैं, अर्थात् – आईआईटी, बॉम्बे, आईआईटी, दिल्ली, आईआईटी, मद्रास, आईआईटी, खड़गपुर, आईआईएससी, बेंगलोर, बीएचयू वाराणसी, हैदराबाद विश्वविद्यालय और दिल्ली विश्वविद्यालय और निजी श्रेणी के 04 संस्थान, अर्थात् – बिट्स पिलानी, मणिपाल एकेडमी ऑफ हायर एजुकेशन, ओपी जिंदल ग्लोबल यूनिवर्सिटी और शिव नादर यूनिवर्सिटी हैं।

इस योजना के अंतर्गत, सार्वजनिक संस्थानों को वित्तीय सहायता प्रदान की जाती है। योजना की शुरुआत से अब तक 08 सार्वजनिक संस्थाओं के लिए 6198.99 करोड़ रुपये (लगभग) की राशि अनुमोदित की गई है।

INTEGRATED TOURISM POLICY

2639. DR. GANAPATHY RAJKUMAR P.:

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

- (a) whether the Government have proposed an Integrated Tourism Policy for various tourism, like agro tourism, medical tourism, village tourism, etc.;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) to (c): The Ministry of Tourism had earlier been working towards formulating a draft National Tourism Policy with a view to keep the sector updated with the latest developments. However, in due course of time, elements and action areas highlighted in the draft policy document have been suitably incorporated in all the schemes and guidelines and Ministry is open to continuous engagement with all stakeholder. In view of this, a separate tourism policy is not envisaged at this point in time.

Various schemes, programs, and initiatives, such as Swadesh Darshan, Challenge Based Destination Development, PRASHAD, Dekho Apna Desh, Chalo India, Meet in India, Paryatan Mitra/Paryatan Didi, Hunar Se Rozgar Tak etc. have been actively addressing issues related to the tourism promotion and development, industry competitiveness, skill development, tourism infrastructure development, sustainability etc. The Ministry has also been working in close coordination with relevant stakeholders, including other Central Ministries, State/UT Governments and Tourism and Hospitality industry, ensuring a whole-of-government approach for sectoral growth.

At present, the focus remains on strengthening and effectively implementing these ongoing initiatives rather than formulating a separate policy document. The Ministry continues to monitor the evolving needs of the tourism sector and remains open to further enhancements in alignment with national priorities and stakeholder inputs.

अधिगम के लिए समग्र दृष्टिकोण

2640. श्रीमती संजना जाटव:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार इस बात से सहमत है कि अधिगम और आजीविका के लिए समग्र दृष्टिकोण को बढ़ावा देने हेतु नए शैक्षिक परिदृश्य में कौशल-आधारित शिक्षा को औपचारिक शिक्षा प्रणालियों में एकीकृत किया जाना चाहिए; और

(ख) यदि हां, तो इस संबंध में सरकार द्वारा प्रस्तावित पहलों का ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) और (ख): राष्ट्रीय शिक्षा नीति (एनईपी) 2020 में कौशल शिक्षा को सामान्य शिक्षा के साथ एकीकृत करने और कौशल शिक्षा को मुख्यधारा में लाने की सिफारिश की गई है। केंद्र प्रायोजित योजना 'समग्र शिक्षा' के कौशल शिक्षा घटक के तहत राज्य/संघ राज्य क्षेत्रों को कक्षा 9वीं से 12वीं तक के छात्रों को राष्ट्रीय कौशल योग्यता ढांचे (एनएसक्यूएफ) से जुड़े कौशल पाठ्यक्रम प्रदान करने के लिए वित्तीय सहायता प्रदान की जाती है। माध्यमिक स्तर अर्थात् कक्षा IX और X में, छात्रों को अतिरिक्त विषय के रूप में कौशल मॉड्यूल प्रदान किए जाते हैं। वरिष्ठ माध्यमिक स्तर अर्थात् XI और XII में, कौशल पाठ्यक्रम अनिवार्य (इलेक्टिव) विषय के रूप में प्रदान किए जाते हैं। समग्र शिक्षा के नवाचार घटक के तहत उच्च प्राथमिक स्तर पर पूर्व-व्यावसायिक शिक्षा का प्रदर्शन, 10 थैला रहित दिन आदि शामिल किए गए हैं। संचार कौशल, स्व-प्रबंधन कौशल, सूचना और संचार प्रौद्योगिकी कौशल, उद्यमिता कौशल और हरित कौशल सहित रोजगार कौशल मॉड्यूल को नौकरी भूमिकाओं (जेआर) के पाठ्यक्रम में शामिल किया गया है।

एनईपी 2020 में यह भी सिफारिश की गई है कि सभी छात्र कक्षा 6-8 के दौरान 10-दिवसीय थैला रहित अवधि में भाग लें, जहाँ वे बढ़ई, माली, कुम्हार, कलाकार आदि जैसे स्थानीय विशेषज्ञों के साथ इंटरनशिप करते हैं। इस सिफारिश के अनुसरण में, सरकार ने संबंधित हितधारकों के परामर्श से 10 थैला रहित दिनों के लिए दिशानिर्देश तैयार किए हैं। इन दिशानिर्देशों का उद्देश्य कक्षा 6-8 के बच्चों को अनुभवात्मक शिक्षण पद्धति का उपयोग करके कौशल शिक्षा प्रदान करना और स्कूलों में अधिगम को आनंदमय और तनाव मुक्त बनाना है। ये दिशानिर्देश

<https://www.psscive.ac.in/storage/uploads/others/>

Guidelines/pdf/english/guidelines-for-implementation-of-10-bagless-days-in-school-english.pdf पर उपलब्ध हैं।

एनईपी 2020 के उद्देश्यों के अनुरूप, राष्ट्रीय क्रेडिट फ्रेमवर्क (एनसीआरएफ) को विश्वविद्यालय अनुदान आयोग (यूजीसी) द्वारा अधिसूचित किया गया था और इसकी एक प्रति https://www.ugc.gov.in/pdfnews/9028476_Report-of-National-Credit-Framework.pdf पर उपलब्ध है।

एनसीआरएफ को लागू करने के लिए, केंद्रीय माध्यमिक शिक्षा बोर्ड (सीबीएसई) ने कक्षा 9 से 12 तक के स्कूलों में एनसीआरएफ के संचालन को लागू करने के लिए मानक संचालन प्रक्रिया (एसओपी) अधिसूचित की है। इस अधिसूचना की एक प्रति https://cbseacademic.nic.in/web_material/Notifications/2023/75_Notification_2023.pdf पर देखी जा सकती है। राज्य/संघ राज्य क्षेत्रों को उपरोक्त सीबीएसई-एसओपी को मॉडल के रूप में लेकर अपनी स्वयं की एसओपी विकसित करने की भी छूट दी गई थी।

CENTRAL BOOK SELECTION SCHEME UNDER RRRLF

2641. SHRI CAPTAIN VIRIATO FERNANDES:

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

- (a) the timeline for pending cases of selection/procurement of books under the Raja Ram Mohan Roy Library Foundation (RRRLF) be cleared;
- (b) the reasons for keeping the selection of books under the scheme pending since the last five years; and
- (c) the number of cases of books that are pending selection under the RRRLF?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

- (a) As per the guidelines of the Central Book Selection Scheme (CBS) of RRRLF, there is no specific timeline for the selection and procurement of books.
- (b) Keeping in view that there is no specific timeline for the selection and procurement of books, the question of delay does not arise.
- (c) RRRLF continuously receives sample copies of books from publishers and authors throughout the year. Once a decision is made to proceed with book selection, a notification is released on the RRRLF website mentioning the last date for book submission, and the formal processing (checking and data entry) of received books is initiated. Presently, the Foundation is in receipt of approximately 5,000 books from publishers and authors.

GLOBAL COALITION FOR SOCIAL JUSTICE

2642. SHRI SHRIRANG APPA CHANDU BARNE:

SHRIMATI BHARTI PARDHI:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) whether Regional Dialogue on Social Justice under the Global Coalition for Social Justice was held in New Delhi recently;
- (b) if so, the details thereof along with the issues discussed therein;
- (c) the details of the primary goals for holding said Regional Dialogue on Social Justice in New Delhi;
- (d) the manner in which the Dialogue contribute to the overall objectives of the Global Coalition for Social Justice;
- (e) the details of the role of international organizations, such as the International Labour Organisation (ILO), play in facilitating the Dialogue;
- (f) the details of the India's role in the Asia Pacific Coordination Group; and
- (g) the action taken by the Government for expansion of social protection in the past few years along with the result achieved in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (g): Ministry of Labour and Employment in collaboration with International Labour Organization (ILO), hosted a two-day 'Regional Dialogue on Social Justice' under the Global Coalition for Social Justice (GCSJ) in New Delhi from 24-25 February 2025. India is a member of the coordinating Group of the GCSJ for Asia - Pacific Region. The Regional Dialogue was organized under the theme 'Responsible Business for Inclusive and Sustainable Societies'. The event brought together representatives from global coalition partners, governments, employers'

and workers' organizations, academia, enterprises and experts from international organizations.

During the event, participants discussed strategies on empowering the youth to drive sustainable growth for enterprises, expanding social security to informal workers, responsible business practices in safeguarding worker well-being, promoting decent work in global value chains and human centric approach to harnessing AI for decent Work and equity.

In order to provide Social Security to the workers, the government has implemented various welfare schemes on matters relating to life and disability cover, health and maternity benefits, old age protection etc. Owing to such efforts, India's social protection coverage doubled from 24.4% in 2021 to 48.8% in 2024 as per ILO's World Social Protection Report 2024-26. Further, 65% of population, are covered by at-least one social protection benefit (cash or in-kind) by schemes of Central Government.

रोजगार के लिए योजनाएं

2643. श्री संजय हरिभाऊ जाधव:

क्या **श्रम और रोजगार** मंत्री यह बताने की कृपा करेंगे कि:

- (क) विगत तीन वित्तीय वर्षों के दौरान देश में बेरोजगारी की दर कितनी रही है;
- (ख) क्या सरकार का उत्तर-पूर्वी राज्यों में युवाओं को रोजगार प्रदान करने के लिए कोई केन्द्र-प्रायोजित योजना शुरू करने का प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ग) देश में बाल श्रम और उसकी भागीदारी दर का ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) से (ग): रोजगार और बेरोजगारी पर आधिकारिक डेटा वार्षिक आवधिक श्रम बल सर्वेक्षण (पीएलएफएस) के माध्यम से एकत्र किया जाता है, जो वर्ष 2017-18 से सांख्यिकी और कार्यक्रम कार्यान्वयन मंत्रालय (एमओएसपीआई) द्वारा आयोजित किया जाता है। सर्वेक्षण अवधि प्रतिवर्ष जुलाई से जून होती है।

नवीनतम वार्षिक पीएलएफएस रिपोर्ट में उपलब्ध आंकड़ों के अनुसार, सामान्य स्थिति के आधार पर 15 वर्ष और उससे अधिक आयु के व्यक्तियों की अनुमानित बेरोजगारी दर (यूआर) वर्ष 2021-22, वर्ष 2022-23 और वर्ष 2023-24 के दौरान क्रमशः 4.1%, 3.2% और 3.2% है।

पूर्वोत्तर राज्यों में युवाओं सहित सभी के लिए रोजगार सृजन के साथ-साथ नियोजनीयता में सुधार करना सरकार की प्राथमिकता है और यह एक बहु-हितधारक पहल है। भारत सरकार के विभिन्न मंत्रालय/विभाग जैसे सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय, ग्रामीण विकास मंत्रालय, आवासन और शहरी कार्य मंत्रालय, वित्त मंत्रालय, वस्त्र मंत्रालय, इलेक्ट्रॉनिक्स और सूचना प्रौद्योगिकी मंत्रालय आदि विभिन्न रोजगार सृजन योजनाएं/कार्यक्रम जैसे प्रधान मंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी), महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी योजना (एमजीएनआरईजीएस), दीन दयाल उपाध्याय ग्रामीण कौशल्य योजना (डीडीयू-जीकेवाई), ग्रामीण स्वरोजगार और प्रशिक्षण संस्थान (आरएसईटीआई), दीनदयाल अंत्योदय योजना-राष्ट्रीय शहरी आजीविका मिशन (डीएवाई-एनयूएलएम), प्रधान मंत्री मुद्रा योजना (पीएमएमवाई), राष्ट्रीय हस्तशिल्प विकास कार्यक्रम आदि कार्यावित कर रहे हैं, जो पूंजीगत व्यय में वृद्धि के साथ-साथ रोजगार सृजन को बढ़ावा देना चाहते हैं। भारत सरकार द्वारा कार्यान्वित की जा रही विभिन्न रोजगार सृजन योजनाओं/कार्यक्रमों का विवरण https://dge.gov.in/dge/schemes_programmes पर देखा जा सकता है।

भारत सरकार के कौशल भारत मिशन (एसआईएम) के तहत, कौशल विकास और उद्यमिता मंत्रालय (एमएसडीई) कौशल विकास केंद्रों/संस्थानों आदि के व्यापक नेटवर्क के माध्यम से पूर्वोत्तर राज्यों सहित पूरे देश में विभिन्न योजनाओं जैसे प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस), राष्ट्रीय शिक्षुता संवर्धन योजना (एनएपीएस) और औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) के माध्यम से शिल्पकार प्रशिक्षण योजना (सीटीएस) आदि के तहत कौशल, पुनः कौशल और कौशल संवर्धन प्रशिक्षण प्रदान करता है। एसआईएम का उद्देश्य भारत के युवाओं को उद्योग से संबंधित कौशल प्रदान करके भविष्य के लिए तैयार करने में सक्षम बनाना है।

इसके अलावा, भारत सरकार का श्रम और रोजगार मंत्रालय राष्ट्रीय करियर सेवा (एनसीएस) पोर्टल चला रहा है, जो निजी और सरकारी क्षेत्रों की नौकरियों, ऑनलाइन और ऑफलाइन रोजगार मेलों की जानकारी, नौकरी खोज और मिलान, करियर परामर्श, व्यावसायिक मार्गदर्शन, कौशल विकास पाठ्यक्रमों की जानकारी, कौशल/प्रशिक्षण कार्यक्रम आदि सहित करियर से संबंधित सेवाएं एक डिजिटल प्लेटफॉर्म [www.ncs.gov.in] के माध्यम से प्रदान करने के लिए वन-स्टॉप समाधान है। दिनांक 28.02.2025 तक, एनसीएस पोर्टल पर 4.7 करोड़ से अधिक रिक्तियां जुटाई गई हैं।

सरकार ने बाल एवं किशोर श्रम (प्रतिषेध एवं विनियमन) अधिनियम, 1986 अधिनियमित किया है। यह अधिनियम 14 वर्ष से कम आयु के बच्चों के कार्य अथवा नियोजन के किसी भी प्रकार के व्यवसाय और प्रक्रियाओं में पूर्ण प्रतिषेध की व्यवस्था करता है। यह अधिनियम 14 से 18 वर्ष के आयु वर्ग के किशोरों के जोखिमकारी व्यवसायों और प्रक्रियाओं में कार्य अथवा नियोजन का भी प्रतिषेध करता है।

NLMC Supporting CPSEs

2644. SHRI BASAVARAJ BOMMAI:

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

- (a) whether the National Land Monetisation Corporation (NLMC) is acting as an advisory body and support other Government entities and CPSEs;
- (b) if so, the details thereof; and
- (c) the details of progress achieved so far by NLMC?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

NLMC has informed that:

(a) to (c): National Land Monetization Corporation(NLMC), as a 100% GoI owned company, has been incorporated on 03.06.2022 under administrative control of Department of Public Enterprise, Ministry of Finance to carry out the monetization of non-core assets of CPSEs as well as other Government agencies.

Accordingly, NLMC is providing advisory services by entering into MoU with ITI Limited, Bharat Sanchar Nigam Limited(BSNL), Mahanagar Telephone Nigam Limited(MTNL) and Rastriya Ispat Nigam Limited(RINL) for monetization of their non-core surplus land and building assets having market value of more than Rs. 100 Crores.

So far, NLMC has provided advisory service and successfully led to completion of the phase-1 E-auction of RINL property at Vishakhapatnam with a cumulative transaction value amounting to Rs. 242.88 Crores and BSNL land parcel at Vibhuti Khand , Lucknow with a cumulative transaction value amounting to Rs. 226 Crores.

NAVODAYA VIDYALAYAS SCHEMES IN WEST BENGAL**2645. SHRI RAJU BISTA:**

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

- (a) the details of the projects sanctioned under the Navodaya Vidyalayas Scheme (NVS) and the funds allocated, sanctioned, disbursed and utilized for the aforementioned projects in the districts of Darjeeling, Kalimpong and North Dinajpur in West Bengal;
- (b) the details of the timeline fixed by the Government for the completion of the aforementioned projects under the NVS;
- (c) the details of the capacity-building programs which have been conducted for teachers and principals in Jawahar Navodaya Vidyalayas align with the National Education Policy (NEP) 2020 goals; and
- (d) whether the Government has data on the number of beneficiaries and employment generation under the aforementioned schemes, if so, the details thereof, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

- (a) and (b): The Navodaya Vidyalaya Scheme envisages opening of one Jawahar Navodaya Vidyalaya in each district of the country. Opening of new Navodaya Vidyalayas (JNVs) is a continuous process which depends on the willingness of the concerned State Government/UT administration to make available requisite

suitable land, free of cost, for construction of the permanent building and making available required temporary building, free of rent, to run the Vidyalaya till the permanent building is constructed. Sanction and opening of new NVs depend on approval by the competent authority as per extant procedures.

Darjeeling and North Dinapur districts of West Bengal have already been covered under the scheme. Newly carved out Kalimpong district of West Bengal does not have a Navodaya Vidyalaya. However, the candidates from the newly bifurcated district in which Navodaya Vidyalaya is not sanctioned are permitted to appear for admission to the Navodaya Vidyalaya which is located in the unified undivided old district.

As per the information received from Navodaya Vidyalaya Samiti (NVS), the details of the budget sanctioned, disbursed and utilized for the year 2024-25 in Navodaya Vidyalayas at Darjeeling and North Dinapur, are as under:

(Amount Rs. in Lacs)

S.No	Navodaya Vidyalaya	Funds allocated / sanctioned	Disbursed	Utilized (upto 31.01.2025)
1	Darjeeling	323.79	284.24	247.00
2	North Dinajpur	393.66	372.80	285.20

(c) and (d): A total 223 training sessions aligned with National Education Policy (NEP)-2020 and [National Curriculum Framework for School Education 2023](#) (NCF-

SE 2023) have been conducted in NVS, through which 17,628 teachers including Principals have been trained in the year 2024-25.

State-wise number of beneficiaries and employment generation under the Navodaya Vidyalaya Scheme, are given in the enclosed **Statement**.

STATEMENT

State-wise number of beneficiaries and employment generation under the Navodaya Vidyalaya Scheme

S. No.	State / UT	No. of Beneficiaries (Students strength as on 31.12.2024)	Total Employment Generation (Post sanctioned as on 31.12.2024)	
			Teaching	Non-Teaching
1	Andaman and Nicobar Islands	864	67	49
2	Andhra Pradesh	6594	394	251
3	Arunachal Pradesh	5432	393	266
4	Assam	12762	756	457
5	Bihar	17233	1017	646
6	Chandigarh	581	30	17
7	Chhattisgarh	12206	710	453
8	Dadra and Nagar Haveli and Daman and Diu	1270	79	50

9	Delhi	749	57	34
10	Goa	765	56	33
11	Gujarat	14654	853	551
12	Haryana	10586	595	350
13	Himachal Pradesh	5790	325	200
14	Jammu and Kashmir	6782	457	328
15	Jharkhand	12100	673	422
16	Karnataka	13845	794	515
17	Kerala	7013	392	230
18	Ladakh	834	50	34
19	Lakshadweep	192	22	17
20	Madhya Pradesh	26838	1485	888
21	Maharashtra	15443	889	565
22	Manipur	5131	299	175
23	Meghalaya	4351	273	188
24	Mizoram	1582	178	125
25	Nagaland	2368	234	173
26	Odisha	15952	849	508
27	Puducherry	1674	107	67
28	Punjab	10784	639	379
29	Rajasthan	17777	980	589
30	Sikkim	1169	108	66

31	Telangana	4090	240	153
32	Tripura	3060	198	129
33	Uttar Pradesh	35266	2048	1248
34	Uttarakhand	6160	358	214
35	West Bengal	7258	422	279
Total		289155	17027	10649

Functions of Chief Adviser (Cost) in Department of Expenditure

2646. SHRI PARSHOTTAMBHAI RUPALA:

Will the **MINISTER OF FINANCE** be pleased to state:

(a) The details of functions of the Chief Adviser (Cost) in the Department of Expenditure; and

(b) Whether the Chief Advisor (Cost) has reviewed and made recommendations in respect of the reinstatement of the minimum fixed cost provisions under the Modified NPS-III to the Department of Fertilizers?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) The O/o Chief Adviser (Cost) is an attached office of Department of Expenditure, Ministry of Finance. This office advises the Ministries/ Departments and its bodies on costing matters. The office is manned by the cadre of Indian Cost

Accounts Service (ICoAS) consisting of professionally qualified Cost Accountants/Chartered Accountants, recruited through UPSC.

(b) No such recommendations have been made.

उत्तर प्रदेश में स्कूली छात्रों द्वारा बीच में शिक्षा छोड़ने की दर

2647. श्री देवेश शाक्य:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को उत्तर प्रदेश में स्कूली छात्रों द्वारा बीच में शिक्षा छोड़ने की उच्च दर के बारे में जानकारी है और यदि हां, तो सरकार द्वारा इस मुद्दे के समाधान हेतु क्या कदम उठाए गए हैं;

(ख) क्या सरकार ने उत्तर प्रदेश में बीच में शिक्षा छोड़ने की उच्च दर के पीछे के कारणों को समझने के लिए कोई अध्ययन किया है और यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके निष्कर्षों के आधार पर सरकार द्वारा क्या अनुवर्ती कार्रवाई की गई है; और

(ग) उत्तर प्रदेश में लिंग, ग्रामीण-शहरी विभाजन, शैक्षिक स्तर के आधार पर वर्गीकृत विद्यालय छोड़ने की दरों का जिला-वार ब्यौरा क्या है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) और (ख): स्कूल शिक्षा और साक्षरता विभाग स्कूल शिक्षा हेतु एक एकीकृत केन्द्र प्रायोजित योजना-समग्र शिक्षा का कार्यान्वयन कर रहा है। इस योजना में स्कूल शिक्षा को समग्र रूप से देखा गया है, जिसमें प्री-प्राइमरी से लेकर कक्षा 12 तक की विभाजन रहित परिकल्पना की गई है और यह शिक्षा के लिए सतत विकास लक्ष्य (एसडीजी-4) के अनुरूप है। यह योजना आरटीई अधिनियम के कार्यान्वयन में सहायता प्रदान करती है।

यह योजना राष्ट्रीय शिक्षा नीति (एनईपी) 2020 की सिफारिशों के अनुरूप बनाई गई है और इसका उद्देश्य यह सुनिश्चित करना है कि सभी बच्चों को एक समान और समावेशी कक्षा वातावरण के साथ गुणवत्तापूर्ण शिक्षा मिले, जिसमें उनकी विविध पृष्ठभूमि, बहुभाषी आवश्यकताओं, विभिन्न शैक्षणिक क्षमताओं का ध्यान रखा जाए और उन्हें अधिगम प्रक्रिया में सक्रिय भागीदार बनाया जाए। शिक्षा संविधान की समवर्ती सूची में है और अधिकांश स्कूल संबंधित राज्य और संघ राज्य क्षेत्र सरकारों के अधिकार क्षेत्र में हैं।

समग्र शिक्षा का एक मुख्य उद्देश्य ड्रॉपआउट दर और स्कूल न जाने वाले बच्चों (ओओएससी) की संख्या को कम करना है। इस योजना में वरिष्ठ माध्यमिक स्तर तक नए स्कूल खोलने और उन्हें सुदृढ़ करने; स्कूल भवनों और अतिरिक्त कक्षाओं का निर्माण; शौचालयों का निर्माण; विद्यार्थियों के लिए स्वच्छता और पेयजल सुविधाएं, कस्तूरबा गांधी बालिका विद्यालयों की स्थापना, स्तरोन्नयन और संचालन; नेताजी सुभाष चंद्र बोस आवासीय विद्यालयों की स्थापना; निःशुल्क यूनिफॉर्म, निःशुल्क पाठ्य पुस्तकें, परिवहन भत्ता तथा नामांकन और प्रतिधारण अभियान चलाने के प्रावधान शामिल हैं।

इसके अतिरिक्त, स्कूल न जाने वाले बच्चों के आयु-अनुरूप प्रवेश तथा आवासीय एवं गैर-आवासीय बड़े बच्चों के प्रशिक्षण के लिए विशेष प्रशिक्षण के माध्यम से सहायता प्रदान की जाती है। स्कूल न जाने वाले बच्चों को औपचारिक स्कूल शिक्षा के ढांचे में लाने के लिए मौसम अनुरूप छात्रावासों या आवासीय शिविरों, कार्यस्थलों पर विशेष प्रशिक्षण केन्द्रों, परिवहन/मार्गरक्षण सुविधा का प्रावधान भी उपलब्ध है।

इसके अतिरिक्त, इस योजना के विशेष आवश्यकता वाले बच्चों के लिए छात्र-उन्मुख घटक के अंतर्गत, विशेष आवश्यकता वाले बच्चों की पहचान और मूल्यांकन, सामग्री एवं उपकरण, ब्रेल किट और पुस्तकें, उपयुक्त शिक्षण सामग्री और दिव्यांग छात्राओं को वजीफा आदि प्रदान के लिए वित्तीय सहायता प्रदान की जाती है।

स्कूल न जाने वाले 16 से 19 वर्ष की आयु के अनुसूचित जाति, अनुसूचित जनजाति, दिव्यांग बच्चों को एनआईओएस/एसआईओएस के माध्यम से माध्यमिक/उच्चतर माध्यमिक स्तर की शिक्षा को पूरा करने के लिए प्रति कक्षा प्रति बच्चा 2000 रुपये तक की सहायता प्रदान की जाती है।

विद्या समीक्षा केंद्र (वीएसके) की एक प्रमुख विशेषता ड्रॉप आउट छात्रों पर नज़र रखना, एक स्कूल से दूसरे स्कूल में जाने वाले छात्रों की निगरानी, अधिगम परिणामों की प्रगति और विभिन्न क्रियाकलापों की वास्तविक समय पर निगरानी करना है, जिसका उद्देश्य पहुंच में सुधार, छात्रों के शैक्षणिक प्रदर्शन और स्कूलों में शिक्षकों की जवाबदेही को बढ़ाना है। वीएसके की समग्र संरचना अन्य बातों के साथ-साथ छात्रों की उपस्थिति, छात्रों के मूल्यांकन, स्कूलों के प्रत्यायन, छात्रों के लिए अनुकूलक अधिगम, विभिन्न प्रबंध प्रकारों के तहत स्कूलों के प्रशासन की निगरानी में सहायता प्रदान करती है। वीएसके बेहतर कार्यान्वयन और परिणामों के लिए योजना के डेटा विश्लेषण में मदद करता है।

इस विभाग ने प्रत्येक राज्य/संघ राज्य क्षेत्र द्वारा चिन्हित स्कूल न जाने वाले बच्चों (ओओएससी) के आंकड़ों को संकलित करने तथा प्रबंध पोर्टल पर विशेष प्रशिक्षण केन्द्रों (एसटीसी) के साथ उनको जोड़ने के लिए एक ऑनलाइन मॉड्यूल भी विकसित किया है। इसके अतिरिक्त, आरटीई अधिनियम, 2009 के प्रावधान के तहत विशेष प्रशिक्षण केंद्रों (एसटीसी) में अध्ययनरत स्कूल न जाने वाले बच्चों के अधिगम अंतराल को कम करने के लिए राष्ट्रीय शैक्षिक अनुसंधान और प्रशिक्षण परिषद (एनसीईआरटी) द्वारा ब्रिज कोर्स मॉड्यूल विकसित किए गए हैं।

प्रधानमंत्री पोषण योजना के अंतर्गत, सरकारी और सरकारी सहायता प्राप्त स्कूलों में बाल वाटिका और कक्षा 1 से 8 तक पढ़ने वाले विद्यार्थियों को सभी स्कूल कार्य दिवसों में एक बार पका हुआ गर्म भोजन परोसा जाता है।

इसी प्रकार, राष्ट्रीय साधन-सह-योग्यता छात्रवृत्ति योजना के तहत आर्थिक रूप से कमजोर वर्गों के मेधावी विद्यार्थियों को कक्षा आठ में पढ़ाई छोड़ने से रोकने तथा उन्हें माध्यमिक स्तर पर पढ़ाई जारी रखने के लिए प्रोत्साहित करने हेतु छात्रवृत्ति प्रदान की जाती है।

इसके अतिरिक्त, आरटीई अधिनियम की धारा 10 में कहा गया है कि प्रत्येक माता-पिता या संरक्षक का यह कर्तव्य होगा कि वह आसपास के विद्यालय में कोई प्रारंभिक शिक्षा के लिए अपने, यथास्थिति, बालक या प्रतिपाल्य का प्रवेश कराए या प्रवेश दिलाएँ।

जैसा कि उत्तर प्रदेश राज्य द्वारा बताया गया है कि स्कूल छोड़ने की दर को कम करने के लिए राज्य सरकार ने नामांकन, जागरूकता और सामुदायिक भागीदारी पर केंद्रित एक व्यापक दृष्टिकोण कार्यान्वित किया है। पूरे प्रदेश में बच्चों का शत-प्रतिशत नामांकन सुनिश्चित करने के लिए "स्कूल चलो अभियान" चलाया जा रहा है। विद्यार्थियों की उपस्थिति को और बेहतर बनाने के लिए, विद्यालय छोड़ने वालों की चिंताओं को दूर करने तथा उपस्थिति बढ़ाने के लिए अभिभावक-शिक्षक बैठकें नियमित रूप से आयोजित की जाती हैं। इसके अतिरिक्त, स्थानीय प्राधिकारियों और एसएमसी को जागरूक बनाने के लिए ब्लॉक स्तर पर अभिविन्यास कार्यक्रम आयोजित किए जाते हैं, जिससे बच्चों के नामांकन और सतत शिक्षा सुनिश्चित करने में अधिक जागरूकता और जिम्मेदारी को बढ़ावा मिलता है। इन पहलों का सामूहिक उद्देश्य शिक्षा प्रणाली को सुदृढ़ करना और स्कूल छोड़ने की दर को प्रभावी ढंग से कम करना है।

(ग): यूडाइज़+ 2023-24 के अनुसार, उत्तर प्रदेश के ग्रामीण और शहरी क्षेत्रों में लैंगिक-वार और शिक्षा के स्तर के अनुसार जिलावार ड्रॉपआउट दर का ब्यौरा संलग्न **विवरण** में दिया गया है।

विवरण

यूडाइज़+ 2023-24 के अनुसार, उत्तर प्रदेश के ग्रामीण और शहरी क्षेत्रों में लैंगिक-वार और शिक्षा के स्तर के अनुसार जिलावार ड्रॉपआउट दर निम्नानुसार है:

जिला	ग्रामीण / शहरी	प्राथमिक			उच्च प्राथमिक			माध्यमिक		
		बालक	बालिकाएँ	कुल	बालक	बालिकाएँ	कुल	बालक	बालिकाएँ	कुल
आगरा	ग्रामीण	0.0	0.3	0.0	0.0	1.3	0.0	3.1	1.9	2.6
आगरा	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	5.2	1.7	3.6
अलीगढ़	ग्रामीण	2.1	2.4	2.2	6.2	7.1	6.6	15.5	10.5	13.5
अलीगढ़	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	7.9	4.5	6.4
अंबेडकरनगर	ग्रामीण	6.0	4.6	5.3	7.7	6.4	7.1	12.5	7.9	10.2
अंबेडकरनगर	शहरी	0.6	0.4	0.5	0.1	0.8	0.4	0.0	2.1	0.0
अमेठी - सीएसएम	ग्रामीण	5.5	4.9	5.2	7.9	8.1	8.0	13.2	8.9	11.1
अमेठी - सीएसएम	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
औरैया	ग्रामीण	5.5	4.6	5.0	6.0	7.3	6.6	10.2	9.7	10.0
औरैया	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.6	1.3
आजमगढ़	ग्रामीण	9.6	9.1	9.4	12.2	13.1	12.7	15.1	13.1	14.2
आजमगढ़	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
बागपत	ग्रामीण	0.0	0.0	0.0	0.0	0.0	0.0	6.9	4.9	6.1
बागपत	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	4.2	3.9	4.1
बहराईच	ग्रामीण	8.0	7.3	7.7	20.1	20.4	20.3	18.3	16.1	17.3
बहराईच	शहरी	2.1	3.1	2.6	9.6	8.8	9.2	5.2	5.3	5.2
बलिया	ग्रामीण	11.4	11.1	11.2	6.3	8.1	7.2	16.5	12.5	14.8
बलिया	शहरी	2.7	4.7	3.6	0.0	1.7	0.0	9.1	3.5	6.7
बलरामपुर (यपी)	ग्रामीण	11.2	10.9	11.1	19.5	18.4	19.0	18.2	12.1	15.5
बलरामपुर (यपी)	शहरी	3.7	4.0	3.8	0.0	0.0	0.0	4.8	0.0	2.2
बाँदा	ग्रामीण	0.7	0.4	0.6	14.6	14.8	14.7	23.4	16.5	20.3
बाँदा	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
बाराबंकी	ग्रामीण	10.2	8.8	9.5	17.7	16.9	17.3	21.1	17.0	19.1
बाराबंकी	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	10.8	5.6	8.2
बरेली	ग्रामीण	5.9	6.3	6.1	6.3	10.9	8.5	7.0	6.8	6.9
बरेली	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	7.5	6.0	6.8
बस्ती	ग्रामीण	4.2	3.7	4.0	8.8	8.3	8.5	15.4	10.9	13.2
बस्ती	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
भदोई	ग्रामीण	3.7	3.9	3.8	4.2	4.5	4.3	9.0	6.0	7.6
भदोई	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	21.7	11.6	16.9
बिजनौर	ग्रामीण	0.2	0.0	0.0	5.6	6.4	6.0	13.4	9.8	11.7
बिजनौर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	10.8	7.4	9.1
शाहजहांपुर	ग्रामीण	5.6	6.4	6.0	10.5	16.1	13.1	10.7	7.3	9.5
शाहजहांपुर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	11.0	7.9	9.7
बुलन्दशहर	ग्रामीण	0.0	0.0	0.0	0.0	1.0	0.0	0.6	0.0	0.0
बुलन्दशहर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
चंदौली	ग्रामीण	3.8	3.0	3.4	7.0	6.7	6.9	11.0	9.0	10.0
चंदौली	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	10.2	2.8	6.8
चित्रकूट	ग्रामीण	4.6	3.7	4.2	18.3	16.3	17.3	18.1	11.5	14.9
चित्रकूट	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
देवरिया	ग्रामीण	5.1	4.6	4.8	3.4	5.5	4.5	16.9	13.6	15.3
देवरिया	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
एटा	ग्रामीण	3.8	4.5	4.1	1.0	5.7	3.3	13.8	12.9	13.4
एटा	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	3.4	2.1	2.9
इटावा	ग्रामीण	4.3	4.0	4.1	9.2	10.3	9.7	14.5	9.7	12.4
इटावा	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
फैजाबाद	ग्रामीण	6.1	5.0	5.6	5.3	5.2	5.2	8.2	4.8	6.5
फैजाबाद	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	2.5	1.0	1.9
फर्रुखाबाद	ग्रामीण	4.3	5.1	4.7	6.3	11.7	9.0	12.2	13.1	12.6
फर्रुखाबाद	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
फतेहपुर	ग्रामीण	7.1	5.5	6.4	13.1	11.8	12.5	15.6	11.8	13.7
फतेहपुर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	7.9	7.2	7.6
फिरोजाबाद	ग्रामीण	1.3	2.4	1.8	0.6	3.3	1.9	13.6	8.4	11.3
फिरोजाबाद	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
गौतमबुद्धनगर	ग्रामीण	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
गौतमबुद्धनगर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
गाजियाबाद	ग्रामीण	0.0	0.0	0.0	0.0	0.4	0.0	8.7	5.7	7.4
गाजियाबाद	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
गाजीपुर	ग्रामीण	5.0	4.6	4.8	5.7	5.6	5.6	19.5	13.5	16.7

जिला	ग्रामीण / शहरी	प्राथमिक			उच्च प्राथमिक			माध्यमिक		
		बालक	बालिकाएँ	कुल	बालक	बालिकाएँ	कुल	बालक	बालिकाएँ	कुल
गाजीपुर	शहरी	10.0	2.4	6.8	0.0	0.0	0.0	6.6	5.3	6.1
गोडा	ग्रामीण	8.3	7.2	7.8	9.4	10.0	9.7	12.0	9.2	10.7
गोडा	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
गोरखपुर	ग्रामीण	2.3	3.0	2.6	0.0	0.0	0.0	6.8	5.3	6.1
गोरखपुर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
हमीरपुर (उ.प्र.)	ग्रामीण	5.3	3.3	4.3	15.8	15.4	15.6	18.1	12.7	15.5
हमीरपुर (उ.प्र.)	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
हापड़ (पंचशील)	ग्रामीण	0.0	0.0	0.0	0.0	0.0	0.0	4.9	1.6	3.4
हापड़ (पंचशील)	शहरी	0.0	0.0	0.0	0.0	2.0	0.0	9.5	6.0	7.9
हरदोई	ग्रामीण	11.4	10.5	11.0	15.7	17.9	16.7	15.6	13.1	14.6
हरदोई	शहरी	5.6	6.4	5.9	4.0	5.9	4.9	4.4	1.4	3.1
हाथरस	ग्रामीण	0.1	0.6	0.4	3.2	6.0	4.5	15.2	10.1	13.1
हाथरस	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	3.7	2.5	3.2
जालौन	ग्रामीण	8.1	7.8	8.0	16.1	17.2	16.7	10.7	8.7	9.7
जालौन	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	7.7	6.0	6.9
जौनपुर	ग्रामीण	2.3	1.7	2.0	5.8	5.5	5.7	10.2	7.1	8.7
जौनपुर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
झांसी	ग्रामीण	4.3	3.1	3.7	12.0	13.6	12.8	15.6	9.5	13.0
झांसी	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
ज्योतिबा फुले	ग्रामीण	0.0	1.4	0.2	3.8	7.3	5.5	7.6	6.5	7.1
ज्योतिबा फुले	शहरी	0.4	0.4	0.4	0.0	2.8	1.2	7.5	7.9	7.7
कन्नौज	ग्रामीण	3.9	4.2	4.1	2.9	4.9	3.9	17.1	15.9	16.5
कन्नौज	शहरी	0.0	0.0	0.0	0.0	0.2	0.0	8.1	12.0	9.7
कानपुर देहात	ग्रामीण	1.1	1.5	1.3	1.3	2.2	1.8	14.8	11.1	13.1
कानपुर देहात	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.2	3.1	1.5
कानपुर नगर	ग्रामीण	4.4	4.5	4.5	7.1	8.5	7.8	9.2	7.5	8.4
कानपुर नगर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
काशीराम नगर	ग्रामीण	9.4	8.9	9.1	4.6	9.1	6.8	13.2	9.1	11.5
काशीराम नगर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
कौशांबी	ग्रामीण	10.7	9.1	9.9	16.6	16.5	16.6	18.3	14.9	16.7
खेरी	ग्रामीण	1.0	1.9	1.5	9.1	12.3	10.6	12.1	9.5	10.9
खेरी	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
कशीनगर	ग्रामीण	9.7	9.1	9.4	2.0	4.3	3.1	16.0	13.2	14.6
कशीनगर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ललितपुर	ग्रामीण	2.9	1.3	2.1	15.2	16.9	16.0	18.2	15.2	17.0
ललितपुर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	2.7
लखनऊ	ग्रामीण	0.0	0.0	0.0	1.0	2.8	1.9	9.2	7.0	8.1
लखनऊ	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.2
महाराजगंज	ग्रामीण	7.5	6.5	7.0	7.1	7.4	7.3	17.3	14.7	16.1
महाराजगंज	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.0	1.1
महोबा	ग्रामीण	3.2	2.4	2.8	12.3	12.0	12.2	20.7	19.8	20.2
महोबा	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	3.8	2.5	3.2
मैनपुरी	ग्रामीण	3.9	5.3	4.6	5.2	7.3	6.2	16.2	12.4	14.6
मैनपुरी	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	5.4	2.3	4.0
मथरा	ग्रामीण	0.0	0.0	0.0	0.0	0.0	0.0	7.3	4.7	6.3
मथरा	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	3.2	2.3	2.8
मऊ	ग्रामीण	1.7	1.3	1.5	0.0	0.2	0.0	14.5	7.8	11.4
मऊ	शहरी	0.0	0.0	0.0	1.3	1.6	1.5	18.0	11.3	14.7
मेरठ	ग्रामीण	0.0	0.0	0.0	0.7	1.8	1.2	8.5	6.1	7.4
मेरठ	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
मिर्जापुर	ग्रामीण	5.7	4.8	5.2	10.7	9.0	9.9	14.3	8.9	11.6
मिर्जापुर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	4.6	2.7	3.8
मरादाबाद	ग्रामीण	9.1	8.7	8.9	15.3	17.7	16.5	14.5	16.5	15.5
मरादाबाद	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	8.4	6.4	7.4
मुजफ्फरनगर	ग्रामीण	0.0	0.0	0.0	4.1	5.6	4.8	11.2	7.3	9.5
मुजफ्फरनगर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	5.6	3.0	4.4
पौलीभीत	ग्रामीण	7.2	6.3	6.8	15.2	17.2	16.2	14.2	11.1	12.9
पौलीभीत	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	4.5	3.9	4.3
प्रतापगढ़	ग्रामीण	4.7	4.8	4.7	7.6	8.5	8.0	9.4	9.2	9.3

जिला	ग्रामीण / शहरी	प्राथमिक			उच्च प्राथमिक			माध्यमिक		
		बालक	बालिकाएँ	कुल	बालक	बालिकाएँ	कुल	बालक	बालिकाएँ	कुल
प्रतापगढ़	शहरी	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
प्रयागराज	ग्रामीण	0.8	0.5	0.7	2.4	2.6	2.5	13.0	10.4	11.8
प्रयागराज	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
रायबरेली	ग्रामीण	2.0	1.5	1.7	6.8	6.4	6.6	8.7	6.5	7.6
रायबरेली	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
रामपर	ग्रामीण	6.9	6.1	6.5	8.6	9.8	9.2	8.8	5.6	7.3
रामपर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	8.0	8.8	8.4
सहारनपुर	ग्रामीण	3.9	3.3	3.6	6.1	8.0	7.1	9.1	6.4	7.8
सहारनपुर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	7.0	3.0	4.9
संभल (भीम नगर)	ग्रामीण	3.0	5.1	4.0	0.0	8.0	3.6	0.0	0.0	0.0
संभल (भीम नगर)	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	4.5	4.4	4.5
संतकबीरनगर	ग्रामीण	10.6	9.8	10.2	7.4	6.7	7.0	14.9	11.5	13.2
संतकबीरनगर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	6.2	2.4	4.5
शाहजहांपुर	ग्रामीण	7.3	6.1	6.7	15.3	17.5	16.3	16.3	15.3	15.9
शाहजहांपुर	शहरी	0.0	0.2	0.0	0.0	0.0	0.0	10.1	7.1	8.8
शामली	ग्रामीण	0.8	2.1	1.4	5.8	5.5	5.6	7.8	2.0	5.1
शामली (प्रबुद्ध)	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	8.5	3.2	6.4
श्रावस्ती	ग्रामीण	2.9	3.9	3.4	10.8	13.5	12.0	14.3	13.3	13.9
श्रावस्ती	शहरी	2.4	0.0	1.3	14.1	14.4	14.2	3.7	0.0	1.5
सिद्धार्थनगर	ग्रामीण	13.1	11.1	12.1	14.6	13.8	14.2	21.2	16.4	19.0
सिद्धार्थनगर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
सीतापुर	ग्रामीण	9.2	8.5	8.9	17.7	18.2	18.0	13.0	12.7	12.9
सीतापुर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	2.1
सोनभद्र	ग्रामीण	4.0	3.9	4.0	12.8	12.1	12.4	15.6	11.0	13.3
सोनभद्र	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
सुल्तानपुर	ग्रामीण	0.2	0.1	0.2	6.2	6.7	6.4	8.8	5.2	7.0
सुल्तानपुर	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.8
उन्नाव	ग्रामीण	3.4	3.2	3.3	6.1	7.3	6.7	14.6	10.0	12.4
उन्नाव	शहरी	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
वाराणसी	ग्रामीण	4.4	3.9	4.2	1.9	3.2	2.5	8.6	6.2	7.5
वाराणसी	शहरी	0.0	0.0	0.0	1.8	0.0	0.7	4.9	2.5	3.7
उत्तर प्रदेश		1.7	1.7	1.7	3.1	4.8	3.9	9.8	7.3	8.7

स्रोत: यूडाइज+ 2023-24.

FOREIGN TOURISTS ARRIVALS

2648. SHRI SASIKANTH SENTHIL:

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

- (a) whether the Government is aware that India recorded 4.78 million Foreign Tourist Arrivals (FTAs) in the first half of 2024, which is approximately 90% of the figure for the same period in 2019, if so, the details thereof;

- (b) the details of the factors that have contributed to the slower recovery of foreign tourist arrivals in the Country along with the details of steps being taken by the Government to address this and bridge the gap;
- (c) whether the Government is implementing measures to enhance India's competitiveness as a global tourism destination, particularly in terms of infrastructure, affordability, and regulation, if so, the details thereof;
- (d) whether certain countries have issued travel advisories for India due to environmental concerns, particularly air pollution, if so, the details thereof; and
- (e) the details of the steps being taken by the Government to address these challenges and mitigate their impact on India's tourism sector?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) to (e): Foreign Tourist Arrivals (FTAs) in India recorded 4.78 million in the first half of 2024 compared to 5.30 million in 2019.

Further, as per Data from Bureau of Immigration and UNWTO Barometer, May 2024, FTAs in 2023 have recovered to 87.1% of the pre-pandemic levels closely aligning with the global recovery rate of 88.8% and surpassing the Asia-Pacific region's recovery rate of 65.4%.

Ministry of Tourism has taken several measures/initiatives to enhance India's competitiveness as a global tourism destination and attract more foreign tourists in the country as under:

- The Ministry of Tourism under the schemes of 'Swadesh Darshan', 'National Mission on Pilgrimage Rejuvenation and Spiritual Heritage Augmentation Drive (PRASHAD)' and 'Assistance to Central Agencies for Tourism Infrastructure Development' provides financial assistance to State Governments/Union Territory Administrations/ Central Agencies for the development of tourism related infrastructure and facilities at various tourism destinations in the country.
- Ministry of Tourism through its various campaigns and events promotes various tourism destinations and products of India in domestic and international markets. Some of the initiatives are Dekho Apna Desh campaign, Chalo India campaign, International Tourism Mart, Bharat Parv.
- Incredible India Content Hub was launched and available in public domain. Promotions are also carried out through the website – www.incredibleindia.org and social media handles of the Ministry.
- Thematic tourism like wellness tourism, culinary tourism, rural, eco-tourism, etc. amongst other niche subjects are promoted so as to expand the scope of tourism into other sectors as well.

- For improving air connectivity to important tourist destinations, Ministry of Tourism has collaborated with Ministry of Civil Aviation under their RCS-UDAN Scheme. As on date, 53 tourism routes have been operationalized.
- e-Visa scheme is now available to 167 countries and it is available for 9 sub-categories:
 - i. e-Tourist Visa
 - ii. e-Business Visa
 - iii. e-Medical Visa
 - iv. e-Conference Visa
 - v. e-Medical Attendant Visa
 - vi. e-Ayush Visa
 - vii. e-Ayush Attendant Visa
 - viii. e- Student Visa
 - ix. e-Student X Visa

INDIA'S RATING IN FATF

2649. DR. K. SUDHAKAR:

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

- (a) the details of the country's rating in the last FATF review and the number of countries are sharing the same ranking;
- (b) the manner in which the country continuously engaged with FATF;
- (c) whether Financial Intelligence Unit (FIU) improved its dissemination abilities of STR's;
- (d) if so, the details thereof;
- (e) whether any details of FDI inflows in the country, if so, the details thereof;
- (f) whether there is any plans for privatisation or stake sale of banks or insurance companies, if so, the details thereof; and
- (g) the steps taken by the Government to regulate lending by micro finance companies and Non-Banking Financial Companies, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): Out of 40 recommendations, India received Compliant or Largely Compliant rating in 37 recommendations. It received partially compliant rating in 3 recommendations. None of the recommendations was rated as non-compliant. Consequently, India was placed in 'regular follow up', which is the best possible rating by any country being assessed under FATF methodology. There are only three other G20 countries in FATF which have received this rating. This reflects India's strong position in AML/CFT regime among the leading global economies. A detailed note on this is given in the enclosed **Statement-I**.

(b): India continuously engaged with FATF in the course of the Mutual Evaluation process. Over a two-year period, the Department of Revenue spearheaded India's engagement with FATF during the mutual evaluation. This success was driven by the exceptional efforts and invaluable contribution of a diverse, multi-disciplinary team comprising representatives from various ministries, the National Security Council Secretariat (NSCS), state authorities, the judiciary, financial sector regulators, self-regulatory organisations, financial institutions, and other businesses.

Even after the Mutual Evaluation, India remains committed to robust and risk-based AML/CFT controls and continuously engages with FATF. India is a member of the Steering Group. Other ways in which India continuously engages with FATF are detailed in the enclosed **Statement-II**.

(c): Yes.

(d): With FINnet 2.0, the upgraded IT system of becoming functional, the dissemination of cases based on STRs received from the Reporting Entities (Res) has increased significantly. FINnet 2.0 utilizes advanced analytics and provides end-to-end solution to all the information technology needs of FIU-India. FINnet 2.0 has gone live and its impact is evident from the data of the STRs disseminated in last 3 years :-

2022-23	2023-24	2024-25 (till Feb 2025)
80,546	1,14,199	4,36,287

FIU-IND also disseminates STRs in the form of Operational Analysis (OA) and Priority STRs, the details of which are as follows:

Year	No. of OA's shared	No. of Priority STRS shared
2021-22	62	1613
2022-23	202	2682
2023-24	139	2750

40% of Priority STRs shared have been found to be useful by the Law Enforcement Agencies (LEAs). As a result of intelligence shared by FIU-IND, the following has been achieved:-

- a) Assets attached worth of Rs 983.40 crores and Criminal proceeds identified for Rs 2763.30 crores.
 - b) Undisclosed income detected for Rs 10,998 crores.
 - c) Seizure of 461 kgs Narcotics/Psychotropic substances.
 - d) Regulatory action by FIU on REs: 211 compliance orders with Rs 39.14 crores penalty levied.
 - e) 184 arrests made in ML/TF and other predicate offences.
- (e) India has received FDI inflows of USD 62,483 Million in FY 2024-25 till December 2024. For details of FDI inflows from FY 2000-01 to FY 2024-25, please refer to the enclosed **Statement-III**.

(f) At present, IDBI Bank Ltd. ("IDBI Bank") is undergoing strategic disinvestment, wherein, Government of India (GoI) and LIC are respectively divesting 30.48% and 30.24% of equity, aggregating to 60.72% of the equity share capital of IDBI Bank, along with transfer of management control in the Bank.

In other Public Sector Banks and Insurance Companies which are listed, disinvestment through Minority Stake Sale is carried out through various SEBI-approved methods from time to time based on prevailing market conditions and investor interest subject to the condition that GoI retains 52% shareholding post disinvestment.

(g) The Reserve Bank of India (RBI), on March 14, 2022, has put in place a comprehensive regulatory framework for microfinance loans with the objective of addressing the concerns of over-indebtedness of low-income households, enabling the competitive forces to bring down the interest rates on microfinance loans, strengthening the customer protection measures and introducing activity-based regulation in the microfinance sector. The instructions include, among other things, a common definition of microfinance loans for all REs of RBI, cap on outflow due to repayment of loan obligations of a household as a percentage of the household income, no pre-payment penalty and no requirement of collateral for microfinance loans, etc.

RBI follows graded regulatory and supervisory structure to effectively regulate the NBFC sector. The Base Layer NBFCs are those which have lower perceived risk in view of lower asset size and interconnectedness. They are considered to be having lowest level of risk and hence are subject to light-touch regulations. NBFCs

in Middle Layer are considered to be systemically significant and hence are subject to enhanced prudential regulations and detailed prudential, conduct and governance regulations viz., capital adequacy, exposure limits, corporate governance norms, etc. NBFCs in Upper Layer are subject to stringent bank-like regulations in terms of capital, large exposure framework, governance, disclosures and transparency, listing, etc. The supervisory efforts are also proportionately focused on larger NBFCs in Upper Layer and Middle Layer.

The regulatory prescriptions for NBFCs can be broadly classified into two categories viz., prudential regulations and business conduct regulations. As a macro-prudential regulator, RBI prescribes certain prudential regulations for NBFCs, which are listed in the enclosed **Statement-IV**.

STATEMENT-I

India's rating in FATF

India's Mutual evaluation was conducted by FATF in 2024, assessing the country's compliance with FATF's 40 Recommendations and the effectiveness of its anti-money laundering and counter-terrorist financing (AML/CFT) framework across 11 Immediate Outcomes (IOs). India secured the best possible outcome by being placed under **Regular Follow-up**, indicating a strong and robust AML/CFT framework.

1. India's Ratings in Immediate Outcomes (IOs)

The effectiveness of India's AML/CFT framework was assessed based on 11 Immediate Outcomes, categorized as **High/Substantial Effectiveness (HE/SE)**, **Moderate Effectiveness (ME)**, or **Low Effectiveness (LE)**. India has been rated as Substantially Effective in **6**, Moderately Effective in **5** out of 11 measures of Effectiveness. It is to be noted that India has **Zero** Low Effectiveness ratings. India's ratings are as follows:

Immediate Outcome	Rating
IO.1 - Risk, policy, and coordination	SE
IO.2 - International cooperation	SE
IO.3 - Supervision	ME
IO.4 - Preventive measures	ME
IO.5 - Legal persons and arrangements	SE
IO.6 - Financial intelligence	SE
IO.7 - ML investigation and prosecution	ME
IO.8 - Confiscation	SE
IO.9 - TF investigation and prosecution	ME
IO.10 - TF preventive measures and financial sanctions	ME
IO.11 - PF financial sanctions	SE

2. India's Ratings in the 40 FATF Recommendations

FATF evaluates technical compliance with 40 Recommendations, rated as **Compliant (C)**, **Largely Compliant (LC)**, **Partially Compliant (PC)**, or **Non-Compliant (NC)**. India secured Compliant/Largely Compliant ratings on **37** out of 40 recommendations. It is to be noted that India has **Zero** Non-Compliant rating. India's ratings are summarized below:

Rating	Count
Compliant/ Largely Compliant (C/LC)	37
Partially Compliant (PC)	3
Non-Compliant (NC)	0

3. FATF Follow-up Categories and India's Status

FATF classifies evaluated jurisdictions into different follow-up categories based on their compliance. These are:

- **Regular Follow-up:** Countries demonstrating a strong AML/CFT framework with no major deficiencies. It is the **highest category** of rating by FATF of a Mutual Evaluation. They are required to report back to FATF on improvements through periodic updates. Requirements for Regular Follow up is as under:

Requirements for Regular follow up	India's MER Outcome
More than 32 C/LC out of 40 recommendations	India has received 37 C/LC out of 40 recommendations
3 or more C/LC out of 'Big 5 rec	India is C/LC on ALL 'Big 5 rec'
5 or more 'Substantially Effective/Highly Effective' ratings in IOs	India has received 6 'Substantially Effective/Highly Effective' ratings

No requirements on 'low level of effectiveness'	India has not received ' low level of effectiveness ' in any IO

- **Enhanced Follow-up:** Countries requiring closer monitoring due to moderate deficiencies. They are required to report back more frequently, typically on an annual basis, and demonstrate progress in addressing deficiencies.
- **Grey List:** Countries with strategic deficiencies needing significant improvements. These countries are subject to increased scrutiny and need to implement an action plan to strengthen their AML/CFT measures to avoid the risk of being placed on the blacklist.
- **Blacklist:** Countries with severe deficiencies posing threats to the global financial system. These jurisdictions have failed to address FATF's concerns and are subject to countermeasures, including restrictions on financial transactions and increased due diligence from international financial institutions.

India has been placed in the **Regular Follow-up** category, indicating that its AML/CFT framework is robust and aligned with international standards. Regular follow up is the best possible outcome of Mutual Evaluation.

4. Global Comparisons

As per the FATF Mutual Evaluation reports, **12** out of 38 member countries are in regular follow up category including India (Russia had received Regular follow up rating but its FATF membership has been suspended). **UK, France and Italy** are

among the only G-20 countries which have been placed in this category apart from India. Even major G7 countries like USA, Canada, Germany, Japan etc. have been placed under Enhanced Follow up category. This reflects India's strong position among the leading global economies with a strong AML/CFT regime.

STATEMENT-II

The manner in which the country continuously engaged with FATF

India maintains continuous and active engagement with FATF. India participates in all FATF working group meetings, contributing to policymaking and technical discussions. It is an active member of the **Asia/Pacific Group on Money Laundering** (APG) and the **Eurasian Group on Combating Money Laundering and Terrorist Financing** (EAG), both of which are FATF-style regional bodies (FSRBs).

2. Progress of grey list countries is reviewed in the Joint Group. India is an active member of Asia Pacific Joint Group (APJG), Europe/Eurasia Middle East Joint Group (EEMEJG). India's contributions extend beyond participation, as it regularly provides experts for FATF mutual evaluations and assessment processes. In an upcoming on-site visit of Africa Joint Group to Mali, India is also providing an expert as lead reviewer.

India plays a leadership role within FATF structures, with its Head of Delegation (HOD) serving as a member of the FATF Steering Group, which is responsible for high-level decision-making. Additionally, India serves as a co-lead in the Training Project Team, ensuring global AML/CFT capacity building and knowledge sharing. India also holds the co-chair position in the Risk Trends and Methods Group

(RTMG), a working group responsible for identifying and analyzing emerging money laundering and terrorist financing risks worldwide. India has been involved in the work of various project teams including National Risk Assessment Project team, Asset Recovery Project team, Virtual Assets Project team, Online Child Sexual Exploitation Project team, Cyber enabled Fraud Project team etc.

India has further strengthened its engagement with FATF by hosting multiple FATF-related meetings, reinforcing its leadership role in the global AML/CFT community.

The following table highlights the events hosted by India:

Event Name	Date	Location
Country training on Effectiveness of FATF recommendations by FATF/APG/EAG for Mutual Evaluation	14 th -16 th March, 2023	New Delhi
FATF Joint Experts Meeting (JEM)	3 rd – 6 th April, 2023	New Delhi
APJG Meeting	7 th – 8 th September, 2023	New Delhi
APG Annual Typologies and Capacity Building Workshop	28 th November – 1 st December, 2023	New Delhi
41 st EAG Plenary	25 th – 29 th November, 2024	Indore, MP

3. There are some upcoming events which will be hosted by India such as FATF Private Sector Collaboration Forum (PSCF) meeting which will take place in

Mumbai from 25th to 27th March, 2025 and FATF Joint Assessors Training (JAT) which will take in New Delhi from 7th to 11th April 2025.

4. Beyond formal engagements, India's HOD actively interacts with FATF member jurisdictions during plenary meetings, fostering diplomatic relations and building a strong and positive reputation among the global AML/CFT community. India also ensures consistent communication with FATF through regular video conference (VC) meetings, further strengthening its ongoing coordination and cooperation. Furthermore, India extends its expertise and support to neighboring countries by providing capacity building and technical assistance, thereby advancing FATF's mandate and reinforcing regional AML/CFT frameworks.

STATEMENT-III

FINANCIAL YEAR WISE TOTAL FDI INFLOW

April, 2000 to December, 2024

S. No.	Financial Year	Total FDI Inflow (in USD Million)
1	2000-01	4,029
2	2001-02	6,130
3	2002-03	5,035
4	2003-04	4,322
5	2004-05	6,051
6	2005-06	8,961
7	2006-07	22,826
8	2007-08	34,843
9	2008-09	41,873

10	2009-10	37,745
11	2010-11	34,847
12	2011-12	46,556
13	2012-13	34,298
14	2013-14	36,046
15	2014-15	45,148
16	2015-16	55,559
17	2016-17	60,220
18	2017-18	60,974
19	2018-19	62,001
20	2019-20	74,391
21	2020-21	81,973
22	2021-22	84,835
23	2022-23	71,355
24	2023-24	71,279
25	2024-25 (up-to December 24)	62,483

STATEMENT-IV

As a macro-prudential regulator, RBI prescribes the following major prudential regulations for NBFCs:

- Capital adequacy for credit risk (for all NBFCs), market risk (only for SPDs) and operational risk (not insisted) to ensure availability of requisite regulatory capital to ensure financial resilience of NBFCs,
- Income Recognition, Asset Classification and Provisioning (IRACP) norms to provide for stress in account. In case of NBFCs implementing Indian Accounting Standards, these norms act as prudential floor.

- Exposure norms (including large exposure framework for NBFC-UL) to address risks emanating from concentration of credit/ investment,
- Regulatory restrictions viz., Loan to Value prescriptions, etc., to ensure availability of adequate collateral for secured loans,
- Liquidity risk management framework to address ALM risks and LCR prescriptions under an extreme market meltdown scenario to ensure that NBFCs have requisite liquid assets to fulfil their committed obligations to customers, lenders and other stakeholders.

With respect to business conduct related aspects, RBI prescribes the following major conduct regulations for NBFCs:

- Know Your Customer/ Anti Money Laundering/ Countering Financial of Terrorism provisions as per the provisions of PMLA and Rules made thereunder,
- Corporate Governance norms viz., prior approval for change in control/ management, Board Committees, appointment of Chief Risk Officer, restrictions on exposures to directors/ relatives of directors, compensation framework, detailed disclosure norms, etc., to ensure the NBFCs function in the interests of stakeholders/ customers and management of NBFCs is not detrimental to public interest,
- Fair Practices Code to improve and fairness and transparency in operations of NBFCs for sustainable development of NBFC sector,

- Customer Protection initiatives viz., Grievance Redressal Mechanism, Ombudsman Scheme, customer awareness campaigns, etc., to improve fairness and transparency in operations of NBFCs and educating customers on financial aspects.

LOW ENROLMENTS IN ITIs

2650: SHRI AMRINDER SINGH RAJA WARRING:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) whether the Government is cognizant of the low enrolment rates in Government and private ITIs as reported by various Standing Committee i.e. Labour, Textiles and Skill Development, if so, the details thereof;
- (b) the details of steps being taken to address key factors contributing to low enrolment percentages, for Government as well as private ITIs;
- (c) whether the Government has implemented measures to ensure affordable fee structures in private ITIs and promote ITIs in rural areas to improve accessibility, if so, the details thereof;
- (d) whether the Directorate General of Training (DGT) is monitoring underperforming ITIs, if so, details and the corrective measures taken in this regard; and
- (e) the specific initiatives being undertaken to enhance the employability of ITI graduates to meet the growing demand for skilled workers in the country?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): Sir, the Directorate General of Training (DGT), under the Ministry of Skill Development and Entrepreneurship (MSDE) implements the Craftsmen Training Scheme (CTS) through a country wide network of Industrial Training Institutes (ITIs) for the youth of the country.

ITIs have since long, been providing a steady flow of skilled manpower in different trades for the domestic industry. In ITIs, Craftsmen training is provided in 168 National Skill Qualification Framework (NSQF) aligned trades. Each trade has a dedicated course curriculum. The duration of training ranges from six months to two years. The courses have been designed to impart basic skills and knowledge in the trades so as to prepare trainee for employment as a semi-skilled worker.

At present, there are 14,612 ITIs established in the country, out of which, 3,316 are Government and 11,296 are Private ITIs.

Establishment and day to day administration of ITIs comes under the jurisdiction of the State Government, while the policies such as setting the criterion for affiliation, conducting the examination along with certification and designing curriculum are the responsibilities of the Central Government. State Governments and UT Administrations admit trainees in ITIs as per the academic calendar issued by DGT. However, issue of low enrolment in ITIs is being monitored closely by DGT and following steps have been taken to increase the enrolment in ITIs:

- i. State Skill Development and Entrepreneurship Committees (SSDEC) have been constituted at each State/UT level to ensure wide publicity in local schools, with intent to reach out to the students completing class X to join ITIs.
- ii. SSDEC is also entrusted with responsibility to make efforts for filling up vacant seats by walk-in admission of eligible candidates.
- iii. The curriculum of courses under CTS is regularly updated in consultation with the industries to incorporate the latest technological advancements and industry requirements, ensuring that the skills imparted to trainees remain relevant and that ITIs continue to be aspirational.
- iv. DGT has launched Data-Driven Grading Mechanism (DDGM) which evaluates and grades all ITIs based on predefined parameters. Enrolment percentage has been made one of the parameters to encourage ITIs to improve trainee enrolment and participation.
- v. Every year, admission calendar of CTS is provided well in advance before start of each training session to enable State/UTs for maximum utilization of seats.
- vi. Apart from these, regular stakeholder consultations are also done to improve enrolment of trainees in ITIs.

(c) :Sir, DGT has issued guidelines for normative fee to be charged by Private ITIs. These guidelines are designed to ensure a reasonable and affordable fee structure for trainees, promoting equitable access to quality vocational training across the

country. To encourage the establishment of ITIs in rural areas and improve accessibility, the normative fee structure has been kept uniform for ITIs operating both in rural and urban regions.

At present, there are 14,612 ITIs established nationwide, out of which 10,952 are located in rural areas.

(d) : Sir, DGT has implemented the Data-Driven Grading Mechanism (DDGM), which automatically evaluates and grades all ITIs based on predefined parameters. This mechanism helps identify underperforming ITIs and enables targeted corrective measures to improve their performance.

Apart from this, DGT has recently de-affiliated 21,069 units, comprising of 4.49 lakh seats in ITIs, which were lying vacant from the last 6 academic sessions (2018-19 to 2023-24). This step will significantly improve the enrolment percentage both in Government and Private ITIs.

(e) The curriculum of courses under CTS is regularly updated in consultation with the industries to incorporate the latest technological advancements and industry requirements, ensuring that the skills imparted to trainees remain relevant and that ITIs continue to be aspirational. Apart from this, DGT has undertaken following initiatives to enhance the employability of ITI trainees.

- i. Each course under the CTS includes a compulsory subject on Employability Skills. This module focuses on essential skills such as behaviour, communication, IT proficiency, work ethics, and other attributes that

enhance a trainee's ability to effectively work within a team and thrive in a professional environment.

- ii. DGT has introduced Dual System of Training (DST) Scheme wherein a large portion of training is 'hands on' and is provided in the industry itself.

In the DST framework, On-the-Job Training (OJT) for a period of up to 6-12 months is conducted within the industries for courses of a total duration of 1 or 2 years. This immersive approach integrates theoretical learning in ITIs with practical hands-on experience gained in the industry.

FUNDS UTILISED UNDER CSR IN TAMIL NADU

2651. DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN:

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

- (a) the details of the funds utilised and unutilised along with the major activities/programmes undertaken by various public sector and private sector companies under Corporate Social Responsibility (CSR) during the last six years in Tamil Nadu especially in Chennai South Constituency;
- (b) whether the CPSUs have imposed very strict eligibility conditions to comply with such as the AAA Ratings for getting CSR funds from such CPSU and as a result only few have access to CSR funds and most of the CSR funds are being utilised only in constituencies of Ministers and Members of the ruling dispensation;
- (c) if so, the details thereof; and
- (d) the steps taken/proposed to be taken by the Government to ensure proper utilisation of CSR funds as per rules?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND
HIGHWAYS (SHRI HARSH MALHOTRA):**

(a): The Corporate Social Responsibility (CSR) framework is disclosure based and CSR mandated companies are required to file details of CSR activities annually in the MCA21 registry. On the basis of the filings made by the companies in the MCA21 registry, the Development Sector-wise CSR spent by the PSUs and Non-PSUs in Tamil Nadu during last six Financial Years (FY) i.e 2017-18 to 2022-23 are attached at the enclosed **Statement-I** and **II** respectively. The District-wise CSR spent by the PSUs and Non-PSUs in Tamil Nadu including Chennai district during last six Financial Years (FY) i.e 2017-18 to 2022-23 are attached at **Statement-III** and **IV** respectively. Parliamentary Constituency-wise data is not maintained centrally.

Through the Companies (Amendment) Acts, 2019 and 2020, certain amendments to Section 135 of the Act have been made to provide for treatment of unspent CSR amount. In case of an ongoing project, the company is required to transfer the unspent amount

to a special account of the company i.e 'Unspent CSR Account', within 30 days from the end of financial year and spend the same in pursuance of its CSR policy within the next three financial years from the date of such transfer. After lapse of three financial years, the amount remaining unspent, if any, is required to be transferred to any Fund mentioned in Schedule VII of the Act. In case of other than

an ongoing project, the company is required to transfer the unspent CSR amount to any Fund mentioned in Schedule VII of the Act within a period of six months from the end of the financial year.

(b) and (c): The legal framework for CSR has been provided under Section 135 of the Companies Act, 2013 ('Act'), Schedule VII of the Act and Companies (CSR Policy) Rules, 2014. Schedule VII of Companies Act, 2013 (Act) enlists areas or activities that may be undertaken by a company as CSR. The Board of the company is empowered to undertake its CSR activities either by itself or through implementing agencies as defined under Rule 4(1) of the Companies (CSR Policy) Rules, 2014. Every eligible company has to constitute a CSR Committee comprising of three or more directors. The Committee shall formulate and recommend the CSR policy which indicates the activities to be undertaken by the company in areas or subjects specified in Schedule VII. The Board of the company plans, decides, executes and monitors the CSR activities of the company based on the recommendation of its CSR Committee.

(d): The Board of the company is required to disclose the CSR Policy implemented by the company in its Board report. The Board of the company has to satisfy itself that the funds so disbursed have been utilised for the purposes and in the manner as approved by it, and the Chief Financial Officer or the person responsible for financial management shall certify to the effect. The details of CSR activities, Impact Assessment etc. are required to be reported by the companies in the 'Annual Report on CSR' including an annual action plan on CSR which is part of

the Company's Board Report. The Board's Report including Annual Report on CSR is an important tool of communication by the Board of a company to its shareholders. Further, those companies who have their websites are required to make disclosures such as composition of CSR Committee, CSR Policy and CSR projects approved by Board on their website for public access and transparency.

The expenditure on CSR activities is also required to be audited by the statutory auditors of the company. Further, Ministry has notified the Companies (Auditor's Report) Order, 2020, ("CARO, 2020") applicable from FY 2021-22 which requires auditors to state details of any unspent CSR amount. Thus, the corporate governance framework along with the existing legal provisions such as mandatory disclosures, accountability of the CSR Committee and the Board, provisions for statutory audit of accounts of the company etc. provide adequate safeguards for proper utilization of CSR funds. Whenever violation of CSR provisions is reported, action against such non-compliant Companies is initiated as per provisions of the Act after due examination of records and following due process of law.

STATEMENT-I

Development sector-wise CSR expenditure by PSUs in Tamil Nadu from FY 2017-18 to FY 2022-23 (Amount in Cr.)							
Sr. No.	Development Sector	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
1	Agro forestry	-	0.01	-	0.01	-	-
2	Animal welfare	-	-	0.15	0.20	0.20	0.05

3	Armed Forces, Veterans, War Widows/ Dependants	-	0.05	0.10	0.00	0.10	-
4	Art And Culture	1.03	0.40	1.92	0.34	0.17	27.31
5	Education	16.37	29.07	32.72	28.40	29.00	36.20
6	Environmental Sustainability	4.25	11.90	11.65	0.90	16.06	3.04
7	Gender Equality			1.72	0.02		0.17
8	Health Care	10.93	16.56	53.99	13.81	17.91	16.37
9	Livelihood Enhancement Projects	0.51	2.42	1.01	0.15	0.50	-
10	Poverty, Eradicating Hunger, Malnutrition	13.47	0.02	-	-	0.18	0.76
11	Rural development projects	20.01	29.63	17.31	8.07	1.37	1.19
12	Safe drinking water	0.67	1.83	1.33	1.47	1.17	1.43
13	Sanitation	2.43	6.18	1.89	15.93	5.10	7.18
14	Senior citizens welfare	0.93	0.04	0.15	0.19	0.07	0.07
15	Setting up homes and hostels for women	0.00	-	0.05	4.07	0.00	-
16	Socio-economic equalities	0.37	4.98	0.00	0.32	-	-
17	Special education	3.01	0.69	0.21	0.27		0.70
18	Technology incubators	-	0.00	1.05	-	-	-
19	Training To Promote Sports	0.60	1.25	0.90	0.00	0.31	2.36
20	Vocational skills	0.11	9.71	1.90	2.66	2.51	2.93
21	Women Empowerment	1.40	0.51	0.08	0.07	-	2.65
Total		76.10	115.24	128.13	76.88	74.65	102.42

STATEMENT-II

Development sector-wise CSR expenditure by Non-PSUs in Tamil Nadu from FY 2017-18 to FY 2022-23 (Amount in Cr.)							
Sr. No .	Development Sector	FY 2017- 18	FY 2018- 19	FY 2019- 20	FY 2020- 21	FY 2021- 22	FY 2022- 23
1	Agro forestry	0.48	2.64	0.15	1.18	1.60	2.63
2	Animal welfare	1.31	2.02	2.85	5.41	9.08	8.75
3	Armed Forces, Veterans, War Widows/ Dependants	0.25	0.78	0.27	0.27	1.09	1.00
4	Art And Culture	9.45	6.59	10.80	43.06	8.79	8.48
5	Conservation of natural resources	5.41	4.93	6.01	10.33	14.46	26.67
6	Education	282.77	286.70	418.64	379.32	383.33	598.84
7	Environmental Sustainability	22.83	35.36	74.11	97.83	119.67	90.62
8	Gender Equality	0.34	0.35	2.03	1.10	3.46	1.48
9	Health Care	117.39	165.42	185.59	280.72	409.54	328.71
10	Livelihood Enhancement Projects	12.69	20.42	28.85	35.66	37.12	65.03
11	Poverty, Eradicating Hunger, Malnutrition	31.42	20.57	31.11	71.03	194.87	35.00
12	Rural development projects	31.07	118.53	35.00	50.95	47.17	80.24
13	Safe drinking water	6.27	12.84	9.31	17.16	9.65	10.86
14	Sanitation	10.60	10.55	7.71	18.16	11.77	20.26

15	Senior citizens welfare	4.71	2.06	2.27	2.25	3.33	7.98
16	Setting up homes and hostels for women	3.23	2.96	2.12	2.14	8.31	0.73
17	Setting up orphanage	0.74	0.57	1.24	0.37	1.78	2.21
18	Slum area development	1.65	0.52	0.12	4.07	1.14	6.53
19	Socio-economic equalities	5.75	9.86	4.76	5.86	16.80	5.97
20	Special education	4.54	11.88	3.65	7.83	9.07	16.34
21	Technology incubators	2.25	4.70	5.09	4.89	0.26	0.38
22	Training To Promote Sports	11.13	16.48	21.82	11.23	16.07	26.08
23	Vocational skills	23.14	19.93	80.23	36.34	33.48	90.63
24	Women Empowerment	4.15	5.19	7.86	10.00	15.57	20.80
25	NEC/ Not Mentioned*	0.00	0.00	2.53	0.04	0.00	
Total		593.55	761.84	944.13	1097.19	1357.41	1456.24

(Data upto 31.03.2024) (Source: Corporate Data Management Cell)

*Companies either did not specify the names of Sector or indicated more than one Sector where projects were undertaken.

STATEMENT-III

District-wise CSR expenditure by PSUs in Tamil Nadu from FY 2017-18 to FY 2022-23 (Amount in Cr.)							
Sr. No.	District	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
1	Ariyalur	0.15	-	-	-	-	-
2	Chengalpattu	-	-	-	0.22	-	-
3	Chennai	8.88	2.53	14.38	6.29	29.12	16.86
4	Coimbatore	0.20	0.03	1.69	0.06	0.32	2.41
5	Cuddalore	0.14	-	0.02	29.58	17.34	20.87
6	Dharmapuri	-	-	-	0.75	-	0.05
7	Dindigul	0.47	-	0.09	-	0.33	2.16
8	Erode	0.14	-	-	-	-	0.17
9	Kallakurichi	-	-	-	1.16	-	-
10	Kancheepuram	0.65	8.27	-	-	0.97	5.47
11	Kanniyakumari	-	0.07	0.17	0.00	0.17	0.17
12	Karur	-	0.08	-	-	1.10	6.96
13	Krishnagiri	0.40	0.11	-	-	0.15	0.11
14	Madurai	7.52	-	3.68	0.28	3.31	5.93
15	Mayiladuthurai	-	-	-	-	-	-
16	Nagapattinam	-	0.15	2.79	9.76	0.47	0.54
17	Namakkal	0.20	-	-	-	0.49	-
18	Perambalur	-	-	-	-	0.03	-
19	Pudukkottai	0.02			0.00	0.00	0.06
20	Ramanathapuram	-	-	0.13	1.70	0.86	2.00
21	Ranipet	-	-	-	0.00	0.06	-
22	Salem	0.72	0.52	0.41	0.49	0.14	1.93
23	Sivaganga	0.04	-	-	-	0.62	0.55
24	Tenkasi	-	-	0.07	-	-	-
25	Thanjavur	-	-	-	-	-	0.53

26	The Nilgiris	-	-	-	-	0.10	0.11
27	Theni	-	-	-	-	-	0.26
28	Thiruvallur	-	-	5.10	3.00	0.43	0.10
29	Thiruvarur	-	0.08	-	-	-	0.08
30	Thoothukudi	0.30	1.36	0.06	0.21	1.21	0.16
31	Tiruchirappalli	-	-	0.60	0.18	0.26	0.75
32	Tirunelveli	-	12.81	0.64	0.82	-	0.07
33	Tirupathur	-	-	-	-	-	-
34	Tiruppur	-	-	0.00	-	-	-
35	Tiruvannamalai	-	-	0.04	-	-	-
36	Vellore	-	0.01	0.75	0.48	0.55	1.14
37	Viluppuram	-	-	-	0.46	0.89	1.41
38	Virudhunagar	-	-	0.51	0.82	0.03	1.41
39	District not classified elsewhere*	56.26	89.23	97.02	20.62	15.69	30.17
Total		76.10	115.24	128.13	76.88	74.65	102.42

(Data upto 31.03.2024) (Source: Corporate Data Management Cell)

*The value is associated with disclosures not having any district mentioned.

STATEMENT-IV

District-wise CSR expenditure by Non-PSUs in Tamil Nadu from FY 2017-18 to FY 2022-23 (Amount in Cr.)							
Sr. No.	District	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
1	Ariyalur	-	-	0.10	3.17	0.17	-
2	Chengalpattu	0.00	0.28	2.24	6.02	1.11	1.50
3	Chennai	120.34	195.95	280.78	328.59	666.75	632.68
4	Coimbatore	35.79	44.84	59.70	88.57	139.22	138.11
5	Cuddalore	2.74	3.66	10.58	11.38	20.30	55.09
6	Dharmapuri	0.47	0.20	0.57	0.32	1.87	0.31
7	Dindigul	2.04	2.72	4.33	8.54	6.23	11.53
8	Erode	0.65	6.73	6.86	6.00	18.85	26.31
9	Kallakurichi	-	-	-	0.19	0.01	-
10	Kancheepuram	8.23	22.10	25.98	33.69	61.14	114.81
11	Kanniyakumari		4.12	0.93	1.69	5.27	3.95
12	Karur	2.75	3.14	7.49	7.15	7.92	9.77
13	Krishnagiri	7.12	12.25	24.29	15.13	17.83	17.28
14	Madurai	1.84	4.74	7.18	11.52	21.00	46.17
15	Mayiladuthurai	-	-	-	-	-	-
16	Nagapattinam	1.91	2.71	0.73	1.44	1.83	2.87

17	Namakkal	1.52	2.32	5.20	11.03	6.01	8.17
18	Perambalur	-	0.05	0.49	0.96	2.18	1.71
19	Pudukkottai	0.17	1.66	2.57	2.74	3.72	2.61
20	Ramanathapuram	1.54	1.14	7.29	13.27	13.10	7.81
21	Ranipet	-	0.41	0.94	5.75	0.19	0.40
22	Salem	0.95	3.61	4.46	10.35	12.64	13.05
23	Sivaganga	1.67	0.27	0.12	1.35	3.89	10.25
24	Tenkasi	-	-	0.06	2.13	0.29	0.05
25	Thanjavur	3.79	12.07	15.51	38.98	20.81	13.23
26	The Nilgiris	0.10	1.63	1.41	3.01	7.86	13.48
27	Theni	0.41	0.09	0.83	0.85	2.93	5.86
28	Thiruvallur	0.65	2.79	11.23	14.62	25.62	54.18
29	Thiruvarur	-	0.14	-	0.77	3.58	3.97
30	Thoothukudi	6.80	11.83	15.51	9.81	42.66	12.72
31	Tiruchirappalli	3.84	0.08	95.30	13.53	17.55	17.94
32	Tirunelveli	1.01	7.83	2.10	3.80	9.03	18.91
33	Tirupathur	-	-	0.00	0.31	0.06	0.05
34	Tiruppur	0.46	0.70	9.20	9.31	4.53	0.34
35	Tiruvannamalai	0.92	0.32	1.72	3.73	4.44	9.99
36	Vellore	4.96	6.80	12.40	10.25	20.78	24.02
37	Viluppuram	0.34	0.46	3.99	6.16	7.59	7.07

38	Virudhunagar	5.69	7.04	13.37	15.76	19.06	22.32
39	District not classified elsewhere*	374.85	397.18	308.68	395.32	159.41	147.69
Total		593.55	761.84	944.13	1097.19	1357.41	1456.24

(Data upto 31.03.2024) (Source: Corporate Data Management Cell)

*The value is associated with disclosures not having any district mentioned.

वन ग्रामों को राजस्व ग्रामों में परिवर्तित करना

2652. श्री राहुल कस्वां :

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि :

- (क) क्या सरकार को वन ग्रामों को राजस्व ग्रामों में परिवर्तित करने के लिए विभिन्न राज्य सरकारों से प्रस्ताव प्राप्त हुए हैं;
- (ख) यदि हां, तो राजस्थान सहित राज्यवार तत्संबंधी ब्यौरा क्या है; और
- (ग) इस संबंध में सरकार द्वारा क्या कदम उठाए गए हैं/उठाए जाने का प्रस्ताव है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (ग): वन (संरक्षण एवं संवर्धन) अधिनियम, 1980 के अंतर्गत वन गांवों को राजस्व गांवों में परिवर्तित करने तथा विभिन्न संरक्षित क्षेत्रों से गांवों को स्वैच्छिक रूप से स्थानांतरित करने के लिए वन भूमि को आरक्षित श्रेणी से हटाने/अपवर्तित करने हेतु केंद्र सरकार का पूर्व अनुमोदन आवश्यक है।

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय ने दिनांक 28 जनवरी, 2019 के आदेश में माननीय उच्चतम न्यायालय के निदेशों के अनुसार गांवों के स्थानांतरण के लिए दिनांक 29.12.2023 के समेकित दिशा-निर्देशों और स्पष्टीकरणों के अध्याय 12 के पैरा 12.8 और 12.9 के तहत दिशानिर्देश जारी किए हैं, जो कुछ शर्तों के अधीन कोर/महत्वपूर्ण बाघ रिजर्वों और संरक्षित क्षेत्रों (राष्ट्रीय उद्यानों और वन्यजीव अभयारण्यों) के मुख्य क्षेत्र से आरक्षित वन/अभयारण्यों/राष्ट्रीय उद्यानों की परिधि में गांवों के स्थानांतरण/पुनर्वास के संबंध में हैं।

वन (संरक्षण एवं संवर्धन) अधिनियम, 1980 के अंतर्गत अनुमोदन की प्रक्रिया एक सतत प्रक्रिया है, जिसमें राज्यों/संघ राज्य क्षेत्रों से प्राप्त पूर्ण प्रस्तावों पर प्रासंगिक नियमों और दिशानिर्देशों के अनुसार

पूर्व अनुमोदन के लिए विचार किया जाता है तथा बिना स्पष्टता वाले अपूर्ण प्रस्तावों को संबंधित राज्य/संघ राज्य क्षेत्र को पूरा करने/पुनः प्रस्तुत करने के लिए वापस कर दिया जाता है।

राज्यों/संघ राज्य क्षेत्रों द्वारा प्रस्तुत ऐसे प्रस्तावों का विवरण परिवेश पोर्टल (www.parivesh.nic.in) पर सार्वजनिक रूप से उपलब्ध है, जिसमें ऐसे प्रस्तावों की वर्तमान स्थिति को भी दर्शाया गया है।

ENVIRONMENTAL DEGRADATION IN TRIBAL AREAS

2653. SHRIMATI RACHNA BANERJEE:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) the manner in which the Government addressing the environmental degradation in tribal areas, particularly the loss of forests and wildlife and the role are tribal communities playing in environmental conservation;
- (b) the measures taken to address the impact of climate change on tribal communities particularly those who rely on agriculture, forestry and natural resources for their livelihoods;
- (c) the manner in which the Government ensuring the involvement of tribal communities in natural resource management such as forest conservation and water resource management to protect their way of life;
- (d) the details of policies implemented to prevent deforestation and the destruction of tribal habitats due to mining, infrastructure development and industrial activities; and

- (e) the manner in which the Government promoting sustainable development practices in tribal regions that protect the environment while supporting economic growth?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a)to(e): The National Forest Policy, 1988 emphasizes that the life of tribals and other poor people living within and near forests revolves around forests and the rights and concessions enjoyed by them should be fully protected. Having regard to the symbiotic relationship between the tribal people and forests, the Policy also focus to associate the tribal communities closely in the protection, regeneration and development of forests as well as to provide gainful employment to people living in and around the forest.

In consonance of this, the National Forest Policy, 1988 also envisages the national goal to have a minimum of one-third of the total land area under forest or tree cover and two-thirds of the area under such cover in the hill and mountainous regions of the country.

The Ministry provides technical and financial assistance to States/UTs under various schemes and programs namely, Green India Mission, Forest Fire Prevention and Management Scheme, Compensatory

Afforestation Fund Management and Planning Authority (CAMPA), Nagar Van Yojana (NVY) and Mangrove Initiative for Shoreline Habitats and Tangible Incomes (MISHTI). The tree plantation campaign “Ek Ped Maa Ke Naam” was also launched during June 2024 to undertake plantation activities across the country, including in the tribal areas.

Afforestation activities are also taken up under various programmes and schemes of line Ministries such as Mahatma Gandhi National Rural Employment Guarantee Scheme, National Bamboo Mission, Sub-Mission on Agroforestry etc. and under schemes of State Government/UT Administration. The multi departmental efforts have yielded good results in conserving and enhancing the forest cover in the country.

Joint Forest Management Committees (JFMCs) and Village Eco-Development Committees (EDCs) have been established, through participatory approaches, at the village levels involving local communities in forest protection, conservation, and management of forests, including enhancing the livelihoods of forest dependent communities and tribals.

The Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 recognizes the rights of the forest dwelling tribal communities and other traditional forest dwellers to forest resources, on which these communities were dependent for a

variety of needs, including livelihood, habitation and other socio-cultural needs. The Act encompasses rights of self-cultivation and habitation, community rights as well as recognition of traditional customary rights and right to protect, regenerate or conserve or manage any community forest resource for sustainable use.

India's climate actions across various sectors are embedded in various programme and schemes. The National Action Plan on Climate Change (NAPCC) provides the overarching framework for all climate actions and comprises missions in specific areas of solar energy, enhanced energy efficiency, sustainable habitat, water, sustaining Himalayan ecosystems, Green India, sustainable agriculture, human health and strategic knowledge for climate change. All these Missions address the impact of climate change on tribal communities particularly those who rely on agriculture, forestry and natural resources for their livelihoods.

The protection and management of forest and tree resources is primarily the responsibility of the concerned State Government/Union Territory Administration. There are legal frameworks for the protection and management of forest and tree resources which include, the Indian Forest Act 1927, Van (Sanrakshan Evam Samvardhan) Adhiniyam 1980, and the State Forest Acts and Rules. The State Governments /UT Administrations take appropriate actions to protect forests and trees as per the provisions made under these Acts/ Rules.

भारतीय कला और संस्कृति को बढ़ावा देना

2654. श्रीमती मंजू शर्मा :

क्या संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

- (क) क्या सरकार का विदेशों में भारतीय लोक कला और संस्कृति को बढ़ावा देने का विचार है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) इस संबंध में सरकार द्वारा क्या कदम उठाए गए हैं/उठाए जा रहे हैं; और
- (घ) लोक कलाकारों की वित्तीय स्थिति में सुधार के लिए दिए जा रहे प्रोत्साहनों का ब्यौरा क्या है?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क) से (ग): संस्कृति मंत्रालय द्वारा भारत की समृद्ध सांस्कृतिक धरोहर को अंतरराष्ट्रीय स्तर पर बढ़ावा देने और भारत की वैश्विक छवि को संवर्धित करने के लिए 'वैश्विक भागीदारी स्कीम' कार्यान्वित की जाती है।

इस स्कीम के मुख्य उद्देश्यों में विदेशों के साथ सांस्कृतिक संबंध मजबूत करना, द्विपक्षीय सांस्कृतिक संपर्कों को बढ़ावा देना, विश्व मंच पर भारत की सांस्कृतिक पहचान को दर्शाना और इनबाउंड पर्यटन को प्रोत्साहित करना शामिल हैं।

वैश्विक भागीदारी स्कीम का संचालन विदेशों में स्थित भारतीय मिशनों के माध्यम से किया जाता है ताकि निम्नलिखित घटकों के माध्यम से इसके उद्देश्य को प्राप्त किया जा सके:

I) भारत महोत्सव:

भारतीय कला रूपों में अभ्यासरत कलाकारों को 'भारत महोत्सव' के बैनर तले विदेश में प्रदर्शन करने का अवसर दिया जाता है। लोक संगीत, लोक नृत्य, लोक रंगमंच और कठपुतली कला, शास्त्रीय और पारंपरिक नृत्य, प्रयोगात्मक/समकालीन नृत्य, शास्त्रीय/अर्धशास्त्रीय संगीत, रंगमंच

आदि सहित लोक कलाओं जैसे विविध सांस्कृतिक क्षेत्रों के कलाकार विदेश में 'भारत महोत्सव' में प्रदर्शन करते हैं।

- II) भारत-विदेश मैत्री सांस्कृतिक सोसाइटियों को सहायता अनुदान:** भारत और संबंधित विदेश के बीच घनिष्ठ मैत्री और सांस्कृतिक संपर्क को बढ़ावा देने के प्रयोजनार्थ हमारे भारतीय मिशनों के माध्यम से विदेशों में सक्रिय रूप से कार्यरत भारत-विदेश मैत्री सांस्कृतिक सोसाइटियों को सहायता अनुदान जारी किया जाता है।

विदेश मंत्रालय (एमईए) के अधीन एक स्वायत्त संगठन, भारतीय सांस्कृतिक संबंध परिषद (आईसीसीआर) विदेशों में स्थित अपने सांस्कृतिक केंद्रों और मिशनों/पोस्टों के माध्यम से विश्व भर में भारतीय संस्कृति (लोक कलाओं और संस्कृति सहित) को बढ़ावा देता है। उनके द्वारा संचालित कार्यक्रमों में अन्य बातों के साथ-साथ योग, नृत्य, संगीत (गायन और वाद्य), संस्कृत और हिंदी का शिक्षण; भारतीय संस्कृति के विभिन्न क्षेत्रों में सम्मेलनों/संगोष्ठियों/कार्यशालाओं का आयोजन/सहयोग करना; विदेशी विश्वविद्यालयों में भारतीय अध्ययन पीठों की सहायता करना; महात्मा गांधी और अन्य प्रख्यात राष्ट्रीय हस्तियों की आवक्ष प्रतिमाओं/मूर्तियों को भेंट स्वरूप प्रदान करना, दृश्य कला प्रदर्शनियों का आदान-प्रदान करना, अंतरराष्ट्रीय योग दिवस और भारतीय पर्वों को मनाना, विभिन्न आगंतुक कार्यक्रमों (शैक्षणिक/प्रतिष्ठित/महत्वपूर्ण/जेन नेक्स्ट डेमोक्रेसी नेटवर्क) के तहत आगंतुकों की मेजबानी करना और विभिन्न छात्रवृत्ति स्कीमों के अंतर्गत विदेशी छात्रों के लिए छात्रवृत्तियां प्रायोजित करना शामिल है।

आईसीसीआर ने संस्कृति को विदेश में बढ़ावा देने और विदेशों के साथ सांस्कृतिक आदान-प्रदान को सुविधाजनक बनाने हेतु विभिन्न देशों की सरकारों के साथ समझौता ज्ञापन पर हस्ताक्षर भी किए हैं। आईसीसीआर आने वाली विदेशी सांस्कृतिक मंडलियों की मेजबानी भी करता है ताकि भारतीयों को अलग-अलग देशों की संस्कृतियों के बारे में अवगत कराया जा सके।

(घ): संस्कृति मंत्रालय ने विभिन्न कला रूपों के अंतर्गत 627 कलाकारों/समूहों को पैनलबद्ध किया है और विदेशों में भारत महोत्सवों में प्रदर्शन करने के लिए इस पैनलबद्ध सूची से कलाकारों का चयन किया जाता है। लोक कलाकारों को भारत महोत्सव में प्रत्येक प्रस्तुति के लिए 35,000/- रुपए (प्रनेता/मुख्य कलाकार को) और 7000/- रुपए (साथ आने वाले कलाकार को) की दर से प्रदर्शन शुल्क का भुगतान किया जाता है।

इसके अतिरिक्त, संस्कृति मंत्रालय 'वयोवृद्ध कलाकारों के लिए वित्तीय सहायता' नामक स्कीम संचालित करता है, जिसका उद्देश्य 60 वर्ष और उससे अधिक आयु के उन वयोवृद्ध और अभावग्रस्त कलाकारों को सहायता प्रदान करना है जिन्होंने लोक कला सहित कलाओं, साहित्य के अपने विशिष्ट क्षेत्रों में महत्वपूर्ण योगदान दिया है या अभी भी योगदान दे रहे हैं। इस स्कीम के अंतर्गत चयनित कलाकारों को राज्य कलाकार पेंशन की राशि, यदि कोई हो, को समायोजित करने के पश्चात अधिकतम 6000/- रुपए प्रति माह तक की वित्तीय सहायता प्रदान की जाती है।

CREDIT FLOW TO MSMEs IN ODISHA

2655. SHRIMATI SANGEETA KUMARI SINGH DEO:

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

(a) the total amount of credit disbursed to MSMEs in Odisha during the last three financial years;

(b) the number of MSMEs that have been benefitted from schemes like Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) and Stand-Up India;

(c) whether the Government has introduced any special financial packages for rural-based MSMEs in Odisha; and

(d) the measures taken/being taken to improve credit access for MSMEs facing collateral challenges?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) The amount of Micro, Small and Medium Enterprise (MSME) loans disbursed by Scheduled Commercial Banks (SCBs) (excluding Regional Rural Banks (RRBs)) during the last three years in the state of Odisha are as follows:

Financial Year	Amount Disbursed (In Rs. Crore)
2021-22	17,872.45
2022-23	25,182.55
2023-24	35,913.74

(Source: RBI)

(b) The number of MSMEs in the country that have been benefitted from Credit Guarantee Fund Trust for Micro and Small Enterprises (CGTMSE) scheme and Stand-Up India scheme, since inception are 1.08 crore and 2.59 lakh respectively.

(c) The Government of India implements various Central Sector and demand driven schemes / programmes for MSMEs in the country including Odisha. These schemes/ programmes include Prime Minister's Employment Generation Programme (PMEGP), Credit Guarantee Fund Trust for Micro and Small

Enterprises (CGTMSE), Pradhan Mantri Mudra Yojana (PMMY), PM Vishwakarma (PMV), Micro and Small Enterprises - Cluster Development Programme (MSE-CDP) and Raising and Accelerating MSME Performance (RAMP), MSME Champions Scheme, etc.

(d) Reserve Bank of India (RBI) has mandated banks not to accept collateral security in case of loans upto Rs. 10 lakh extended to units in the Micro and Small Enterprises sector.

Following credit guarantee schemes are implemented to improve access of credit to MSMEs facing collateral challenges:

- (i) Credit facility upto Rs. 5 crore is facilitated to units in Micro and Small sector, through guarantee being provided under CGTMSE scheme.
- (ii) Credit facility upto Rs. 20 lakh is facilitated to units in the sector, through guarantee being provided under Credit Guarantee Fund for Micro Units (CGFMU) scheme.
- (iii) Credit facility upto Rs. 100 crore is facilitated for purchase of Plant and Machinery, to units in MSME sector, through guarantee being provided under Mutual Credit Guarantee Scheme for MSMEs.

Further, there are other credit guarantee schemes like Credit Guarantee Scheme for Start-ups and Credit Guarantee Scheme for Stand Up India where loans are facilitated to all categories of borrowers facing collateral challenges, including MSME borrowers.

DEPLOYMENT OF WORKFORCE IN DEVELOPED COUNTRIES**2656. SHRI ADITYA YADAV :**

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) whether the Government subscribes to the view that there is a need to explore opportunities to deploy the workforce in developed countries;
- (b) if so, the details of the initiatives that are proposed to be taken by the Government, keeping in mind that this could be the perfect solution to tackle the unemployment problem in the country; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (c): Taking into consideration changing landscape of the global labour market, the Government of India has signed bilateral mobility arrangements with several countries for employment of Indian workers abroad and to safeguard their interests. These MoUs / Agreements seek to enhance the global employment opportunities for Indian workers while protecting their labour rights, preventing illegal migration and supporting skill development. Migration and Mobility Partnership Agreements (MMPAs) aimed at harnessing India's demographic dividend and fostering mobility for our students, academics, business people, and professionals, have already been signed with developed countries like France, UK, Germany, Italy, Australia, Austria and and Denmark.

Also, discussions have also been initiated with Cyprus, Switzerland, Guyana, Greece, Hungary, Finland, Portugal, Belgium, Netherlands, and Luxembourg for agreement along similar lines.

The Labour and Manpower Cooperation MOUs/Agreements are in place with the Gulf Cooperation Council (GCC) countries (Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, and United Arab Emirates) and Jordan that provide overarching framework for cooperation on labour and manpower issues. All prevailing labour and manpower-related issues are discussed by the respective Joint Working Group (JWG). Further, to safeguard the specific interest of domestic workers in GCC Countries, who are often in the most vulnerable category, agreements on Labour Cooperation for Domestic Sector have been signed with Saudi Arabia and Kuwait. A Protocol on Domestic Workers has also been signed with UAE. Labour Mobility Agreements have also been signed with Japan, Portugal, Taiwan and Malaysia.

Further, Ministry of Labour and Employment is also implementing National Career Service (NCS) Project for providing job matching services through a digital platform, the NCS Portal (www.ncs.gov.in). The module for international jobs on the NCS portal facilitates MEA approved Recruiting Agents (RA) to post international job opportunities on the NCS portal and the jobseekers to search and apply for these international job job opportunities.

INACCURACIES IN ISFR, 2023**2657. SHRI SUDAMA PRASAD:****SHRI SAPTAGIRI SANKAR ULAKA:****SHRI KULDEEP INDORA:**

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether the Government has taken cognizance of the Report published in the The Wire.in dated 4/02/25 stating the Green Credit Programme (GCP) as a flawed Scheme which allows businesses to earn green credits for dubious plantation, later used for diverting forests, if so, the action taken by the Government against the same, if not, the reasons therefor;
- (b) the details of the plantations funded under the GCP since its inception;
- (c) the details of appropriate regulations are in place to prevent false greenwashing by big business under GCP including measures taken against the same;
- (d) whether as per the Report, increase in tree cover majorly constituted plantations including. coconut, oil palm and rubber, if so, the measures taken against the same by the Government;
- (e) whether any Committee was constituted before the implementation of GCP, if so, the details of the Reports, submitted by the said Committee;
- (f) the measures being taken to address deforestation, considering reports that 1.49 million hectares of forests were lost in the last decade;

- (g) whether the ISFR methodology is aligned with Supreme Court directives on forest conservation and the steps taken to digitize and legally protect forest areas; and
- (h) whether the Government plans to revise ISFR assessment methods to ensure scientific accuracy, transparency and reliable ground-truthing, if so, the measures taken to ensure the correct assessment of our forests from time to time?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a) to (h): The Central Government has notified Green Credit Rules, 2023 on 12th October 2023 under the Environment Protection Act, 1986 to encourage voluntary environmental positive actions resulting in issuance of Green Credits and has also developed a Green Credit Programme (GCP) Portal (<https://moefcc-gcp.in/>) for the purpose.

Currently, the activity of tree plantation for eco-restoration of degraded forest lands is being implemented under the Green Credit Programme (GCP). State-wise status of registered land parcels in the country as on 04.03.2025 may be seen at [https://sansad.in/getFile/loksabhaquestions/annex/184/AU2657_y58SM4.p](https://sansad.in/getFile/loksabhaquestions/annex/184/AU2657_y58SM4.pdf?source=pgals)
[df?source=pgals](https://sansad.in/getFile/loksabhaquestions/annex/184/AU2657_y58SM4.pdf?source=pgals) as **Statement – I**. Since inception, 3610.47 hectare of degraded forest land on 172 land parcels in different states has been selected for eco-restoration by Central Public Sector Undertakings (CPSUs)

and funding for eco-restoration and maintenance up to 10 years has been received from these entities and its details may be seen at https://sansad.in/getFile/loksabhaquestions/annex/184/AU2657_y58SM4.pdf?source=pgals as **Statement – II**.

The Ministry has undertaken deliberations with Central Ministries/Departments, experts, industry, research and academia and other stakeholders for the Green Credit Programme. Technical Committee was constituted to develop methodologies and monitoring, reporting and verification mechanism for green credits in tree plantation based activity. Detailed modalities for taking up tree plantation under Green Credit Programme have been brought out by the Ministry in February 2024 and details may be seen at https://sansad.in/getFile/loksabhaquestions/annex/184/AU2657_y58SM4.pdf?source=pgals as **Statement – III**). Transparency and accountability of GCP is enabled through methodologies, guidelines and digital processes. Methodology used in ISFRs (India State of Forest Report) is based on satellite image interpretation for assessing the forest cover of the country. Over the years, several technological advances have been adopted by FSI which have significantly improved the forest cove mapping carried out by FSI. The advancements include use of better satellite data, higher scales of mapping and improvement in methods of interpretation. While assessing the forest cover, FSI considers both Recorded Forest Areas (RFAs) and areas outside recorded forests and uses digitized boundaries of RFAs provided by

State Forest Departments (SFDs) and Union Territories (UTs) for its assessments and monitoring activities. For ISFR 2023, FSI has received Recorded Forest Area boundaries in digital format from 25 State Forest Departments (SFDs)/UTs. The details of the areas enclosed in the RFA boundaries have been provided by SFDs as per ISFR 2023 and its details may be seen at https://sansad.in/getFile/loksabhaquestions/annex/184/AU2657_y58SM4.pdf?source=pgals as **Statement – IV**. Database provided by State Forest Departments has been incorporated in the Web-GIS based Decision Support System (DSS) portal made by FSI for clearance of projects under Forest Conservation Act (1980).

For keeping a track on the country's forest resources FSI publishes a biennial report on forests, "India State of Forest Report". The first report of 1987 used LANDSAT-MSS satellite data with a spatial resolution of 80 m at 1:1 million scale whereas the latest report i.e. ISFR 2023 is based on Resourcesat-2 LISS III satellite image, with a spatial resolution of 23.5 m and scale of 1:50,000. FSI has always kept pace with technological advancements and improved its assessment over the years. To ensure scientific accuracy, transparency, reliable ground truthing and correct assessment of forest cover, FSI increased its ground truthing points from 3,414 in ISFR 2021 to 8,494 in ISFR 2023.

YOUTH TRAVELLERS USED YOUTH HOSTEL SERVICES

2658. SHRI ANTO ANTONY:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the total budget allocated to Youth Hostels for the current fiscal year and the manner in which it compare to the last five years;
- (b) the number of Youth Hostels are currently operational across the country;
- (c) the number of new hostels which are under construction in the country, State-wise;
- (d) the average occupancy rate of Youth Hostels across the country during the last five years, State-wise; and
- (e) the details of number of youth travellers who have used Youth Hostel services annually during the last five years?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a): The details of budget allocated to the Youth Hostel Sub-scheme during the last five Financial Years and current FY 2024-25 is as under:

(Rs. in Crore)

Year	Budget Estimates	Revised Estimates
2019-20	2.50	22.50
2020-21	20.00	3.00

2021-22	6.00	4.00
2022-23	7.50	3.90
2023-24	6.90	3.00
2024-25	5.00	5.00

(b): A total of 84 Youth Hostels have been constructed across the country.

(c): A new Youth Hostel at Kota, Rajasthan is under construction.

(d) and (e): The data regarding occupancy rate of the Youth Hostels and the number of youth travellers who have used Youth Hostel services is not maintained centrally, as the day to day management / running of the Youth Hostels is the responsibility of the Hostel Management Committee which is chaired by Secretary (Youth Affairs) of the concerned State / UT Government / Deputy Commissioner / District Magistrate.

धार्मिक स्मारकों का संरक्षण और रखरखाव

2659. श्री भाऊसाहेब राजाराम वाकचौरे:

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

(क) क्या महाराष्ट्र के शिरडी संसदीय क्षेत्र के अंतर्गत अकोला तालुका में प्रवरा नदी के तट पर भगवान शिव का सिद्धेश्वरा मंदिर तथा इसी तालुका के ताकाहारी गाँव में स्थित जगदम्बा मंदिर बहुत प्राचीन और ऐतिहासिक हैं तथा पर्यटकों को आकर्षित करते हैं ;

(ख) क्या सरकार ने इन अति प्राचीन धार्मिक स्मारकों और अन्य ऐतिहासिक स्थलों के संरक्षण और रखरखाव के लिए कोई कार्य योजना बनाई है या बनाने का प्रस्ताव है;

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) इस प्रयोजन के लिए अब तक कितनी धनराशि आवंटित की गई है या आवंटित करने का प्रस्ताव है?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क) : तहकारी गाँव, जिला-अहमदनगर अवस्थित तीन मंदिरों में से एक, तीन गुफा वाला भवानी मंदिर, जिसे स्थानीय रूप से जगदंबा मंदिर के नाम से जाना जाता है, रतनवाड़ी गाँव, तहसील-अकोले अवस्थित अमृतेश्वर मंदिर और टोक गाँव, तहसील-नेवासा, जिला-अहमदनगर अवस्थित सिद्धेश्वर महादेव मंदिर नामक मंदिरों को राष्ट्रीय महत्व के स्मारकों के रूप में घोषित किया गया है और इनकी देखभाल भारतीय पुरातत्व सर्वेक्षण द्वारा की जाती है।

(ख) और (ग) : भारतीय पुरातत्व सर्वेक्षण इन संरक्षित स्मारकों और स्थलों के संरक्षण और रखरखाव के कार्य को उनकी आवश्यकताओं और संसाधनों की उपलब्धता के अनुसार करता है, जिनमें सार्वजनिक सुविधाएं प्रदान करना भी शामिल है।

(घ) : भारतीय पुरातत्व सर्वेक्षण द्वारा विगत तीन वर्षों के दौरान संरक्षित स्मारकों और स्थलों के संरक्षण और रखरखाव के लिए आवंटित कुल धनराशि और किये गए व्यय का ब्यौरा निम्नानुसार है:

(राशि करोड़ में)

वर्ष	आवंटन	व्यय
2021-22	270.00	269.57
2022-23	392.71	391.93
2023-24	443.53	443.53

मरुस्थल को हरित क्षेत्र में बदलने की योजनाएं

2660. श्रीमती महिमा कुमारी मेवाड़:

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि :

- (क) क्या सरकार द्वारा देश में मरुस्थलों को हरित क्षेत्रों में बदलने के लिए नीति आधारित प्रयास किए जा रहे हैं;
- (ख) यदि हां, तो राजस्थान सहित देश में रेगिस्तानी क्षेत्रों को बेहतर बनाने के लिए किए गए प्रयासों का राज्यवार ब्यौरा क्या है;
- (ग) क्या सरकार ने रेगिस्तानी क्षेत्र के विकास के लिए स्थानीय संस्थाओं/व्यक्तियों/व्यक्तियों के समूहों का सहयोग प्राप्त करने के लिए कदम उठाए हैं; और
- (घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (ग): सरकार ने भूमि अवक्रमण और मरुस्थलीकरण को रोकने, वनीकरण को बढ़ावा देने, मृदा की गुणवत्ता में सुधार करने, जल संरक्षण करने और मरुस्थल क्षेत्रों की समग्र संधारणीयता सुनिश्चित करने के लिए अनेक नीति आधारित उपाय किए हैं, जैसे कि :

- (i) अंतरिक्ष अनुप्रयोग केंद्र (एसएसी), भारतीय अंतरिक्ष अनुसंधान संगठन, अहमदाबाद द्वारा भारत में भूमि अवक्रमण और मरुस्थलीकरण की राज्य-वार सीमा का ब्यौरा देने वाले भारत के मरुस्थलीकरण और भूमि अवक्रमण एटलस का प्रकाशन करना। यह एटलस, महत्वपूर्ण आंकड़े और तकनीकी सूचनाएं प्रदान करके भूमि की पुनर्बहाली पर लक्षित स्कीमों की आयोजना और क्रियान्वयन हेतु एक महत्वपूर्ण साधन के रूप में कार्य करता है। भूमि के अवक्रमित क्षेत्र का अवक्रमणकारी प्रक्रियाओं के साथ संबंध स्थापित करने के लिए अंतरिक्ष अनुप्रयोग केन्द्र (एसएसी), अहमदाबाद की सहायता से एक ऑनलाइन पोर्टल भी विकसित किया गया है।

- (ii) भूमि अवक्रमण नियंत्रण (एलडीएन) के अंतिम लक्ष्य की प्राप्ति के साथ भूमि अवक्रमण संबंधी मुद्दों का निराकरण करने में अंतरराष्ट्रीय, राष्ट्रीय और स्थानीय स्तरों पर पक्षकारों को शामिल करने और उन्हें समर्थ बनाने के लिए भारतीय वानिकी अनुसंधान एवं शिक्षा परिषद (आईसीएफआरई), देहरादून में संधारणीय भूमि प्रबंधन हेतु उत्कृष्टता केन्द्र (सीओई-एसएलएम) की स्थापना करना। इसका उद्देश्य दक्षिण-दक्षिण सहयोग को बढ़ाना, ज्ञान सहभाजन, सर्वोत्तम पद्धतियों को प्रोत्साहन, लागत-प्रभावी और संधारणीय भूमि प्रबंधन संबंधी कार्यनीतियों के संबंध में भारत के अनुभवों को साझा करना तथा परिवर्तनकारी परियोजनाओं और कार्यक्रमों एवं क्षमता निर्माण के लिए नए विचार विकसित करना है।
- (iii) भारत के गर्म शुष्क और अर्ध-शुष्क क्षेत्रों में वानस्पतिक आवरण में वृद्धि करने और जैवविविधता के संरक्षण पर लक्षित प्रौद्योगिकियां विकसित करने के लिए वानिकी क्षेत्र में आईसीएफआरई - शुष्क वन अनुसंधान संस्थान (आईसीएफआरई-एफआरआई), जोधपुर द्वारा अनुसंधान किया जाना।
- (iv) पेरिस में जलवायु परिवर्तन संबंधी संयुक्त राष्ट्र फ्रेमवर्क कन्वेंशन (यूएनएफसीसीसी) से संबंधित पक्षकारों के सम्मेलन (सीओपी), 2015 में भारत ने स्वैच्छिक बॉन चैलेंज को स्वीकार किया और अब इसने वर्ष 2030 तक 26 मिलियन हेक्टेयर अवक्रमित वन भूमि की पुनर्बहाली करने का संकल्प लिया है।
- (v) कृषि उत्पादकता में सुधार और वनीकरण प्रयासों का समर्थन करने के लिए विशेष रूप से राजस्थान जैसे शुष्क और अर्ध-शुष्क क्षेत्रों में सिंचाई संबंधी समाधान प्रदान करने पर ध्यान केंद्रित करने के साथ जल संरक्षण पद्धतियों और दक्ष सिंचाई को प्रोत्साहित करके शुष्क और अर्ध-शुष्क क्षेत्रों में जल की उपलब्धता में सुधार करके मरुस्थलीकरण नियंत्रण में योगदान देने वाली प्रधानमंत्री कृषि सिंचाई योजना (पीएमकेएसवाई) का कार्यान्वयन।
- इनके अलावा, भारत सरकार द्वारा क्रियान्वित की गई विभिन्न वनीकरण संबंधी स्कीमों के माध्यम से हरित आवरण को बढ़ाकर और उसमें सुधार करके मरुस्थलीकरण को रोकने के लिए कई

पहलें की जा रही हैं। यह मंत्रालय, राष्ट्रीय हरित भारत मिशन (जीआईएम) और वनाग्नि सुरक्षा एवं प्रबंधन स्कीम (एफएफपीएम) नामक अपनी प्रमुख स्कीमों के तहत वनों के संरक्षण, विकास और संवर्धन हेतु केन्द्रीय प्रायोजित स्कीम के माध्यम से विभिन्न वनीकरण कार्यकलापों के लिए राज्यों/संघ राज्य क्षेत्रों को सहायता भी प्रदान करता है। इसके अलावा, प्रतिपूरक वनीकरण निधि प्रबंधन और आयोजना प्राधिकरण (काम्पा) के अंतर्गत प्रतिपूरक वनीकरण निधि से वनीकरण करने और परिणामस्वरूप मरुस्थलीकरण को रोकने में योगदान मिलता है। इनके अलावा, राज्य सरकारें भी भूमि अवक्रमण का निराकरण करने के लिए वृक्षारोपण/वनीकरण हेतु विभिन्न स्कीमों में क्रियान्वित करती हैं। इन कार्यक्रमों और स्कीमों को संबद्ध विभागों, स्थानीय निकायों, संयुक्त वन प्रबंधन समितियों आदि के माध्यम से क्रियान्वित किया जाता है, जिससे इस प्रयास में स्थानीय संस्थाओं/व्यक्तियों/व्यक्तियों के समूह का सहयोग मिलना सुनिश्चित होता है। पर्यावरणीय परिस्थितियों, मानव कार्यकलापों और भूमि अवक्रमण के प्रभावों के बीच अन्योन्य क्रिया के परिवर्तनशील होने के कारण मरुस्थलीकरण और भूमि अवक्रमण की रोकथाम करना एक गतिशील प्रक्रिया है इसलिए संगत अनुकूलन, उपशमन संबंधी कार्यनीतियों और सभी हितधारकों के सहयोग की नियमित निगरानी और मूल्यांकन करना अपेक्षित है।

SUSTAINABLE CIRCULARITY IN AUTOMOTIVE SECTOR

2661. SHRI ANURAG SINGH THAKUR:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) the details regarding new policy measures the Government is planning to implement to promote sustainable circularity in the automotive sector;
- (b) the details of measures taken to improve recycling and waste management practices in the automotive sector;

- (c) whether any new incentives or subsidies planned to encourage automakers to adopt greener production methods, if so, the details thereof; and
- (d) the details of long-term plans to ensure India remains at the forefront of sustainable and circular economic practices in the automotive industry?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a) to (d): The Ministry of Road Transport and Highways (MoRTH) has formulated the Vehicle Scrapping Policy for creation of an ecosystem to phase out older, unfit and polluting vehicles. The policy targets scrapping of unfit and polluting vehicles based on their fitness. The policy also aims to boost availability of low-cost raw materials for automotive industry and promote circular economy by scrapping of old vehicles.

MoRTH notified the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 vide G.S.R. 653(E) dated 23.09.2021 for establishment of Registered Vehicles Scrapping Facility (RVSF).

MoRTH has notified the Central Motor Vehicles (Twenty First Amendment) Rules, 2021 vide G.S.R. 652(E) dated 23.09.2021 for recognition, regulation and control of automated testing stations, the procedure of fitness testing of vehicles through automated equipment and the procedure for grant of Certificate of Fitness by automated testing stations.

Circular Economy Action Plan for end-of-life vehicles has been formulated by NITI Aayog for implementation by various Ministries, Departments and agencies.

The Ministry of Environment, Forest and Climate Change (MoEFandCC) published the Battery Waste Management Rules, 2022 vide S.O. 3984(E) dated 24.08.2022 for environmentally sound management of waste batteries, including Extended Producer Responsibility (EPR). The rules cover all types of batteries including batteries from vehicles.

Under the rules, producers are responsible for collection and recycling/refurbishment of waste batteries as an EPR. Further, the producers have been mandated the use of recovered materials from wastes while manufacturing new batteries.

Further, the MoEFandCC notified the Environment Protection (End-of-Life Vehicles) Rules, 2025 vide S.O. 98(E) dated 06.01.2025 for environmentally sound management of end-of-life vehicles. Under the said rules, producers have been mandated to fulfil the obligation of EPR for the vehicles that the producer has introduced or introduces in the domestic market, including vehicles put to self-use, to ensure the specified end-of-life vehicle scrapping targets.

Producers/ OEMs have been mandated to fulfil the EPR either through purchase of EPR certificates generated by its own RVSF or by any entity having RVSF. RVSFs can exchange the EPR certificates with the producers upon processing of every end-of life vehicle, based on the quantity of steel generated from the end-of-life vehicles, on the centralized online portal.

Scrapping of these vehicles at RVSFs minimizes waste generation from end-of-life vehicles. It also allows RVSFs to recycle different categories of wastes and dispose the wastes that cannot be recycled in an environmentally sound manner. Such

recycled materials can be used in manufacturing of new vehicles or other products thereby reducing the use of natural resources, and minimizing the waste.

MoRTH notified the Central Motor Vehicles (Twenty Third Amendment) Rules, 2021 vide GSR 714 (E) dated 04.10.2021, which provides that if a buyer of a new vehicle submits 'Certificate of Deposit' of an end-of-life vehicle then the Registration fee on the new vehicle will not be levied.

MoRTH under the Central Motor Vehicles (Twenty fourth Amendment) Rules, 2021 vide GSR 720 (E) dated 05.10.2021 provides concession in the Motor Vehicle Tax of up to 25% in case of non-transport vehicles and up to 15% in case of transport vehicles which are purchased against the 'Certificate of Deposit'.

In addition, MoRTH has issued the following notifications / advisories to promote adoption of Electric Vehicles and eco-friendly alternatives:

- (a) Vide S.O. 5333 (E) dated 18.10.2018, granted the exemption to the Battery Operated Transport Vehicles and Transport Vehicles running on Ethanol and Methanol fuels from the requirements of permit.
- (b) Vide GSR 525 (E) dated 2.8.2021, exempted the Battery Operated Vehicles from the payment of fees for the purpose of issue or renewal of registration certificate and assignment of new registration mark.
- (c) Vide GSR 302 (E) dated 18.4.2023, allowed to issue All India Tourist permit for Battery Operated Vehicles without payment of any permit fee.
- (d) Vide GSR 749 (E) dated 7.8.2018, allowed to issue registration mark for the Battery Operated Vehicles to be in Yellow colour on Green background for the

transport vehicles and for all other cases, in White in colour on Green background.

Ministry of Heavy Industries (MHI) launched 'PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme' on 29.09.2024 for promotion of electric mobility in the country with an outlay of Rs 10,900 crore over a period of two years. The scheme provides subsidies or demand incentives worth Rs.3,679 crore to e-2Ws, e-3Ws, e-ambulances, e-trucks and other emerging EVs. Ministry of Housing and Urban Affairs (MoHUA) launched a Centrally Sponsored Scheme titled 'PM e-Bus Sewa' on 16.08.2023, which aims to augment city bus operations in urban areas with Central Assistance (CA) of Rs. 20,000 crore for deploying 10,000 electric buses on Public-Private Partnership (PPP) model.

GST HIKE ON AGRICULTURAL PUMP-SETS

2662. SHRI T.M. SELVAGANAPATHI :

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

(a) whether it is a fact that the manufacturers of the agricultural pump-sets have been badly hit during the last three years due to the hike in the Goods and Services Tax rates on their product;

(b) whether it is also a fact that the sales of pump sets has been slid by 10% of the total agriculture pump sets sales after the introduction of 12% GST;

(c) whether it is also true that the pump set manufacturers had problems in claiming refund of input tax credit as the rate of GST has been increased to 18% from 12%; and

(d) if so the steps proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): A reference received from manufacturers association has stated that increase in GST rate from 12% to 18% on water pump sets has led to reduction in sales by organized pump manufacturers.

(b): No such information has been brought to the notice of Central Government.

(c) and (d): GST rates are prescribed based on the recommendation of the GST Council which is a constitutional body comprising of representatives from Union and State Governments/UTs. The GST Council in its 47th meeting, held in June 2022, accepted the recommendation of the Group of Ministers on Rate Rationalization to increase the GST rate from 12% to 18% to correct inversion in duty structure. Since, the GST rate on both pumps and their parts are at 18%, the issue of refund does not arise.

QUALITY EDUCATION UNDER SSA

2663. SHRI VISHNU DATT SHARMA:

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

- (a) whether the Government has implemented the Samagra Shiksha Abhiyan(SSA) to improve school education in the country, especially in Madhya Pradesh;
- (b) if so, whether the Government has ensured the effective implementation of the scheme in the districts of Katni, Panna and the town of Khajuraho in the Khajuraho Lok Sabha constituency;
- (c) if so, the details thereof and the measures taken by the Government to improve the quality of education under the scheme;
- (d) if not, the reasons therefor; and
- (e) the steps being taken by the Government to address the issue?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (e): The Department of School Education and Literacy is implementing an integrated centrally sponsored scheme for School Education - Samagra Shiksha throughout the country including Madhya Pradesh (all districts) covering the entire gamut from pre-school to class XII. The scheme treats school education as a continuum and is in accordance with Sustainable Development Goal for Education (SDG-4). The scheme provides support for the implementation of the Right of Children to Free and Compulsory Education Act, 2009. The Scheme has been aligned with the recommendations of National Education Policy (NEP) 2020 and

aims to ensure that all children have access to quality education with an equitable and inclusive classroom environment which should take care of their diverse background, multilingual needs, different academic abilities and make them active participants in the learning process.

Under Samagra Shiksha, financial assistance is provided to States and UTs including Madhya Pradesh and the districts of Katni, Panna and the town of Khajuraho in the Khajuraho Lok Sabha constituency for providing various facilities to the children which include free uniform to eligible children at elementary level, teaching learning materials, transport/escort facility up to secondary level, special training for age appropriate admission of out of school children and residential as well as non-residential training for older children, seasonal hostels/residential camps, special training centres, age-appropriate residential and non-residential training, support to Out of School Children (16 to 19 years) for completion of education through NIOS/SIOS, Holistic Progress Card, bilingual teaching material and books, support to Children with Special Needs (CWSN).

Also, under the Scheme financial assistance is provided to the States and UTs for Universalization of School Education including opening/strengthening of new schools upto senior secondary level, construction of school buildings and additional classrooms, development/strengthening of school infrastructure in northern border areas under Vibrant Village Programme, setting up, up-gradation and running of Kasturba Gandhi Balika Vidyalayas, construction of hostels for PVTGs under PM-JANMAN, setting up of Netaji Subhash Chandra Bose Avasiya Vidyalayas, construction of hostels under Dharti Aaba Janjatiya Gram Utkarsh

Abhiyan for unsaturated ST population, reimbursement under RTE Act, various qualitative components, strengthening of teacher education and strengthening of DIETs/BRCs/CRCs, provision of ICT and digital interventions.

Under Samagra Shiksha, Annual Plans are prepared by the respective States and UTs based on their requirements and priority and this is reflected in their respective Annual Work Plan and Budget (AWP and B) proposals. These plans are then appraised/approved by Project Approval Board (PAB) in the Department of Schools Education and Literacy in consultation with the States and UTs as per the programmatic and financial norms of the Scheme and physical and financial progress of the State for the interventions approved earlier.

Education is a subject in the concurrent list of the Constitution, majority of the schools and teachers in the country are under the administrative control of the State Governments and UT Administrations. The States/UTs play pivotal role in conceptualization, implementation and realization of such schemes at the grass root level.

DEVELOPMENT OF 100 TOURISM CENTRES

2664. SHRI SELVARAJ V.:

SHRI SUBBARAYAN K.:

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

- (a) whether it is a fact that the Government is drawing up a plan to develop 100 tourism centres in the country and promote India as a tourist destination across the world;

- (b) if so, the details thereof;
- (c) whether the Government has identified the main bottlenecks in attracting tourists into the country so far; and
- (d) if so, the details alongwith the measures proposed to be taken by the Government to improve the infrastructure and to ensure the safety and security of the tourists?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) to (d): The Ministry of Tourism through its 'Swadesh Darshan' and 'Pilgrimage Rejuvenation and Spiritual Heritage Augmentation Drive (PRASHAD)' provides financial assistance to the State Governments (SGs)/Union Territory Administrations. This financial assistance is provided to the States/UTAs in consultation with them to bridge the gap in developing tourism infrastructure and subject to submission of DPR with requisite details, availability of funds, inter-se priority etc. for developing tourism Infrastructure. The Ministry of Tourism sanctioned 76 projects for Rs.5287.90 Crore under Swadesh Darshan and 48 projects for Rs.1620.21 Crore in PRASHAD scheme in the country. The Ministry has revamped the Swadesh Darshan scheme as Swadesh Darshan 2.0 (SD2.0) with the objective to develop sustainable tourism destinations and has sanctioned 34 projects in the country for Rs.791.25 Crore. In addition, under Challenge Based Destination Development scheme (CBDD), a sub-scheme of Swadesh Darshan, the Ministry of Tourism has identified 42 destinations in the country. In addition,

Government of India under 'Special assistance to States for capital investment (SASCI) - Development of Iconic Tourist Centres to Global Scale' scheme has approved projects at 40 destinations for Rs.3295.76 Crore for development. The details of the projects sanctioned under Swadesh Darshan, Swadesh Darshan 2.0 (SD2.0), PRASHAD and SASCI schemes along with the list of destinations identified under CBDD scheme is given in the enclosed **Statement**. Multiple projects approved under above mentioned schemes include components pertaining to safety and security, digital interventions, enhancement of tourism experience etc.

In addition, the Ministry of Tourism as part of its ongoing endeavour promotes various tourism destinations and products of the country through its promotional activities such as holding tourism related events, promotional websites, social media promotions etc. in both domestic and international markets.

Safety and security of tourists is primarily a State Government subject. However, the Ministry of Tourism has been continuously taking up the matter with all the State Governments/Union Territory (UT) Administrations for setting up of dedicated Tourism Police. With the efforts of Ministry of Tourism, the State Governments /UT Administrations of Telangana, Andhra Pradesh, Delhi, Goa, Karnataka, Kerala, Maharashtra, Himachal Pradesh, Jammu and Kashmir, Madhya Pradesh, Odisha, Punjab, Rajasthan, Sikkim, Telangana and Uttar Pradesh have deployed tourist police, in one form or the other.

As a part of its endeavours to make travel for tourists safe and secure, the Ministry of Tourism has set up a 24x7 Multi-Lingual Tourist Info-Helpline on the toll free

number 1800111363 or on a short code 1363 in 12 languages including 10 international languages (German, French, Spanish, Italian, Portuguese, Russian, Chinese, Japanese, Korean, Arabic), Hindi and English for domestic and foreign tourists to provide support service in term of information relating to travel in India and to offer appropriate guidance to tourists in distress, while travelling within India.

STATEMENT

Details of the projects sanctioned under Swadesh Darshan scheme

S. No.	State/ UT	Circuit / Sanction Year	Name of the Project	Amount Sanctioned in ₹ Crore
1.	1.Andaman and Nicobar Islands	Coastal Circuit 2016-17	Development of Long Island-Ross Smith Island- Neil Island- Havelock Island- Baratang Island-Port Blair	27.57
2.	Andhra Pradesh	Coastal Circuit 2014-15	Development of Kakinada - Hope Island - Coringa Wildlife Sanctuary - Passarlapudi - Aduru - S Yanam – Kotipally	67.83
3.	Andhra Pradesh	Coastal Circuit 2015-16	Development of Nellore - Pulikat Lake - Ubblamadugu Water Falls – Nelapattu- Kothakoduru- Mypadu - Ramateertham – Iskapalli	49.55
4.	Andhra Pradesh	Buddhist Circuit 2017-18	Development of Buddhist Circuit: Shalihundam- Bavikonda- Bojjanakonda -Amravati- Anupu	35.24
5.	Arunachal	North-	Development of Bhalukpong-	49.77

	Pradesh	East Circuit 2014-15	Bomdila and Tawang	
6.	Arunachal Pradesh	North East Circuit 2015-16	Development of Nafra- Seppa- Pappu, Pasa, Pakke Valleys- Sangdupota- New Sagalee- Ziro- Yomcha	96.72
7.	Assam	Wildlife Circuit 2015-16	Development of Manas– Probitora– Nameri– Kaziranga– Dibru– Saikhowa	94.68
8.	Assam	Heritage Circuit 2016-17	Development of Tezpur – Majuli – Sibsagar	90.98
9.	Bihar	Tirthankar Circuit 2016-17	Development of Vaishali- Arrah- Masad- Patna- Rajgir- Pawapuri- Champapuri	33.96
10.	Bihar	Spiritual Circuit 2016-17	Development of Kanwaria Route: Sultanganj – Dharmshala- Deoghar	44.76
11.	Bihar	Buddhist Circuit 2016-17	Development of Buddhist circuit- Construction of Convention Centre at Bodhgaya	95.18
12.	Bihar	Rural Circuit 2017-18	Development of Bhitiharwa- Chandrahia- Turkaulia	44.27
13.	Bihar	Spiritual Circuit 2017-18	Development of Mandar Hill andAng Pradesh	44.55
14.	Chhattisgarh	Tribal Circuit	Development of Jashpur- Kunkuri- Mainpat- Kamleshpur - Maheshpur - Kurdar - Sarodhadadar- Gangrel-	96.10

		2015-16	Kondagaon– Nathiyanawagaon- Jagdalpur- Chitrakoot- Tirthgarh	
15.	Goa	Coastal Circuit 2016-17	Development of Sinquerim-Baga, Anjuna-Vagator, Morjim-Keri, Aguada Fort and Aguada Jail	97.65
16.	Goa	Coastal Circuit 2017-18	Development of Coastal Circuit II: Rua De Orum Creek - Dona Paula - Colva - Benaulim	99.35
17.	Gujarat	Heritage Circuit 2016-17	Development of Ahmedabad- Rajkot- Porbandar –Bardoli- Dandi	59.17
18.	Gujarat	Heritage Circuit 2016-17	Development of Vadnagar- Modhera	91.12
19.	Gujarat	Buddhist Circuit 2017-18	Development of Junagadh- GirSomnath- Bharuch-Kutch- Bhavnagar- Rajkot- Mehsana	26.68
20.	Haryana	Krishna Circuit 2016-17	Development of Tourism Infrastructures at places related to Mahabharata in Kurukshetra	77.39
21.	Himachal Pradesh	Himalayan Circuit 2016-17	Development of Himalayan Circuit: Kiarighat, Shimla, Hatkoti, Manali, Kangra, Dharamshala, Bir, Palampur, Chamba	68.34
22.	Jammu and Kashmir	Himalayan Circuit 2016-17	Development of Jammu-Srinagar- Pahalgam-Bhagwati Nagar- Anantnag-Salamabad Uri-Kargil-Leh	77.33
23.	Jammu and Kashmir	Himalayan Circuit 2016-17	Development of Tourist Facilities at Jammu-Rajouri-Shopian-Pulwama.	81.60

24.	Jammu and Kashmir	Himalayan Circuit 2016-17	Development of Tourist Facilities - Construction of Assets in lieu of those Destroyed in Floods in 2014 under PM Development Package	90.43
25.	Jammu and Kashmir	Himalayan Circuit 2016-17	Development of Tourist facilities at Mantalai and Sudhmahadev	91.99
26.	Jammu and Kashmir	Himalayan Circuit 2016-17	Development of Tourist facilities at Anantnag-Pulwama-Kishtwar-Pahalgam-Zanskar Padum - Daksum - Ranjit Sagar Dam	86.39
27.	Jammu and Kashmir	Himalayan Circuit 2016-17	Development of Tourist Facilities at Gulmarg-Baramulla- Kupwara- Kargil - Leh	91.84
28.	Jharkhand	Eco Circuit 2018-19	Development of Eco Tourism circuit: Dalma- Betla National park- Mirchaiya- Netarhat	30.44
29.	Kerala	Eco Circuit 2015-16	Development of Pathanamthitta- Gavi- Vagamon- Thekkady	64.08
30.	Kerala	Spiritual Circuit 2016-17	Development of Sabarimala - Erumeli-Pampa-Sannidhanam	46.54
31.	Kerala	Spiritual Circuit 2016-17	Development of Sree Padmanabha Arnamula	78.08
32.	Kerala	Rural Circuit 2018-19	Development of Malanad Malabar Cruise Tourism Project	57.35
33.	Kerala	Spiritual	Development Sivagiri Sree Narayana	66.42

		Circuit 2018-19	Guru Ashram- Arruvipuram- KunnumparaSreeSubrahmanian- Ch embazhanthiSree Narayana Gurukulam	
34.	Madhya Pradesh	Wildlife Circuit 2015-16	Development of Wildlife Circuit at Panna- Mukundpur- Sanjay- Dubri- Bandhavgarh- Kanha- Mukki- Pench	92.10
35.	Madhya Pradesh	Buddhist Circuit 2016-17	Development of Sanchi-Satna-Rewa- Mandsaur-Dhar	74.02
36.	Madhya Pradesh	Heritage Circuit 2016-17	Development of Gwalior – Orchha – Khajuraho – Chanderi – Bhimbetka – Mandu	89.82
37.	Madhya Pradesh	Eco Circuit 2017-18	Development of Gandhisagar Dam- Mandleshwar Dam- Omkareshwar Dam- Indira Sagar Dam- Tawa Dam- Bargi Dam- BhedaGhat- Bansagar Dam- Ken River	93.76
38.	Maharashtra	Coastal Circuit 2015-16	Development of Sindhudurg Coastal Circuit - Sagareshwar, Tarkarli, Vijaydurg (Beach and Creek), Mitbhav	19.06
39.	Maharashtra	Spiritual Circuit 2018-19	Development of Waki- Adasa- Dhapewada- Paradsingha- Telankhandi- Girad	45.47
40.	Manipur	North- East Circuit 2015-16	Development of Tourist Circuit in Manipur: Imphal- Khongjom	72.23
41.	Manipur	Spiritual	Development of Shri Govindajee	45.34

		Circuit 2016-17	Temple, Shri BijoyGovindajee Temple – Shri Gopinath Temple – Shri Bungshibodon Temple – Shri Kaina Temple	
42.	Meghalaya	North East Circuit 2016-17	Development of Umium (Lake View), U LumSohpetbneng-Mawdiangdiang – Orchid Lake Resort	99.13
43.	Meghalaya	North East Circuit 2018-19	Development of West Khasi Hills (Nongkhlaw- KremTiro – KhudoianKohmang Falls – Khri River- Mawthadraishan, Shillong), Jaintia Hills (Krang Suri Falls-Shyrmang- looksi), Garo Hills (Nokrek Reserve, KattaBeel, Siju Caves)	84.97
44.	Mizoram	North East Circuit 2015-16	Development of Thenzawland South Zote, District Serchhip and Reiek.	92.26
45.	Mizoram	Eco Circuit 2016-17	Development of Eco-Adventure Circuit Aizawl -Rawpuichhip – Khawhphawp – Lengpui – Chatlang-Sakawrhmutuaitlang - Muthee – Beratlawnng -Tuirial Airfield – Hmuifang	66.37
46.	Nagaland	Tribal Circuit 2015-16	Development of Tribal Circuit Peren-Kohima- Wokha	97.36
47.	Nagaland	Tribal Circuit 2016-17	Development of Mokokchung-Tuensang-Mon	98.14

48.	Odisha	Coastal Circuit 2016-17	Development of Gopalpur, Barkul, Satapada and Tampara	70.82
49.	Puducherry	Coastal Circuit 2015-16	Development of Dubrayapet – Arikamedu – Veerampattinam – Chunnambar - Nallavadu/Narambai - Manapet- Kalapet - Puducherry - Yanam	58.44
50.	Puducherry	Heritage Circuit 2017-18	Development of Franco- Tamil Village, Karaikal, Mahe and Yanam	49.44
51.	Puducherry	Spiritual Circuit 2017-18	Development of Spiritual Circuit in Puducherry	34.96
52.	Punjab	Heritage Circuit 2018-19	Development of Anandpur Sahib - Fatehgarh Sahib - Chamkaur Sahib - Ferozpur - Khatkar Kalan – Kalanour - Patiala	85.32
53.	Rajasthan	Desert Circuit 2015-16	Development of Sambhar Lake Town and Other Destinations	50.01
54.	Rajasthan	Krishna Circuit 2016-17	Development of Govind Dev ji temple (Jaipur), KhatuShyam Ji (Sikar) and Nathdwara (Rajsamand)	75.80
55.	Rajasthan	Spiritual Circuit 2016-17	Development of Spiritual Circuit– 'Development of Churu (SalasarBalaji)-Jaipur (Shri SamodkeBalaji, GhatkeBalaji, BandhekeBalaji)- Viratnagar (Bijak, Jainnasiya, Ambika Temple)- Bharatpur (Kaman Region)- Dholpur	87.05

			(Muchkund) - MehndipurBalaji-Chittorgarh (Sanwaliyaji)	
56.	Rajasthan	Heritage Circuit 2017-18	Development of Heritage Circuit Development of Rajsamand (Kumbhalgarh Fort) - Jaipur (Facade Illumination in Jaipur and Nahargarh Fort) -Jhalawar (Gagron Fort) - Chittorgarh (Chittorgarh Fort) – Jaisalmer (Jaisalmer Fort) - Hanumangarh (Gogamedi) - Udaipur (Pratap Gaurav Kendra) - Dholpur (Bagh-I-Nilofer and PuraniChawani) - Nagaur (Meera Bai Smarak, Merta) - Tonk (SunehriKothi)	70.61
57.	Sikkim	North East Circuit 2015-16	Development of Tourist Circuit linking Rangpo (entry) – Rorathang- Aritar- Phadamchen- Nathang-Sherathang- Tsongmo- Gangtok-Phodong- Mangan- Lachung-Yumthang- Lachen- Thangu-Gurudongmer- Mangan- Gangtok-TuminLingee- Singtam (exit)	98.05
58.	Sikkim	North East Circuit 2016-17	Development of Tourist Circuit Linking Singtam– Maka- Temi- BermoikTokel- Phongia- Namchi – Jorthang- Okharey- Sombaria- Daramdin- Jorethang- Melli (Exit)	95.32
59.	Tamil Nadu	Coastal Circuit 2016-17	Development of (Chennai- Mamamallapuram – Rameshwaram – Manpadu – Kanyakumari)	73.13
60.	Telangana	Eco	Development of Eco Tourism Circuit	91.62

		Circuit 2015-16	in Mahaboobnagar district	
61.	Telangana	Tribal Circuit 2016-17	Development of Mulugu- Laknavaram- Medavaram- Tadvai- Damaravi- Mallur- Bogatha Waterfalls	79.87
62.	Telangana	Heritage Circuit 2017-18	Development of QutubShahi Heritage Park- Paigah Tombs- Hayat Bakshi Mosque- Raymond's Tomb	96.90
63.	Tripura	North East Circuit 2015-16	Development of Agartala - Sipahijala - Melaghar - Udaipur - Amarpur- Tirthamukh- Mandirghat- Dumboor- NarikelKunja- Gandachara- Ambassa	82.85
64.	Tripura	North East Circuit 2018-19	Development of SurmaCherra- Unakoti- Jampui Hills- Gunabati - Bhunaneshwari- Neermahal- Boxanagar- Chottakhola- Pilak- Avangchaarra	44.83
65.	Uttar Pradesh	Buddhist Circuit 2016-17	Development of Srawasti, Kushinagar, andKapilwastu	87.89
66.	Uttar Pradesh	Ramayana Circuit 2016-17	Development of Chitrakoot and Shringverpur	69.45
67.	Uttar Pradesh	Spiritual Circuit 2016-17	Development of Ahar-Aligarh- Kasganj-Sarosi (Unnao)-Pratapgarh- Kausambi-Mirzapur-Gorakhpur- Domariyaganj-Basti-Barabanki- Azamgarh-Kairana- Baghpat-	71.91

			Shahjahanpur	
68.	Uttar Pradesh	Spiritual Circuit 2016-17	Development of Bijnor- Meerut- Kanpur- Kanpur Dehat- Banda- Ghazipur- Salempur- Ghosi- Balia- Ambedkar Nagar- Aligarh- Fatehpur- Deoria- Mahoba- Sonbhadra- Chandauli- Mishrikh- Bhadohi	67.51
69.	Uttar Pradesh	Heritage Circuit 2016-17	Development of Kalinjar Fort (Banda)- MagharDham (SantKabir Nagar)- ChauriChaura, Shaheed Sthal (Fatehpur)- MahuarshaheedSthal (Ghosi)- Shaheed Smarak (Meerut)	36.65
70.	Uttar Pradesh	Ramayana Circuit 2017-18	Development of Ayodhya	127.21
71.	Uttar Pradesh	Spiritual Circuit 2018-19	Development of Jewar-Dadri- Sikandrabad-Noida-Khurja-Banda	12.03
72.	Uttar Pradesh	Spiritual Circuit 2018-19	Development of Gorakhnath Temple (Gorakhpur), Devipattan Temple (Balrampur) and Vatvashni Temple (Domariyagunj)	18.30
73.	Uttarakhand	Eco Circuit 2015-16	Integrated Development of Eco-Tourism, Adventure Sports, and Associated Tourism Related Infrastructure for Development of Tehri Lake and Surroundings as New Destination-District Tehri	69.17
74.	Uttarakhand	Heritage Circuit	Integrated Development of Heritage Circuit in Kumaon Region - Katarmal	76.32

		2016-17	-Jogeshwar-Baijnath-Devidhura	
75.	West Bengal	Coastal Circuit 2015-16	Development of Beach Circuit: Udaipur- Digha- Shankarpur- Tajpur- Mandarmani- Fraserganj-Bakhlai- Henry Island	67.99
76.	-	Wayside Amenities 2018-19	Development of Wayside Amenities in Uttar Pradesh and Bihar at Varanasi- Gaya; Kushinagar-Gaya- Kushinagar in collaboration with MoRTH	15.07
Total				5287.90

Details of sanctioned projects under Swadesh Darshan 2.0

S. No.	State	Destination	Name of the Experience	Sanctioned Cost (₹ Crore)	Year of Sanction
1	Andhra Pradesh	Araku-Lambasingi	Borra Cave Experience at Araku	29.87	2023-24
2	Arunachal Pradesh	Nacho	Unlock Nacho Expedition	14.02	2023-24
3	Arunachal Pradesh	Mechuka	Mechuka Cultural Haat	18.48	2023-24
4	Arunachal Pradesh	Mechuka	Mechuka Adventure Park	12.75	2023-24

5	Assam	Kokrajhar	Kokrajhar Wetland Experience	26.67	2023-24
6	Assam	Jorhat	Reimagining Cinnamara Tea Estate	23.91	2023-24
7	Goa	Porvorim	Porvorim Creek Experience	23.56	2024-25
8	Goa	Colva	Colva Beach Experience	15.65	2024-25
9	Karnataka	Hampi	Setting up of 'Traveller nooks'	25.64	2023-24
10	Karnataka	Mysuru	Tonga ride Heritage experience zone	2.72	2023-24
11	Karnataka	Mysuru	Ecological Experience Zone	18.47	2023-24
12	Kerala	Kumarakom	Kumarakom Bird Sanctuary Experience	13.92	2023-24
13	Ladakh	Leh	JulleyLeh Biodiversity Park	24.89	2023-24
14	Ladakh	Kargil	Exploring LOC and Hundarman village Experience	12.01	2023-24
15	Madhya Pradesh	Gwalior	Phoolbagh Experience Zone	16.73	2023-24
16	Madhya Pradesh	Chitrakoot	Spiritual experience at Chitrakoot	27.21	2023-24
17	Maharashtra	Pune	Shivrushti Historical Theme Park- Phase 3	76.22	2024-25
18	Meghalaya	Sohra	Waterfall Trails Experience	27.84	2023-24
19	Meghalaya	Sohra	Meghalayan Age Cave Experience	32.45	2023-24

20	Nagaland	Chumoukedima	Eco-Tourism Exp at Chumoukedima viewpoint	7.87	2024-25
21	Nagaland	Chumoukedima	Tribal Cultural Experience at Midway Retreat	21.56	2023-24
22	Puducherry	Karaikal	Karaikal beach and waterfront experience	20.29	2023-24
23	Punjab	Kapurthala	Eco Tourism experience at Kanjli wetland	20.06	2023-24
24	Punjab	Amritsar	Border Tourism Experience at Attari	25.90	2024-25
25	Rajasthan	Bundi	Spiritual Experience, Keshavraipatan	17.37	2023-24
26	Sikkim	Gyalshing	Eco-Wellness Experience at Yuksom Cluster	15.40	2023-24
27	Sikkim	Gangtok	Gangtok Cultural Village	22.59	2023-24
28	Tamil Nadu	Mamallapuram	Immersive experience at Shore Temple	30.02	2023-24
29	Telangana	Bhongir	Bhongir Fort Experiential Zone	56.81	2023-24
30	Telangana	Ananathagiri	Eco tourism zone at Ananathgiri forest	38.00	2023-24
31	Uttar Pradesh	Prayagraj	Azad Park and DekhoPrayagraj Trail Exp	13.02	2023-24
32	Uttar Pradesh	Naimisaranya	Vedic- wellness Experience	15.94	2023-24
33	Uttarakhand	Pithoragarh	Rural Tourism Cluster Experience at Gunji	32.20	2023-24

34	Uttarakhand	Champawat	Tea Garden Experience	11.21	2023-24
TOTAL AMOUNT				791.25	

Details of projects sanctioned under PRASHAD Scheme:

State/UT	S. No.	Project Name	Sanction Year	Approved Cost (₹ Crore)
Andhra Pradesh	1	Development of Pilgrim Amenities at Amaravati	2015-16	27.77
	2	Development of Srisailam Temple	2017-18	43.08
	3	Development of Pilgrimage Amenities at Sri Varaha Lakshmi Narsimha Swami Vari Devasthanam at Simhachalam	2022-23	54.04
	4	Development of Pilgrimage Tourism Infrastructure in Annavaram Temple Town	2024-25	25.33
Arunachal Pradesh	5	Development of Parshuram Kund	2020-21	37.88
Assam	6	Development of Pilgrimage amenities at Kamakhya Temple	2015-16	29.80
Bihar	7	Development at Patna Sahib	2015-16	29.62
	8	Development of basic facilities at Vishnupad temple	2014-15	3.63

Chhattisgarh	9	Development of Pilgrimage amenities at Maa Bamleshwari Devi Temple	2020-21	48.44
Goa	10	Development of Bom Jesus Basilica	2024-25	16.46
Gujarat	11	Development of Dwarka	2016-17	10.46
	12	Development of Pilgrimage Amenities at Somnath	2016-17	45.36
	13	Development of Promenade at Somnath	2018-19	47.12
	14	Development of Pilgrimage Facilities at Ambaji Temple	2022-23	50.00
Haryana	15	Development of Mata Mansa Devi Temple and Nada Saheb Gurudwara	2019-20	48.53
Jammu and Kashmir	16	Development at Hazratbal Shrine	2016-17	40.46
Jharkhand	17	Development of Baba Baidya Nath Dham	2018-19	36.79
Karnataka	18	Development of Pilgrimage Amenities at Sri Chamundeshwari Devi Temple	2023-24	45.71
Kerala	19	Development at Guruvayur Temple	2016-17	45.19
Madhya Pradesh	20	Development of Amarkantak	2020-21	49.99
	21	Development of Omkareshwar	2017-18	43.93

Maharashtra	22	Development of Trimbakeshwar	2017-18	45.41
Meghalaya	23	Development of Pilgrimage Facilitation at Nongswalia Church, Nartiang Shakti Peeth, Aitnar Pool and Charantala Kali Temple	2020-21	29.29
Mizoram	24	Development of Infrastructure for Pilgrimage and Heritage Tourism at Chite Vang, Zuangtai, Reiek and Aizawl	2022-23	44.89
Nagaland	25	Development of Pilgrimage Infrastructure at Molungkimong, Noksen Church, Aizuto, Wokha and Kohima	2018-19	25.20
	26	Development of Pilgrimage Tourism Infrastructure at Zunheboto	2022-23	18.18
Odisha	27	Infrastructure Development at Puri	2014-15	50.00
Punjab	28	Development of Karuna Sagar Valmiki Sthal at Amritsar	2015-16	6.40
	29	Development of Chamkaur Sahib	2021-22	31.57
Rajasthan	30	Integrated Development of Pushkar/Ajmer	2015-16	32.64

	31	Development at Shri Karni Mata Temple, Bikaner	2024-25	22.58
Sikkim	32	Development of Pilgrimage Facilitation at Four Patron Saints, Yuksom	2020-21	33.32
Tamil Nadu	33	Development of Kanchipuram	2016-17	13.99
	34	Development of Velankanni	2016-17	4.86
Telangana	35	Development of Jogulamba Devi Temple	2020-21	38.90
	36	Development of Pilgrimage and Heritage Tourism Infrastructure at Rudreshwara (Ramappa) Temple	2022-23	62.00
	37	Development of Pilgrimage Infrastructure at Bhadrachalam	2022-23	41.38
Tripura	38	Development of Tripura Sundari Temple	2020-21	34.43
Uttar Pradesh	39	Development of Varanasi –Phase –I	2015-16	18.73
	40	Development of Mathura-Vrindavan as Mega Tourist Circuit (Ph-II)	2014-15	10.98
	41	Development of River Cruise Tourism at Varanasi	2017-18	9.02
	42	Construction of Tourist Facilitation Centre at Vrindavan	2014-15	9.36

	43	Development of Varanasi – Phase II	2017-18	44.60
	44	Development of Infrastructure facilities at Govardhan	2018-19	37.59
Uttarakhand	45	Integrated Development of Kedarnath	2015-16	34.77
	46	Development of Infrastructure for Pilgrimage Facilitation in Badrinath Ji Dham	2018-19	56.15
	47	Augmentation of Pilgrimage Infrastructure Facilities at Gangotri and Yamunotri Dham	2021-22	54.36
West Bengal	48	Development of Belur Math	2016-17	30.03
Total				1620.21

List of Projects sanctioned under ‘Special Assistance to States for Capital Investment (SASCI) – Development of Iconic Tourist Centres to Global Scale’ (Year of Sanction is 2024-25 Financial Year)

S. No.	State	Project Name	Cost (in ₹ Crore)
1.	Andhra Pradesh	1. Gandikota - Enriching the Fort and Gorge Experience	77.91
		2. Akhanda Godavari: (Havelock Bridge and PushkarGhat), Rajamahendravaram	94.44

2.	Arunachal Pradesh	3. Siang Adventure and Eco-Retreat, Pasighat	46.48
3.	Assam	4. Assam State Zoo Cum Botanical Garden, Guwahati	97.12
		5. Beautification of Rang Ghar at Sivasagar	94.76
4.	Bihar	6. Development of Matsyagandha Lake, Saharsa	97.61
		7. Karamchat Eco-Tourism and Adventure Hub	49.51
5.	Chhattisgarh	8. Development of Chitrotpala Film City	95.79
		9. Development of Tribal and Cultural Convention Centre	51.87
6.	Goa	10. Chhatrapati Shivaji Maharaj Museum, Ponda	97.46
		11. Proposed Townsquare, Povorim	90.74
7.	Gujarat	12. Ecotourism Destination at Kerly (Mokarsagar), Porbandar	99.50
		13. Tented City and Convention Centre, Dhordo	51.56
8.	Jharkhand	14. Eco-Tourism Development of Tilaiyya, Koderma	34.87
9.	Karnataka	15. Ecotourism and Cultural Hub at Roerich and Devika Rani Estate Tataguni, Bengaluru	99.17
		16. Development of SavadattiYallammagudda, Belgavi	100.00
10.	Kerala	17. Ashtamudi Biodiversity and Eco-recreational Hub, Kollam	59.71
		18. Sargaalaya: Global Gateway to Malabar's Cultural Crucible	95.34
11.		19. Orchha A Medieval Splendour	99.92

	Madhya Pradesh	20. International Convention Centre for MICE in Bhopal	99.38
12.	Maharashtra	21. Ex-INS Guldar Underwater Museum, Artificial Reef, and Submarine Tourism, Sindhudurg	46.91
		22. Development of "RAM-KAL PATH" at Nashik	99.14
13.	Manipur	23. Loktak Lake Experience	89.48
14.	Meghalaya	24. MICE Infrastructure at Mawkhanu, Shillong	99.27
		25. Re-development of Umiam Lake, Shillong	99.27
15.	Odisha	26. Development of Hirakud	99.90
		27. Development of Satkosia	99.99
16.	Punjab	28. Development of Heritage Street, SBS Nagar	53.45
17.	Rajasthan	29. Development at Amber-Nahargarh and surrounding Area, Jaipur	49.31
		30. Development at JalMahal, Jaipur	96.61
18.	Sikkim	31. Skywalk, Bhaleydhunga, Yangang, Namchi	97.37
		32. Border Experience, Nathula	68.19
19.	Tamil Nadu	33. Nandavanam Heritage Park at Mamallapuram	99.67
		34. Garden of flowers at Devala, Ooty	70.23
20.	Telangana	35. Ramappa Region Sustainable Tourism Circuit	73.74
		36. Somasilla Wellness and Spiritual Retreat Nallamala	68.10
21.	Tripura	37. 51 Shakti Peethas Park at Banduar, Gomati	97.70
22.	Uttar Pradesh	38. Development of Bateshwar, District-Agra	74.05

		39. Integrated Buddhist Tourism Development, Shrawasti	80.24
23.	Uttarakhand	40. Iconic City Rishikesh: Rafting Base Station	100.00
TOTAL			3,295.76

List of 42 identified destinations under ‘Challenge Based Destination Development’

S.No.	State	Destination	Category
1.	Andhra Pradesh	Nagarjuna Sagar	Culture and Heritage
2.	Adhra Pradesh	Ahobilam Temple	Spiritual Tourism
3.	Arunachal Pradesh	Kibitho	Vibrant Village Programme
4.	Arunachal Pradesh	Bichom Dam Site	Ecotourism and Amrit Dharohar Sites
5.	Assam	Sivasagar	Ecotourism and Amrit Dharohar Sites
6.	Bihar	Bhagalpur	Culture and Heritage
7.	Bihar	Saran District (Sonepur Fair)	Culture and Heritage
8.	Chhattisgarh	Mayali Bagicha	Ecotourism and Amrit Dharohar Sites
9.	Goa	Mayem Village	Ecotourism and Amrit Dharohar Sites
10.	Gujarat	Porbandar	Spiritual Tourism
11.	Gujarat	Thol Village	Ecotourism and Amrit Dharohar Sites
12.	Gujarat	Vadnagar	Culture and Heritage
13.	Himachal Pradesh	Kaza	Culture and Heritage

14.	Himachal Pradesh	Rakchham, Chhitkul	Vibrant Village Programme
15.	Jharkhand	RamrekhaDham	Spiritual Tourism
16.	Kerala	Varkala	Culture and Heritage
17.	Kerala	Thalassery	Spiritual Tourism
18.	Karnataka	Bidar	Culture and Heritage
19.	Karnataka	Udupi	Ecotourism and Amrit Dharohar Sites
20.	Ladakh	Mushkoh Village	Ecotourism and Amrit Dharohar Sites
21.	Lakshadweep	Lakshadweep	Ecotourism and Amrit Dharohar Sites
22.	Madhya Pradesh	Mandu	Culture and Heritage
23.	Madhya Pradesh	Orchha	Spiritual Tourism
24.	Maharashtra	Ahmednagar	Culture and Heritage
25.	Manipur	LangthabalKonug	Culture and Heritage
26.	Meghalaya	Nartiang Village	Spiritual Tourism
27.	Meghalaya	Mawphlang Village	Culture and Heritage
28.	Nagaland	Doyang Reservoir	Ecotourism and Amrit Dharohar Sites
29.	Nagaland	Impur Village	Spiritual Tourism
30.	Puducherry	White Town	Culture and Heritage
31.	Punjab	Ferozpur (Hussainiwala Border)	Culture and Heritage
32.	Punjab	Rupnagar (Anandpur Sahib)	Spiritual Tourism
33.	Sikkim	Gnathang Village	Vibrant Village Programme
34.	Sikkim	Kabi	Spiritual Tourism
35.	Tamil Nadu	Rameswaram Island	Spiritual Tourism
36.	Tamil Nadu	Thanjavur	Culture and Heritage
37.	Telangana	Nalgonda	Culture and Heritage

38.	Telangana	Kamareddy	Ecotourism and Amrit Dharohar Sites
39.	Uttar Pradesh	Mahoba	Culture and Heritage
40.	Uttarakhand	Mana Village	Vibrant Village Programme
41.	Uttarakhand	Jadung	Vibrant Village Programme
42.	Uttarakhand	Kainchidham	Spiritual Tourism

नए केंद्रीय विश्वविद्यालय

2665. डॉ. मन्ना लाल रावत:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) देश में केन्द्रीय विश्वविद्यालयों की कुल संख्या कितनी है तथा इनका राज्यवार ब्यौरा क्या है;

(ख) नए केन्द्रीय विश्वविद्यालयों की स्थापना के लिए क्या मानदंड एवं प्रक्रिया है;

(ग) क्या सरकार की जनजातीय क्षेत्रों में केन्द्रीय विश्वविद्यालय स्थापित करने की कोई योजना है तथा यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) क्या सरकार दक्षिण राजस्थान विशेषकर उदयपुर में केन्द्रीय विश्वविद्यालय स्थापित करने की योजना बना रही है तथा यदि हां, तो तत्संबंधी ब्यौरा क्या है?

शिक्षा मंत्रालय में राज्य मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्रालय में राज्य मंत्री (डॉ. सुकान्त मजूमदार):

(क) से (घ): शिक्षा मंत्रालय के क्षेत्राधिकार में 48 केंद्रीय विश्वविद्यालय हैं। केंद्रीय विश्वविद्यालयों की राज्य/संघ राज्य क्षेत्र-वार सूची का ब्यौरा संलग्न **विवरण** में दिया गया है। केंद्रीय विश्वविद्यालय की स्थापना संसद के अधिनियम द्वारा की जाती है। केंद्रीय विश्वविद्यालयों की परिकल्पना क्षेत्र में अन्य संस्थाओं को अकादमिक नेतृत्व प्रदान करने के लिए आदर्श संस्थाओं के रूप में कार्य करने हेतु की

गई है। इस मंत्रालय ने पहले ही तीन केंद्रीय जनजातीय विश्वविद्यालय नामतः इंदिरा गांधी राष्ट्रीय जनजातीय विश्वविद्यालय, मध्य प्रदेश; केंद्रीय जनजातीय विश्वविद्यालय, आंध्र प्रदेश और सम्मक्का सारक्का केंद्रीय जनजातीय विश्वविद्यालय, तेलंगाना स्थापित किए हैं। राजस्थान में पहले से ही राजस्थान केन्द्रीय विश्वविद्यालय नामक एक केन्द्रीय विश्वविद्यालय है। अब, मौजूदा संस्थाओं की क्षमता बढ़ाकर उच्चतर शिक्षा प्रणालियों के समेकन पर ध्यान केंद्रित किया गया है। इसके अतिरिक्त, शिक्षा एक समवर्ती विषय होने के कारण, राज्य सरकारें भी अपने-अपने राज्यों में उच्चतर शिक्षा तक अधिक पहुँच प्रदान करने के लिए पहल कर रही हैं। वर्तमान में, इस मंत्रालय में दक्षिण राजस्थान में केंद्रीय विश्वविद्यालय स्थापित करने का कोई प्रस्ताव विचाराधीन नहीं है।

विवरण

शिक्षा मंत्रालय के तहत केंद्रीय विश्वविद्यालयों की राज्य/संघ राज्य क्षेत्र-वार सूची

क्र.सं.	राज्य/संघ राज्य क्षेत्र	केंद्रीय विश्वविद्यालय का नाम
1.	आंध्र प्रदेश	आंध्र प्रदेश केंद्रीय विश्वविद्यालय, अनंतपुरम, आंध्र प्रदेश
2.		आंध्र प्रदेश केंद्रीय जनजातीय विश्वविद्यालय, कोंडाकराकम, गांव विजयनगरम, आंध्र प्रदेश
3.		राष्ट्रीय संस्कृत विश्वविद्यालय, तिरुपति, आंध्र प्रदेश
4.	अरुणाचल प्रदेश	राजीव गांधी विश्वविद्यालय, ईटानगर, अरुणाचल प्रदेश
5.	असम	असम विश्वविद्यालय, सिलचर, असम
6.		तेजपुर विश्वविद्यालय, असम
7.	बिहार	दक्षिण बिहार केंद्रीय विश्वविद्यालय, गया, बिहार
8.		महात्मा गांधी केंद्रीय विश्वविद्यालय, मोतिहारी, बिहार
9.	छत्तीसगढ़	गुरु घासीदास विश्वविद्यालय, बिलासपुर, छत्तीसगढ़
10.	दिल्ली	इंदिरा गांधी राष्ट्रीय मुक्त विश्वविद्यालय, नई दिल्ली
11.		जामिया मिलिया इस्लामिया, जामिया नगर, नई दिल्ली
12.		जवाहरलाल नेहरू विश्वविद्यालय, नई दिल्ली

13.		दिल्ली विश्वविद्यालय, दिल्ली
14.		केंद्रीय संस्कृत विश्वविद्यालय, नई दिल्ली
15.		श्री लाल बहादुर शास्त्री राष्ट्रीय संस्कृत विश्वविद्यालय, नई दिल्ली
16.	गुजरात	गुजरात केन्द्रीय विश्वविद्यालय, गांधीनगर, गुजरात
17.	हरियाणा	हरियाणा केन्द्रीय विश्वविद्यालय, महेन्द्रगढ़, हरियाणा
18.	हिमाचल प्रदेश	हिमाचल प्रदेश केंद्रीय विश्वविद्यालय, धर्मशाला, हिमाचल प्रदेश
19.	जम्मू और कश्मीर	जम्मू केन्द्रीय विश्वविद्यालय, सांबा, जम्मू और कश्मीर
20.	कश्मीर	कश्मीर केन्द्रीय विश्वविद्यालय, श्रीनगर, जम्मू और कश्मीर
21.	झारखंड	झारखंड केंद्रीय विश्वविद्यालय, रांची, झारखंड
22.	कर्नाटक	कर्नाटक केंद्रीय विश्वविद्यालय, गुलबर्गा, कर्नाटक
23.	केरल	केरल केंद्रीय विश्वविद्यालय, कासरगोड, केरल
24.	लद्दाख	सिंधु केन्द्रीय विश्वविद्यालय, लद्दाख
25.	मध्य प्रदेश	डॉ. हरिसिंह गौर विश्वविद्यालय, सागर, मध्य प्रदेश
26.		इंदिरा गांधी राष्ट्रीय जनजातीय विश्वविद्यालय, अमरकंटक, मध्य प्रदेश
27.	महाराष्ट्र	महात्मा गांधी अंतरराष्ट्रीय हिंदी विश्वविद्यालय, वर्धा, महाराष्ट्र
28.	मणिपुर	मणिपुर विश्वविद्यालय, इम्फाल, मणिपुर
29.	मिज़ोरम	मिज़ोरम विश्वविद्यालय, आइजोल, मिज़ोरम
30.	मेघालय	पूर्वोत्तर पर्वतीय विश्वविद्यालय, शिलांग, मेघालय
31.	नागालैंड	नागालैंड विश्वविद्यालय, नागालैंड
32.	ओडिशा	ओडिशा केंद्रीय विश्वविद्यालय, कोरापुट, ओडिशा
33.	पांडिचेरी	पांडिचेरी विश्वविद्यालय, पुडुचेरी
34.	पंजाब	पंजाब केंद्रीय विश्वविद्यालय, बठिंडा, पंजाब
35.	राजस्थान	राजस्थान केन्द्रीय विश्वविद्यालय, राजस्थान
36.	सिक्किम	सिक्किम विश्वविद्यालय, गंगटोक, सिक्किम
37.	तमिलनाडु	तमिलनाडु केंद्रीय विश्वविद्यालय, तिरुवरुर, तमिलनाडु

38.	तेलंगाना	अंग्रेजी और विदेशी भाषा विश्वविद्यालय, हैदराबाद, तेलंगाना
39.		मौलाना आज़ाद राष्ट्रीय उर्दू विश्वविद्यालय, हैदराबाद, तेलंगाना
40.		हैदराबाद विश्वविद्यालय, हैदराबाद, तेलंगाना
41.		सम्मक्का सारक्का केंद्रीय जनजातीय विश्वविद्यालय, मुलुगु, तेलंगाना
42.	त्रिपुरा	त्रिपुरा विश्वविद्यालय, अगरतला, त्रिपुरा
43.	उत्तराखंड	हेमवती नंदन बहुगुणा गढ़वाल विश्वविद्यालय, श्रीनगर, गढ़वाल, उत्तराखंड
44.	उत्तर प्रदेश	अलीगढ़ मुस्लिम विश्वविद्यालय, अलीगढ़, उ.प्र.
45.		बाबा साहेब भीमराव अम्बेडकर विश्वविद्यालय, लखनऊ, उ.प्र.
46.		बनारस हिंदू विश्वविद्यालय, वाराणसी, उ.प्र.
47.		इलाहाबाद विश्वविद्यालय, प्रयागराज, उ.प्र.
48.	पश्चिम बंगाल	विश्व भारती, शांतिनिकेतन, पश्चिम बंगाल

**WITHHOLDING OF FUNDS OF SAMAGRA SHIKSHA ABHIYAN FOR TAMIL
NADU**

2666. SHRI S. VENKATESAN:

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

(a) whether the Government has withheld the funds of Rs. 2154 crore under Samagra Shiksha Abhiyan (SSA) which is due to Tamil Nadu;

(b) the reasons for linking the release of above fund with the implementation of NEP in the State;

(c) whether imposition of Hindi as part of NEP is violation the language policy acknowledging language diversity evolved in the background of Anti Hindi Agitation in Tamil Nadu;

(d) whether the above imposition is the violation of Federal principles while Education is in the concurrent list; and

(e) if so, the details and the reasons thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a)and(b): The Union Government is committed to ensuring that every child, in every corner of the country has access to the transformative benefits of the National Education Policy 2020 (NEP 2020). Samagra Shiksha is an integrated scheme that envisages education as a continuum from pre-school to class XII. The Scheme has been aligned with the provisions of NEP 2020 and new interventions such as Early Childhood Care and Education (ECCE), Support for NIPUN Bharat, Quality and Innovation at all levels, Equity and Inclusion, Skill Education, ICT and Digital Initiatives etc. have been incorporated in the Scheme. Since inception, tens of lakhs of students from the State of Tamil Nadu are benefitting from the provisions of this Scheme. Regarding the release of funds to the state of Tamil Nadu under Samagra Shiksha, all four sanctioned instalments for the year 2023-24 amounting to Rs.1876.15 crore were released. Further, an amount of Rs.4305.66 crore has been

approved for the state of Tamil Nadu by the Project Approval Board (PAB) for the financial year 2024-25.

(c) to (e): The National Education Policy (NEP), 2020 emphasizes that wherever possible, the medium of instruction until at least Grade 5, but preferably till Grade 8 and beyond, will be the home language/mother tongue/local language/regional language. Therefore, NEP 2020 fully supports the idea of teaching Tamil in the schools of Tamil Nadu.

Further, respecting the federal principles, NEP 2020 affirms that the three-language formula will continue to be implemented while keeping in mind the Constitutional provisions, aspirations of the people, regions, and the Union, and the need to promote multilingualism as well as promote national unity. However, there will be a greater flexibility in the three-language formula, and no language will be imposed on any State. The three languages learned by children will be the choices of States, regions, and of course the students themselves, so long as at least two of the three languages are native to India. In particular, students who wish to change one or more of the three languages they are studying may do so in Grade 6 or 7, as long as they are able to demonstrate basic proficiency in three languages (including one language of India at the literature level) by the end of secondary school.

SANT SHRI SEVALAL MAHARAJ JAYANTI**2667 . SHRIMATI D. K. ARUNA:**

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

- (a) whether the Government has any proposal to declare and give official recognition and nationwide celebrations of Sant Shri Sevalal Maharaj Jayanti on 15th February every year and if so, the details thereof alongwith proposals received and action taken thereon; and
- (b) whether States like Telangana, Andhra Pradesh, Karnataka and Maharashtra have already officially recognized and celebrated his Jayanti on 15th February every year and by recognizing his services at the national level, this would be an acknowledgement of his unparalleled social and humanitarian contributions in recognition of his invaluable services to the nation and if so, the details thereof and action taken thereon?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

- (a) At present there is no such proposal to declare and give official recognition and nationwide celebrations of Sant Shri Sevalal Maharaj Jayanti on 15th February every year. However, it is informed that Government has commemorated 284th Birth Anniversary of Sant Sevalal Ji Maharaj from 15.02.2023 to 15.02.2024.
- (b) No such information is available in Ministry of Culture.

CONSERVATION OF PROTECTED MONUMENTS

2668. SHRI TANUJ PUNIA:

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

- (a) the details of the amount allocated, sanctioned and disbursed for conservation of the protected monuments since January 2022 particularly in Uttar Pradesh, year and district-wise;
- (b) the details of the criteria under which Government designates a place as a protected monument;
- (c) the details of the monuments categorized by Government as protected monuments for conservation since January 2022, State-wise; and
- (d) Whether the Government is considering to increase the number of protected monuments in the next five years, if so, the details thereof?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

- (a) Total 743 monuments/sites are protected under Archaeological Survey of India (ASI) in Uttar Pradesh. The details of the amount allocated, sanctioned and disbursed for conservation of protected

monuments during the last three years and current financial year are as under:

(Amount Rs. in Crores)

Sl.No.	Financial Year	Allocation
1.	2021-22	42.24
2.	2022-23	63.65
3.	2023-24	65.54
4.	2024-25 (upto 03.03.2025)	44.80

- (b) ASI declares ancient monuments as protected monument of national importance under Section 4(3) of the Ancient Monuments and Archaeological Sites and Remains Act, 1958, (AMASR Act, 1958) owing to their archaeo-historical importance.
- (c) The State-wise details of the monuments categorized by Government as protected monuments for conservation since January 2022 is given in the enclosed **Statement**.
- (d) ASI undertakes exploration, surveys, inspection of monuments and sites. As and when any monument worth protecting of national importance is noticed, a protection proposal is prepared and after examination at various levels, it is declared as a protected monument under AMASR Act, 1958.

STATEMENT

**The State-wise details of the monuments categorized by Government as
protected monuments for conservation since January 2022**

Year of protection	Sl. No.	Name of Monument/Area	State
2022	1.	Ancient Quarry Site I, Dholavira	Gujarat
	2.	Ancient Quarry Site II, Dholavira	Gujarat
2023	3.	Ancient Naula at Syunrakot	Uttarakhand
	4.	Kapileswar Temple at Kapileswar	Odisha
2024	5.	Ancient Mound No. VI at Rakhigarhi	Haryana
	6.	Ancient Mound No. VII at Rakhigarhi	Haryana

MONOPOLY OF FOOD DELIVERY ECO-SYSTEM

2669. SHRI RAJA RAM SINGH:

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

- (a) whether the Government has taken any cognizance of the news item titled "NRAI to sue Zomato and Swiggy for attempting the monopolise the food delivery market" appeared in the Times of India dated 9th January, 2025 and if so, the details thereof;
- (b) whether the Government has taken any action in the matter;
- (c) if so, the details thereof and if not, the reasons therefor;
- (d) whether the Government intends to introduce regulatory measures to control such practices and if so, the details thereof;

- (e) whether the Government considered the dangers this data collection provides for competitiveness of business and partners listed on these platforms;
- (f) if so, the action taken by the Government to protect the data collected by these gig platform apps; and
- (g) whether the Government intends to take action against the companies like Swiggy and Zomato which have adopted anti-competitive practices and violated the regulations of Competition Act, 2002, if so, the details thereof and if not, the reasons therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS; AND
MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
(SHRI HARSH MALHOTRA):**

(a)to (c): As per the provisions of Section 19 of the Competition Act, 2002, (the 'Act') the Competition Commission of India (CCI) may inquire into any alleged contravention of Section 3 (prohibition of anti-competitive agreements) or Section 4 (prohibition of abuse of dominant position) either on its own motion or on-

(i) receipt of any information, in such manner and accompanied by such fee as may be determined by regulations, from any person, consumer or their association or trade association; or

(ii) a reference made to it by the Central Government or a State Government or a statutory authority.

The CCI examines information(s) received alleging anti-competitive practices or abuse of dominance under the Act and wherever a prima facie case is found, the matter is investigated. Where after inquiry, the CCI finds that any agreement referred to in Section 3 or an action of an enterprise in a dominant position, is in contravention of Section 3 or

Section 4 as the case may be, it may pass orders including imposition of monetary penalty in terms of the provision of Section 27 of the Act.

An information with regard to Quick-Commerce has been filed before Competition Commission of India (CCI) by an individual regarding Bundl Technologies Pvt. Ltd, Blink Commerce Pvt. Ltd and Zepto Marketplace Pvt. Ltd for their alleged involvement in Anti-Competitive activities.

(d): The CCI takes action to prevent practices having adverse effect on competition, to promote and sustain competition in markets, to protect the interests of consumers and to ensure freedom of trade carried on by other participants in markets under the various provisions of the Competition Act, 2002.

The Department of Consumer Affairs has notified the Consumer Protection (E-commerce) Rules, 2020 under the provisions of the Consumer Protection Act, 2019 to safeguard consumers from unfair trade practices in e-commerce. These rules, inter-alia, outline the responsibilities of e-commerce entities and specify the liabilities of marketplace and inventory e-commerce entities, including provisions for customer grievance redressal.

In terms of the provisions of these rules, no e-commerce entity shall

(i) manipulate the price of the goods or services offered on its platform in such a manner as to gain unreasonable profit by imposing on consumers any unjustified price having regard to the prevailing market conditions, the essential nature of the good or service, any extraordinary circumstances under which the good or service is

offered, and any other relevant consideration in determining whether the price charged is justified.

(ii) discriminate between the consumers of the same class or make any arbitrary classification of consumers affecting their rights under the Act.

These rules also provide that no e-commerce entity shall adopt any unfair trade practice, whether in the course of business on its platform or otherwise.

In order to strengthen consumer protection, the Central Consumer Protection Authority (CCPA) issued the “Guidelines for Prevention and Regulation of Dark Patterns, 2023” on 30th November 2023. These guidelines address and regulate 13 specific dark patterns identified in the e-commerce sector, aiming to prevent deceptive practices that mislead consumers.

(e) and (f): The Digital Personal Data Protection Act, 2023 (DPDP Act) casts obligations on Data Fiduciaries to protect the digital personal data in their possession or under their control, including in respect of any processing undertaken by them or on their behalf by a data processor, by taking reasonable security safeguards and implementing appropriate technical and organizational measures to ensure effective observance of the provisions of the Act. The DPDP Act cast additional obligations like conducting impact assessments, periodic audits and appointment of data protection officers on Significant Data Fiduciaries only. The DPDP Act holds the data fiduciaries accountable for any personal data breach or any other contravention of this law. The accountability of the Data Fiduciaries is ensured through the adjudication of data breaches and breaches of

the provisions of the Act and imposition of financial penalties by the Data Protection Board.

(g): An information with regard to Quick-Commerce has been filed before Competition Commission of India (CCI) by an individual regarding Bundl Technologies Pvt. Ltd, Blink Commerce Pvt. Ltd and Zepto Marketplace Pvt. Ltd for their alleged involvement in Anti-Competitive activities.

RECOVERY OF NPA THROUGH SARFAESI ACT

2670. SHRI ARUN NEHRU:

Will the Minister of **FINANCE** be pleased to state:-

(a) the details of the recovery of bad loans or Non-Performing Assets (NPAs) through mechanisms such as SARFAESI Act and Debt Recovery Tribunals (DRTs) since 2019, year-wise and bank-wise;

(b) the details of the financial and policy support provided by the Government to public sector banks to address legacy NPAs and improve their balance sheets;

(c) the initiatives taken to educate small businesses and startups on financial discipline and credit management and the mechanisms that are in place to ensure transparency and accountability in the resolution of NPAs across banks;

(d) the steps taken by the Government to strengthen credit appraisal systems and reduce the occurrence of fresh NPAs; and

(e) whether the Government is considering establishment of a centralized database for tracking large borrowers and stressed assets to improve coordination among banks and regulators in future and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (d): Year-wise details of recovery of non-performing assets (NPAs) through the Securitisation and Reconstruction of Financial Assets and Enforcement of Security Interest Act, 2002 (SARFAESI Act) and Debt Recovery Tribunals (DRTs) by scheduled commercial banks (SCBs) during the last five financial years are given in the enclosed **Statement**. The Reserve Bank of India (RBI) has apprised that bank-wise information in this regard is not maintained by it.

Subsequent to the Asset Quality Review initiated by RBI, the government initiated 4R's strategy of recognising NPAs transparently, resolving and recovering value from stressed accounts through clean and effective laws and processes, recapitalising public sector banks, and reforms in banks and financial ecosystem to address the problem of rising NPAs and growing loan default. Enabled by these initiatives, gross NPAs of PSBs have declined to Rs. 3.02 lakh crore (gross NPA ratio of 2.85%) in December 2024 (provisional data) from a peak of Rs. 8.96 lakh crore (gross NPA ratio of 14.58%) in March 2018.

Also, a number of steps have been taken by the government over the last few years under PSB Reforms Agenda to make credit management system in public sector

banks robust by adoption of a comprehensive loan lifecycle management system, including an efficient system in loans disbursement and improved underwriting, and these steps include, *inter alia*, —

- (i) introduction of Early Warning Signals (EWS) systems in banks for time-bound remedial actions;
- (ii) adoption of prudential policies to ensure ring-fencing of cash flows;
- (iii) deploying specialised agencies for monitoring and creating stressed asset management verticals for resolution of stressed assets; and
- (iv) improved adherence to risk-based pricing.

Enabled by the aforesaid, PSBs' slippage ratio, *i.e.* fresh occurrence/accretion of NPAs as a percentage of standard advances, has declined to 0.95% in December 2024 (RBI provisional data) from 8.35% in March 2018.

With regard to initiatives taken to educate small businesses and start-ups on financial discipline and credit management, National Centre for Financial Education (NCFE), promoted by financial sector regulators, has developed a financial education handbook for micro, small and medium enterprises (MSMEs). Centres for Financial Literacy (CFLs) and Financial Literacy Centres (FLCs) have also been set up across the country. FLCs Conduct camps, *inter alia*, for farmers, micro entrepreneurs and self-help groups.

With regard to transparency in accountability in resolution of NPAs by banks, as per RBI guidelines, banks are required to have in place a loan recovery policy, duly

approved by their respective Boards. Banks initiate measures for recovery or resolution of NPAs in terms of the said policy.

(e): The Central Repository of Information on Large Credits (CRILC) set up by RBI is already in place. CRILC collects, stores and disseminates credit data to lenders. Banks are required to furnish credit information to CRILC regarding all borrowers having aggregate fund and non-fund-based exposure of Rs. 5 crore and above with them on a monthly basis. The information on large borrowers is shared with all the banks to bridge the information gap which helps them in taking informed credit decision.

STATEMENT

Recovery by Scheduled Commercial Banks through Debt Recovery

Tribunals (DRTs) and SARFAESI Act channels

(Amounts in crore Rs.)

Financial Year	DRTs	SARFAESI Act
2018-19	10,847	38,905
2019-20	9,986	34,283
2020-21	8,113	27,686
2021-22	12,035	27,349
2022-23	39,785	30,957
2023-24	16,202	30,460

Source: RBI (provisional data for 2023-24)

देश में ईएसआईसी अस्पताल

2671. श्री दामोदर अग्रवाल:

क्या **श्रम और रोजगार** मंत्री यह बताने की कृपा करेंगे कि:

- (क) देश में कार्यरत कर्मचारी राज्य बीमा निगम के अस्पतालों का राज्यवार ब्यौरा क्या है;
- (ख) वर्तमान में राजस्थान में संचालित अस्पतालों का जिलावार ब्यौरा क्या है;
- (ग) वर्तमान में राजस्थान में कर्मचारी राज्य बीमा निगम अस्पतालों में स्वास्थ्य लाभ सुविधा के लिए पात्र कर्मचारियों का जिलावार ब्यौरा क्या है;
- (घ) क्या सरकार का राजस्थान में कर्मचारी राज्य बीमा निगम के नए अस्पतालों के निर्माण करने का विचार है; और
- (ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण हैं?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारानन्दलाजे):

(क) से (ङ): वर्तमान में, देश में 165 कर्मचारी राज्य बीमा निगम (ईएसआई) अस्पताल हैं जिनमे से 59 ईएसआई निगम द्वारा और 106 संबंधित राज्यों द्वारा संचालित किए जाते हैं। ईएसआई अस्पतालों का राज्य-वार और राजस्थान में जिला-वार ब्यौरा क्रमशः संलग्न **विवरण-I** और **विवरण-II** में दिए गए हैं। दिनांक 31.03.2024 तक की स्थिति के अनुसार, राजस्थान में ईएसआईसी अस्पतालों में स्वास्थ्य लाभ के लिए पात्र बीमित व्यक्तियों का जिला-वार ब्यौरा संलग्न **विवरण-III** में दिया गया है।

ईएसआईसी ने तीन नए अस्पताल अर्थात् राजस्थान में चित्तोडगढ़, कोटपूतली-बहरोड़ और अजमेर में एक-एक ईएसआईसी अस्पतालों के निर्माण के लिए अनुमोदन दिया है।

विवरण - I**165 ईएसआईसी / ईएसआईएस अस्पतालों की राज्य-वार सूची**

क्र.सं.	राज्य / संघ राज्य क्षेत्र	ईएसआईसी अस्पताल	ईएसआईएस अस्पताल	कुल
1.	आंध्र प्रदेश	1	4	5
2.	असम	2	0	2
3.	बिहार	2	2	4
4.	चंडीगढ़ (संघ राज्य क्षेत्र)	1	0	1
5.	छत्तीसगढ़	4	0	4
6.	दिल्ली (संघ राज्य क्षेत्र)	4	0	4
7.	गोवा	0	1	1
8.	गुजरात	4	8	12
9.	हरियाणा	3	4	7
10.	हिमाचल प्रदेश	1	1	2
11.	जम्मू और कश्मीर (संघ राज्य क्षेत्र)	1	0	1
12.	झारखण्ड	3	0	3
13.	कर्नाटक	3	8	11
14.	केरल	3	9	12
15.	मध्य प्रदेश	2	5	7
16.	महाराष्ट्र	3	12	15
17.	ओडिशा	2	6	8
18.	पुदुचेरी (संघ राज्य क्षेत्र)	0	1	1
19.	पंजाब	1	6	7
20.	राजस्थान	6	3	9
21.	तमिलनाडु	3	8	11
22.	तेलंगाना	2	5	7
23.	उत्तर प्रदेश	6	10	16
24.	उत्तराखंड	1	0	1
25.	पश्चिम बंगाल	1	13	14
	कुल	59	106	165

स्रोत: कर्मचारी राज्य बीमा निगम (ईएसआईसी)

विवरण - II

राजस्थान में संचालित ईएसआई अस्पतालों का जिला-वार ब्यौरा

क्र.सं.	जिला	अस्पताल का नाम
1.	जयपुर	ईएसआईसी अस्पताल, जयपुर
2.	कोटा	ईएसआईसी अस्पताल, कोटा
3.	अलवर	ईएसआईसी अस्पताल, भिवाड़ी
4.	अलवर	ईएसआईसी अस्पताल, अलवर
5.	उदयपुर	ईएसआईसी अस्पताल, उदयपुर
6.	जोधपुर	ईएसआईसी अस्पताल, जोधपुर
7.	भीलवाड़ा	ईएसआईसी अस्पताल, भीलवाड़ा
8.	पाली	ईएसआईसी अस्पताल, पाली

स्रोत: कर्मचारी राज्य बीमा निगम (ईएसआईसी)

विवरण III

दिनांक 31.03.2024 तक की स्थिति के अनुसार राजस्थान में ईएसआईसी अस्पतालों में
स्वास्थ्य लाभ के लिए पात्र बीमित व्यक्तियों का जिला-वार ब्यौरा

क्र.सं.	जिला	दिनांक 31.03.2024 तक की स्थिति के अनुसार बीमित व्यक्तियों की संख्या
1.	अजमेर	60752
2.	अलवर	351373
3.	बाराँ	5562
4.	भरतपुर	12202
5.	बूंदी	4164
6.	चूरू	4454
7.	दौसा	9708
8.	धौलपुर	2340
9.	जयपुर	599534
10.	झालावाड़	13996
11.	झुन्झुनू	7419

12.	करौली	1618
13.	कोटा	69739
14.	नागौर	8838
15.	पाली	25605
16.	सवाई माधोपुर	3989
17.	सीकर	10764
18.	टोंक	5637
19.	बाड़मेर	18018
20.	बीकानेर	35474
21.	श्रीगंगानगर	17086
22.	हनुमानगढ़	6907
23.	जैसलमेर	5911
24.	जालौर	3784
25.	जोधपुर	101401
26.	सिरोही	17705
27.	बांसवाड़ा	27072
28.	भीलवाड़ा	86613
29.	चित्तौड़गढ़	34262
30.	डूंगरपुर	3961
31.	प्रतापगढ़	1148
32.	राजसमन्द	11188
33.	उदयपुर	97368

स्रोत: कर्मचारी राज्य बीमा निगम (ईएसआईसी)

JOB SECURITY IN KERALA

2672. SHRI KODIKUNNIL SURESH:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) the current status of unemployment rates in Kerala and the steps taken by the Government to address job scarcity, particularly among the youth and educated workforce;
- (b) the details of pending ESI and EPF claims in Kerala, including the number of unresolved cases and the reasons for delays in processing;
- (c) whether the Government has any plans to upgrade Employees' State Insurance Corporation (ESIC) hospitals in Kerala into super-specialty hospitals or medical colleges to provide better healthcare for workers, if so, the details thereof;
- (d) the details of the total number of migrant workers in Kerala and the measures taken to ensure their social security, working conditions, insurance and wage protection; and
- (e) whether the Government has taken any initiatives to revive traditional industries such as coir, cashew and handloom, which are major employment providers in Kerala and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (e): The official data on Employment and Unemployment is collected through Periodic Labour Force Survey (PLFS) which is conducted by the Ministry of Statistics and Programme Implementation (MoSPI) since 2017-18. The survey period is July to June every year.

As per the data available in latest Annual PLFS report, the estimated Unemployment Rate (UR) on usual status for persons of age 15 years and above in Kerala has decreased from 11.4% in 2017-18 to 7.2% in 2023-24.

Employment generation coupled with improving employability of all including youth and educated workforce is a priority of Government and is a multi-stakeholder initiative. The various Ministries/ Departments of Government of India like Ministry of Micro, Small and Medium Enterprises, Ministry of Rural Development, Ministry of Housing and Urban Affairs, Ministry of Finance, Ministry of Textiles, Ministry of Electronics and Information Technology etc. are implementing different employment generation schemes/ programmes like Prime Minister's Employment Generation Programme (PMEGP), Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), Deen Dayal Upadhyaya Grameen Kaushalya Yojana (DDU-GKY), Rural Self Employment and Training Institutes (RSETIs), Deendayal Antyodaya Yojana-National Urban Livelihoods Mission (DAY-NULM), Pradhan Mantri Mudra Yojana (PMMY), Stand-Up India, Startup India, National Handicrafts Development Programme etc., which, along with increase in capital expenditure, seeks to boost employment creation. The details of various employment generation schemes/programmes being implemented by the Government of India may be seen at https://dge.gov.in/dge/schemes_programmes.

Under the Government of India's Skill India Mission (SIM), the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill training through an extensive network of skill development centres/ institutes etc.

under various schemes across the country including the State of Kerala. The SIM aims at enabling youth of India to get future ready, equipped with industry relevant skills.

Further, Ministry of Labour and Employment, Government of India, is running the National Career Service (NCS) Portal which is a one-stop solution for providing career related services including jobs from private and government sectors, information on online and offline job fairs, job search and matching, career counselling, vocational guidance, information on skill development courses, skill/training programmes etc. through a digital platform [www.ncs.gov.in].

The receipt of the ESIC claims and their settlement is a continuous process. During the year 2023-24, 2,96,535 number of Cash Benefit Payments have been disbursed in the State of Kerala. However, only 2550 number of benefit claims are to be settled as on 28.02.2025 in the State of Kerala because of non-availability of certain documents viz. non - submission of claims or Life Certificate or Bank Account details by the Insured Persons, non-submission of Returns of Contribution by Employers, etc.

During Financial Year 2024-25, a total of 14,48,174 EPF claims have been received by the 6 Regional Offices in Kerala Zone, out of which 16,487 claims are pending as on 12.03.2025, constituting 1.14% of total claims. Further, out of these, only 1,792 EPF claims are pending for more than 20 days due lack of required documents.

Setting up and upgradation of bed strength of ESI Hospital is an ongoing process.

ESI Corporation has accorded 'in-principle' approval for setting up of two new 100 bedded ESI hospitals i.e. one each at Perambavoor (District: Ernakulam) and at Kattappana (District: Idukki) based on the request received from State Government of Kerala in order to improve delivery of medical services to ESI beneficiaries. ESI Corporation has given approval for upgradation of ESIC Hospital, Udyogmandal, Dist. Ernakulam from 100 to 150 beds.

Further, super speciality services like Urology, Cardiology, Nephrology, Oncology, Paediatric Surgery, Gastroenterology, Endocrinology, Rheumatology, Neurology etc. are provided by ESIC hospitals in Kerala viz Asramam, Udyogmandal and Ezhukone. Services which are not available in-house are provided through tie-up hospitals.

In order to safeguard the interests of the migrant workers the Central Government had enacted the Inter-State Migrant Workmen (Regulation of Employment and Conditions of Service) Act, 1979. This Act has now been subsumed in the Occupational Safety, Health and the Working Conditions (OSH) Code. The OSH Code provides for decent working conditions, minimum wages, grievance redressal mechanisms, protection from abuse and exploitation, enhancement of skills and social security to all categories of workers including migrant workers.

Ministry of Labour and Employment has launched on 26th August, 2021 the e-Shram portal which is a National Database of the Unorganised Workers, including migrant workers, seeded with Aadhaar. The portal has been made available to the States/UTs for registration of various categories of unorganized

workers on e-Shram portal. As on 04.03.2025, over 30.68 crore unorganized workers, including migrant workers, are registered on e-Shram.

औद्योगिक दुर्घटनाओं में मजदूरों को दिया जाने वाला मुआवजा

2673. श्री विजय बघेल:

क्या श्रम और रोजगार मंत्री यह बताने की कृपा करेंगे कि:

- (क) विगत पांच वर्षों के दौरान दिल्ली, छत्तीसगढ़, मध्य प्रदेश और महाराष्ट्र में दर्ज औद्योगिक दुर्घटनाओं की संख्या का ब्यौरा क्या है तथा पीड़ित मजदूरों/व्यक्तियों को कितनी मुआवजा राशि दी गई है;
- (ख) औद्योगिक दुर्घटना में घायल हुए श्रमिकों को मुआवजा प्रदान करने के लिए लागू नियमों/कानूनों का ब्यौरा क्या है;
- (ग) विशेष रूप से छत्तीसगढ़ में उनके कार्यान्वयन हेतु जारी आदेशों/निर्देशों का ब्यौरा क्या है;
- (घ) श्रमिकों की शिकायत पर पुलिस द्वारा एफआईआर दर्ज करने की प्रक्रिया का ब्यौरा क्या है तथा ऐसे मामलों को देखने के लिए जिम्मेदार अधिकारी का ब्यौरा क्या है; और
- (ङ) औद्योगिक दुर्घटना में घायल श्रमिक को मुआवजा और आर्थिक सहायता प्रदान करने की सरकारी योजना का ब्यौरा क्या है जिसका उद्देश्य लाभार्थी को क्षतिपूर्ति का भुगतान करना है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

- (क) से (ङ): सरकार ने कारखाना अधिनियम, 1948 अधिनियमित किया है, जिसमें इस अधिनियम के तहत पंजीकृत कारखानों में काम में लगे कामगारों की सुरक्षा, स्वास्थ्य और कल्याण का प्रावधान है। अधिनियम और उसके तहत बनाए गए नियमों का प्रवर्तन संबंधित राज्य सरकारों/संघ राज्य क्षेत्रों (यूटी)

द्वारा उनके संबंधित क्षेत्रों में मुख्य कारखाना निरीक्षकों/औद्योगिक सुरक्षा एवं स्वास्थ्य निदेशालयों के माध्यम से किया जाता है। इस अधिनियम के उपबंधों के उल्लंघन के लिए कारखाना अधिनियम, 1948 और उसके तहत बनाए गए नियमों में दंड एवं प्रक्रियाओं आदि का प्रावधान किया गया है। सीआईएफ/डीआईएसएच को कारखाना अधिनियम, 1948 और इसके तहत बनाए गए नियमों के उपबंधों का उल्लंघन करने पर कारखाने के अधिभोगी और प्रबंधक के विरुद्ध कानूनी कार्रवाई करने की शक्तियां प्रदान की गई हैं।

राज्य सरकारों/संघ राज्य क्षेत्रों के सीआईएफ/डीआईएसएच से डीजीएफएसएलआई द्वारा प्राप्त आंकड़ों के अनुसार, दिल्ली, छत्तीसगढ़, मध्य प्रदेश और महाराष्ट्र राज्यों/संघ राज्य क्षेत्रों में कारखाना अधिनियम, 1948 के तहत पंजीकृत कारखानों में घातक और गैर-घातक चोटों का विवरण नीचे दिया गया है:

क्र.सं. .	राज्य/संघ राज्य क्षेत्र	2018		2019		2020		2021		2022	
		घात क	गैर घातक	घात क	गैर घात क	घात क	गैर घात क	घातक	गैर घातक	घातक	गैर घातक
1.	छत्तीसगढ़	91	67	86	65	84	117	82	117	78	77
2.	दिल्ली	5	26	6	23	9	4	6	19	36	47
3.	मध्य प्रदेश	22	265	44	299	26	242	30	258	36	269
4.	महाराष्ट्र	14 2	1292	145	108 9	154	778	180	793	178	819

डेटा स्रोत: डीजीएफएसएलआई [राज्यों/संघ राज्य क्षेत्र के मुख्य कारखाना निरीक्षक (सीआईएफ) द्वारा संग्रहित]।

कर्मचारी प्रतिकर अधिनियम, 1923 में, अन्य बातों के साथ-साथ, रोजगार के दौरान चोट लगने और दुर्घटना होने तथा जिसके परिणामस्वरूप अपंगता या मृत्यु हो जाती है, के मामले में कर्मचारियों

और उनके आश्रितों को मुआवजे के भुगतान का प्रावधान है। इस अधिनियम का कार्यान्वयन राज्य सरकारों द्वारा किया जाता है।

KVs AND PM SHRI SCHOOL IN TAMIL NADU

2674. THIRU DAYANIDHI MARAN:

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

- (a) the total number of Kendriya Vidyalayas (KVs) and PM School for Rising India (PM SHRI) Schools that are currently functioning in the country along with the fund allocated and disbursed for the operation of these KVs and PM SHRI schools during the last five years, State-wise including Tamil Nadu;
- (b) the total number of teachers available for Tamil, Hindi and Sanskrit languages in the PM SHRI KVs operational in Tamil Nadu, school-wise along with the funds allocated for each school's language departments; and
- (c) the manner by which the Government ensure a balanced representation of teachers for different languages keeping in view the linguistic diversity across the country, especially in Tamil Nadu, where regional languages such as Tamil are the primary medium of communication and instruction?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

- (a) At present, 1253 Kendriya Vidyalayas (KVs) including 45 KVs in the State of Tamil Nadu are functioning across the country. The Government of India allocates

funds to Kendriya Vidyalaya Sangathan (KVS) under the heads Grant-in-Aid-“Salaries”, Grant-in-Aid-General” and Grant for Creation of Capital Assets. The Government of India does not allocate funds to KVS State/UT/District/KV wise. The funds allocated/released to KVS for opening and functioning of KVs during the last five years are as under:

Year	Funds allocated / released (Rs. in Cr.)
2019-20	6331.40
2020-21	6437.68
2021-22	6800.00
2022-23	7461.25
2023-24	8500.00

The scheme called PM SHRI was launched on 07.09.2022. These schools showcase the implementation of the National Education Policy-2020 and are its exemplar schools. They also offer leadership to other schools in the neighborhood. Under this Programme, there is provision of setting up of more than 14,500 PM SHRI Schools by strengthening the existing schools from amongst schools managed by Central government/State/UT Government/local bodies.

At present, a total of 12,505 schools including 884 KVs have been selected as PM SHRI schools across the country up to 6th phase of selection. The State-wise details of funds allocated and disbursed for PM SHRI Scheme for Financial Year (FY) 2023-24 and FY 2024-25 are given in the enclosed **Statement**.

(b) There are 34 Tamil Language Teachers, 69 Hindi Language Teachers, and 50 Sanskrit Language Teachers across 34 PM SHRI KVs in Tamil Nadu. Tamil teachers are appointed on a contractual basis, as the sanctioned language teacher posts in KVS are for Hindi, English, and Sanskrit as KVs are 'specified category' schools, mandated to provide uniform education to the wards of Central Government employees across the country. No separate funds are allocated for any specific language.

(c) KVs primarily cater to students who are the wards of transferable Central Government employees who come from diverse linguistic backgrounds. Therefore, the medium of communication and instruction in KVs is Hindi and English. However, the Article 112 of the Education Code of KVS has provisions for teaching regional languages which provides for additional arrangement for teaching of the regional language/ mother tongue, provided 15 or more students are willing to opt for the same. For this, part-time contractual teacher are appointed after obtaining sanction from the concerned Deputy Commissioner of KVS.

Additionally, as approved by Board of Governors (BoG) of KVS, all KVs have been directed to engage local/regional language teachers on contractual basis on a need-based requirement to support children at the Foundational and Preparatory stages, especially when they face difficulties in understanding concepts taught in Hindi or English.

As per information received from KVS, Tamil is taught through the Tamil Virtual Academy (TVA), an autonomous organization under the Tamil Nadu State

Government, in 21 out of 45 KVs of Tamil Nadu. In the remaining 24 KVs, contractual teachers are hired for teaching Tamil.

STATEMENT

State/UT-wise details of funds allocated and disbursed for

PM SHRI Schools for Financial Year 2023-24 and FY 2024-25

(Rs. in crores)

Sl. No.	States/UTs/ KVs/NVs	Funds approved in FY 2023-24	Central Share in FY 2023-24	Funds Released in FY 2023-24	Funds approved in FY 2024-25	Central Share in FY 2024-25	Funds released in FY 2024-25*
1.	ANDAMAN AND NICOBAR ISLANDS	6.25	6.25	1.56	5.27	5.27	2.83
2.	ANDHRA PRADESH	354.86	212.91	106.46	701.65	420.99	176.76
3.	ARUNACHAL PRADESH	18.73	16.857	4.21	49.55	44.595	21.6
4.	ASSAM	127.47	114.723	57.36	296.28	266.65	84.16
5.	CHANDIGARH	0.73	0.73	0.64	1.77	1.77	0.8
6.	CHHATTISGARH	65.8	39.48	19.73	180.7	108.42	37.35
7.	DADRA AND NAGAR HAVELI AND DAMAN AND DIU	2.6	2.6	0.65	1.5	1.5	0.51
8.	GOA	6.19	3.714	3.25	15.24	9.144	3.08
9.	GUJARAT	109.79	65.874	32.95	145.84	87.504	36.15

10.	HIMACHAL PRADESH	-	-	-	150.39	135.351	67.67
11.	HARYANA	85.27	51.162	25.59	199.01	119.40	56.09
12.	JAMMU AND KASHMIR	116.44	104.796	52.39	246.73	222.05	99.72
13.	JHARKHAND	-	-	-	258.72	155.23	38.80
14.	KARNATAKA	50.3	30.18	26.4	248.42	150.85	31.4
15.	LADAKH	8.09	8.09	4.04	23.86	23.86	5.24
16.	LAKSHADWEEP	4.36	4.36	1.09	4.12	4.12	0
17.	MADHYA PRADESH	219.99	131.994	44.52	329.09	197.45	103.14
18.	MAHARASHTRA	211.35	126.81	63.42	504.63	302.778	71.00
19.	MANIPUR	39.19	35.271	17.63	81.79	73.611	20.46
20.	MEGHALAYA	9.55	8.595	4.29	30.94	27.846	12.44
21.	MIZORAM	9.12	8.208	4.12	11.27	10.143	2.34
22.	NAGALAND	4.34	3.906	0.97	23.38	21.042	0
23.	ODISHA	-	-	-	435.03	261.018	65.25
24.	PUDUCHERRY	3.92	2.352	2.05	10.61	6.366	2.99
25.	PUNJAB	-	-	-	209.46	125.676	62.83
26.	RAJASTHAN	163.95	98.37	24.6	366.76	220.056	59.37
27.	SIKKIM	22.62	20.358	10.18	28.08	25.272	15.10
28.	TELANGANA	398.69	239.214	59.82	447.64	268.584	147.97
29.	TRIPURA	26.24	23.616	11.8	46.2	41.58	19.21
30.	UTTARAKHAND	72.91	65.619	57.41	124.19	111.771	31.85
31.	UTTAR PRADESH	404.98	242.988	121.49	513.36	308.016	146.19
32.	KVS	590.71	590.71	295.35	668.78	668.78	542.69
33.	NVS	260.73	260.73	162.74	567.23	567.23	441.03
TOTAL		3395.16	2520.47	1216.7	6927.49	4993.9	2406.02

*As on 11.03.2025

The state of Tamil Nadu is yet to onboard the PM SHRI scheme.

UNIFIED HIGHER EDUCATION REGULATORY BODY UNDER NEP**2675. SHRI VISHALDADA PRAKASHBAPU PATIL:**

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

- (a) whether the Government has set a timeline for establishing the unified higher education regulatory body under NEP 2020;
- (b) if so, the details thereof and steps taken by the Government in this regard particularly in Maharashtra, which has numerous universities and autonomous institutions;
- (c) whether the Government plans to ensure academic autonomy and institutional diversity under the new framework, especially in tier-2 and tier-3 cities like Sangli;
- (d) whether the regulatory body will address governance inefficiencies and streamline approvals for new universities, research funding, and accreditation across the country including Maharashtra; and
- (e) the mechanisms being developed to ensure transparent and consistent enforcement of standards, particularly in emerging educational hubs like Sangli to support institutional expansion and attract more students?

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) to (e): The National Education Policy (NEP), 2020, envisions a 'light but tight' regulatory framework to ensure integrity, transparency, and resource efficiency of the educational system through audit and public disclosure while encouraging innovation and out-of-the-box ideas through autonomy, good governance, and empowerment.

The NEP, 2020 further envisions setting up of a Higher Education Commission of India (HECI) as an umbrella body with independent verticals to perform distinct functions of regulation, accreditation, funding, and academic standard setting.

Considering the above vision of NEP 2020, the Ministry is in the process of drafting a HECI Bill.

BUDGET ALLOCATION FOR NYK AND MY BHARAT INITIATIVE

2676. ADV. DEAN KURIAKOSE:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the details of the budget allocated for the Nehru Yuva Kendra (NYK) for 2023-24 including the amount utilized during the last financial year;
- (b) the amounts sanctioned and utilized till date for NYK for 2024-25;
- (c) the amount budgeted for the upcoming financial year of 2025-26 and break up of the allocation for the schemes and programs of the NYK;

(d) whether the activities undertaken by My Bharat are utilized from the budget allocated to Nehru Yuva Kendra, if so, the details thereof; and

(e) the budget allocated to My Bharat initiative during the last two years?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a) The details of the budget allocated and amount sanctioned for the Nehru Yuva Kendra (NYK) during the last financial year 2023-24 and the amount utilized is as follows:

(₹ in Crore)

Year	Budget Estimate	Revised Estimate	Amount Sanctioned	Amount Utilized
2023-24	401.49	402.30	379.54	334.26

(b) The amount sanctioned and utilized till date for NYK during the year 2024-25 is as follows:

(₹ in Crore)

Year	Budget Estimate	Revised Estimate	Amount Sanctioned	Amount Utilized
2024-25	426.00	412.00	410.465	299.10

(c) For the upcoming financial Year 2025-26, a total of ₹ 423.50 Crore have been budgeted for Nehru Yuva Kendra Sangathan and the breakup of allocation is as follows:

- ₹ 300.00 crore under Grants-In-Aid for Salary and allowances and retirement dues of existing and retired employees.
- ₹ 118.00 crore under Grants-In-Aid General for Core Programme and office expenses.
- ₹ 2.00 crore under Grants-In-Aid Swachhta Action Plan for Core Programme.
- ₹ 3.50 crore under GIA-Capital to meet the fund requirement for capital expenditure.

(d) No.

(e) MY Bharat was launched on 31.10.2023 and the budget allocated to MY Bharat initiative during the last two years is as follows:

(₹ in Crore)

Year	Budget Estimate	Revised Estimate
2023-24	-	150
2024-25	200	74.76

DEVELOPMENT OF MEDICAL TOURISM SECTOR

2677. SHRI G. SELVAM:

SHRI NAVASKANI K.:

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

- (a) whether the Government is boosting medical tourism in the country;

- (b) if so, the details thereof along with the details of number of medical tourists that arrived in the country especially in Tamil Nadu during the last three years and the current year;
- (c) the total revenue earned due to foreign tourists arriving in the country for their medical treatment during the last three years and the current year, State/UT-wise;
- (d) whether the Government is taking any steps to develop medical tourism hubs in smaller/tier-2 cities in the country and if so, the details thereof, State/UT-wise;
- (e) whether there exists any policy for the regulation of the private medical sector with respect to medical tourism and if so, the details thereof; and
- (f) the details of financial assistance granted to the Wellness Tourist Service Providers and the Medical Tourist Service Providers under the Marketing Development Assistance Scheme during the last three years and the current year?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) to (f): Development and promotion of tourist destinations and products, including medical tourism is undertaken by the respective State Government/Union Territory (UT) Administration. The Ministry complements the efforts of States/UTs by developing and promoting various tourism products of the country, including medical tourism through various schemes and initiatives.

It has been conveyed by the Ministry of Health and Family Welfare that it has launched India's official portal for Medical Value Travel (MVT) for those who want to avail medical treatment in India. This portal helps streamline the information and patient journey of international medical travellers to India. The portal can be accessed by web-link <https://healinindia.gov.in>.

To facilitate the visit of foreign nationals to come to India for medical treatment, the Government of India has extended e-medical visa/e-medical Attendant visa facility. The total year-wise Foreign Tourist Arrivals for medical purpose during last 5 years are given below:

Year	Medical Purpose (in thousand)
2020	183
2021	324
2022	475
2023	659
2024 (*)	625

Source: Bureau of Immigration (BOI), *: Provisional

The Ministry of Tourism does not maintain data on State wise purpose wise Foreign Tourist Arrivals and revenue earned due to medical tourism.

It has been conveyed by the Ministry of Health and Family Welfare that the Government of India has made special provisions for loans to build healthcare infrastructure in tier-2 and tier-3 cities.

DATABASE OF SMALL FIRMS

2678. SHRI KHALILUR RAHAMAN:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) whether the Government has taken any steps to establish database of firms employing more than fifty employees and facilities available in these establishments particularly in West Bengal;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) whether the Government has taken measures to address operational challenges like shortage of staff, infrastructure and incompatible working hours; and
- (d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d): The Ministry of Micro, Small and Medium Enterprises (MSME) has launched the Udyam Registration Portal (URP) on 01.07.2020 for registration of Micro, Small and Medium Enterprises (MSMEs) on voluntary and self declaration basis. The total number of MSMEs in the country, including those in West Bengal, who have declared employment of more than fifty employees is 2,28,985 as on 13.03.2025.

To address operational and infrastructural challenges being faced by these enterprises, Ministry of MSME is implementing a Central Sector Scheme called the Micro and Small Enterprises Cluster Development Programme (MSE-

CDP) across the country. The objective of the scheme is to enhance the productivity and competitiveness of MSEs for their holistic development adopting cluster development approach by extending financial assistance as Gol grant to establish Common Facility Centers (CFCs) in the existing clusters and establish/upgrade infrastructural facilities in new/existing industrial estates/areas/flatted factory complexes.

Labour being a subject under the Concurrent List, the enforcement of labour laws is done by the State Governments and the Central Government in their respective jurisdictions. As per the existing labour laws, working conditions including working hours and overtime etc. are regulated through the provisions of the Factories Act, 1948 and the Shops and Establishments Acts of the respective State Governments. Most of the establishments, including the corporate offices, are governed by the Shops and Establishments Act, for which the appropriate government is the State Government.

MANDATORY USAGE OF PET PACKAGING BOTTLES

2679: SHRI HIBI EDEN:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether the Government is planning to implement its deadline of 1st April 2025 relating to the mandatory usage of 30% recycled plastic content into Polyethylene Terephthalate (PET) packaging bottles by beverage manufacturers;

- (b) if so, the reasons therefor, including reasons for formulating such a policy;
- (c) whether the adverse impact on beverage manufacturers, export of PET resin, food safety has been taken into account while taking the above policy decision, if so, the details thereof;
- (d) whether the likely increase in costs as a result of this policy would eventually harm the consumers as such additional costs may reflect on the pricing of products of manufacturers;
- (e) whether the Government has assessed if there are adequate Food Safety and Standard Authority of India (FSSAI) certified recycling facilities in the country for purposes of implementing such a policy; and
- (f) whether any fiscal incentives have been provided for establishing recycling plants or tie-ups with recycling plants in relation to this policy, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a) to (f): The Ministry of Environment, Forest and Climate Change had notified the Guidelines for Extended Producer Responsibility (EPR) on Plastic Packaging on 16th February 2022. The Guidelines inter alia mandate targets on recycling of plastic packaging waste, reuse of rigid plastic packaging and use of recycled plastic content. The guidelines provide for moving towards sustainable plastic packaging and reducing the plastic footprint. The mandatory targets on use of recycled plastic content were made applicable from the financial year 2025 – 26, three years after

the notification of the EPR Guidelines, in order to provide adequate time to the industry to prepare for the targets.

The Guidelines on Extended Producer Responsibility for plastic packaging were notified after following due process of stakeholder consultation. Already, the EPR Guidelines provide mechanism to deal with cases where it is not possible to meet the obligation in respect of recycled plastic content on account of statutory requirements. The exemption in such cases will be granted by Central Pollution Control Board on case-to-case basis. In case any difficulty in implementation of the policy is flagged by the industry/stakeholders, the same is duly considered by the Ministry and necessary action is taken, as deemed appropriate.

Environmentally sound management of plastic packaging waste through implementation of EPR by producers, importers and brand owners, who introduce the plastic packaging in the market will lead reduction in pollution caused by littered and unmanaged plastic packaging waste. The implementation of the EPR Guidelines on plastic packaging will also lead to the further development of waste processing infrastructure including recycling units. As per information available on the centralized EPR portal for plastic packaging, 2716 plastic waste processors are registered on the portal. Around, 114 lakh tonnes of plastic packaging waste has been processed since 2022.

**PRESERVATION AND PROMOTION OF FOLK MUSIC AND
TRADITIONAL PERFORMANCES OF GUJARAT**

2680. SHRI JASWANTSINH SUMANBHAI BHABHOR:

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

- (a) the details of the efforts being made by the Government to preserve and promote the folk music and traditional performances of Gujarat;
- (b) the details of the financial support provided to folk artists and performers in Gujarat;
- (c) the role of the Government in organizing folk music festivals and cultural events for the promotion of Gujarat traditions; and
- (d) the details of the initiatives to integrate Gujarat's traditional performances into national cultural festivals?

**THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI
GAJENDRA SINGH SHEKHAWAT):**

- (a): West Zone Cultural Centre (WZCC), Udaipur (Rajasthan), an autonomous organization under Ministry of Culture, has been set up by Government of India to preserve and promote the folk music and traditional performances of its member States including the State of Gujarat. WZCC organizes various cultural activities and programmes on regular basis in its member States including the State of Gujarat.
- (b): Rs. 72.67 lakh has been provided to 670 artists of Gujarat by WZCC during the year 2024-25.

(c): Folk artists of Gujarat are engaged by WZCC to showcase Gujarat traditions in the folk music festivals and cultural events organized by them in the country for which they are paid honorarium, TA/DA, boarding and lodging, local transport etc.

(d): Ministry of Culture organizes Rashtriya Sanskriti Mahotsav (National Culture Festivals) in the country where traditional performances from all over the country including the State of Gujarat are showcased at one place. A RSM has been organized at Ahmedabad, Gujarat in the year 2017-18.

Besides, WZCC also organizes Shilpdarshan Mela, Shilpgram Utsav, Lokotsav, Vasantotsav, Ged Mahotsav, Daang Darbar, Maru Mahotsav, Lok Rang, Lokanarunjan, Nareli Purnima, National Unity Day, Pushkar Mela, Lord Birsa Munda National Tribal Festival, Bundi Mahotsav, Matsay Mahotsav, Ranakpur Jawai Dam Festival, Kota Mahotsav, Beneswar Mela, Maru Mahotsav etc. where folk/ tribal art forms like Garba and Talvaar Raas, Daang and Rathwa Nritya, Siddhi Dhamal, Mewasi and Pawari Nritya etc. are presented.

SKILL DEVELOPMENT PROGRAMME FOR NORTH-EASTERN STATES'

STUDENTS

2681. SHRIMATI POONAMBEN MAADAM:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) whether the manner in which the Skill Development and Entrepreneurship Programme will ensure that female students from North-Eastern States have equal access to resources, mentorship, and funding opportunities;
- (b) the details of the role that industry leaders, successful entrepreneurs, and other key stakeholders play in guiding the women entrepreneurs participating in said programme; and
- (c) the steps being taken by the Government to ensure that the faculty development component of the programme is effective in training educators to mentor students in entrepreneurship?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (c): The government is implementing various initiatives for skill and entrepreneurship development amongst various sections of the society, including women, in the North-Eastern States of India. One such initiative is the Swavalambini Women Entrepreneurship Programme launched for female students by the Ministry in collaboration with the Women Entrepreneurship Platform of NITI Aayog as knowledge partner on 7th February, 2025 in the selected Higher Education Institutions (HEIs) of North Eastern States of Assam, Meghalaya and Mizoram.

The programme introduces a structured, multi-stage training approach to help young women transition from ideation to successful enterprise creation. The program includes different components such as Faculty Development Programme (FDP) for training faculty members from the selected HEIs; introductory programme to create entrepreneurial awareness among 1200 female students through Entrepreneurship Awareness Programmes (EAPs), followed by Entrepreneurship Development Programme (EDP) to 600 students selected from EAP participants. This will be followed by 21 weeks of Mentoring and Handholding support.

The Ministry will oversee the execution, supervision, and monitoring of the programme, while NITI Aayog will organize workshops, provide mentoring support, facilitate seed funding, and recognize successful entrepreneurs through the Award To Reward (ATR) initiative.

During the mentoring and handholding support, industry leaders and successful entrepreneurs will guide the participants by providing mentorship and hands-on support. Successful entrepreneurs will be invited to share their experiences, highlighting the challenges they overcame and the strategies they used to establish their businesses.

To ensure long-term impact, the programme also includes a Faculty Development Programme (FDP), where faculty members from participating HEIs shall undergo a five-day training session. This initiative will equip educators with the necessary skills to mentor and guide aspiring women entrepreneurs within their institutions.

Further, the Ministry, through its autonomous institute, i.e., Indian Institute of Entrepreneurship, Guwahati, has taken the following initiatives to promote entrepreneurship among female students from North-Eastern States:

1. Establish, Develop and Manage Entrepreneurship Development Centres (EDCs) and Incubation Centers (ICs) in North East Region's Educational Institutions

- Under this Project, IIE is establishing, developing and managing 30 Entrepreneurship Development Centres (EDCs) and 04 Incubation Centers (ICs) in North East Region's Educational Institutions in collaboration with North East Council (NEC). The programme includes Entrepreneurship Awareness Programme (EAP), Entrepreneurship Development Programme (EDP) and Faculty Development Program (FDP). Under the project, 4077 candidates have attended the EAP and 912 candidates trained under EDP, out of which 322 are women and 632 mentors were trained under FDP, out of which 278 are women.

2. Skill Strengthening for Industrial Value Enhancement (STRIVE) Project

Under the Skill Strengthening for Industrial Value Enhancement (STRIVE) project of MSDE, IIE conducted awareness and sensitization programmes at National Skill Training Institutes (NSTIs) and Industrial Training Institutes (ITIs) in North-Eastern States. These activities were followed by the selection of prospective entrepreneurs to undergo the Entrepreneurship Development Programme (EDP). The Institute has successfully conducted EDP training for the target groups and provided mentoring and handholding support to help trainees establish their enterprises.

This initiative effectively fostered an entrepreneurial ecosystem within technical training institutions, enhancing the capacity of both students and faculty. IIE certified 11,000 candidates in EAPs and 8,332 in EDPs. Furthermore, 80 faculty members from 94 ITIs and 2 NSTIs in the NER received specialized training through Faculty Development Programmes (FDPs). 2733 female students of ITIs /NSTIs have been successfully trained and certified under this project.

In addition, the Ministry is implementing various schemes for skill development of all sections of society throughout the country, including women in North-Eastern States. The details of the schemes are given in the enclosed **Statement**.

Further, under the Department of Higher Education, Ministry of Education, the Entrepreneurship Development Centre (EDC) and Incubation Centre (IC) of Tripura University organized various programmes like Entrepreneurship Awareness Programmes (EAPs) and Entrepreneurship Development Programmes (EDPs) for students. One out of the three EAP programmes was dedicated to all women participants. All the participants were offered equal access to available resources in the centre along with mentorship opportunities. During the programme, industry experts both from the Government and private institutions, along with successful entrepreneurs from the region were invited to highlight the nuances of entrepreneurship to the participants. A 5-Day Faculty Development Programme (FDP) was conducted at the EDC, where faculty members across colleges and Higher Education Institutions of Tripura participated. The faculty

members were briefed about entrepreneurship to further sensitize female students in their respective institutions. Further, all the selected ideas will receive equal initial financial support from North Eastern Council (NEC) during incubation phase.

STATEMENT

The details of various schemes of MSDE for skill development of all the sections of society throughout the country, including women in North-Eastern States are as under:

1. Pradhan Mantri Kaushal Vikas Yojana (PMKVY): Under PMKVY skill development training is imparted through Short-Term Training (STT) and Up-skilling and Re-skilling through Recognition of Prior Learning (RPL) to youth across the country. Under PMKVY 4.0, special initiatives have been introduced to enhance female participation in skill development and entrepreneurship in North-Eastern States. As on 31.12.2024, a total of 8,20,039 female have been trained/ oriented in North-Eastern States, 6,06,274 have been Certified, 87,656 have been reported placed and 12,982 have been reported self-employed.

Industry leaders play a critical role in mentorship, training, and employment linkages under PMKVY 4.0. Sector Skill Councils (SSCs) develop industry-relevant curricula, while public-private partnerships (PPPs) with NASSCOM, Federation of Indian Chambers of Commerce and Industry (FICCI), and Micro, Small and Medium Enterprises offer internships and entrepreneurial guidance.

PMKVY 4.0 also focuses on faculty capacity building through National Skill Training Institutes (NSTIs), Centres of Excellence (CoEs) and Institutes of Eminence. Trainers undergo Training of Trainers (ToT) certification to ensure alignment with evolving entrepreneurial skills which are embedded in the employability skill module.

2. Jan Shikshan Sansthan (JSS) scheme provides skill training in a non-formal mode at the doorsteps of the beneficiary through registered Societies (NGOs) with 100% grant from the Government of India. The objective of the scheme is to increase the household income by promoting self/wage employment through skill development training. The scheme is aimed at non-literates, neo-literates, and individuals with rudimentary education, as well as school dropouts up to class 12th, particularly in remote tribal and hilly areas in the age group of 15-45 years, with age relaxation for Divyangjan and other deserving cases, especially women. The priority groups for the scheme are women, SCs, STs, OBCs, and minorities, with a special emphasis on tribal communities in the rural and hilly areas of the North-Eastern States. During the Financial Year 2018-19 to 2024-25 (till February 2025), a total of 1,35,195 beneficiaries have been trained under the scheme in North-Eastern States, out of which 99,388 are female beneficiaries.

3. National Apprenticeship Promotion Scheme (NAPS) launched in August 2016 aims to promote apprenticeship training throughout the country. The scheme was extended to continue as NAPS-2 from 2022-23 and promotes apprenticeship training, by providing partial stipend support to the apprentices engaged under the

Apprentices Act, 1961 and the Rules thereunder. Under, NAPS-2, the stipend support by Government of India (GoI) is paid through Direct Benefit Transfer (DBT) to the bank account of apprentices. Apprenticeship training is open to all categories of candidates including Women from North Eastern States. During the Financial Years 2018-19 to 2024-25 (till February 2025), a total of 47,395 apprentices have been engaged under the scheme in North-Eastern States, out of which 18,658 are women.

4. Craftsmen Training Scheme (CTS): Directorate General of Training (DGT), under the Ministry of Skill Development and Entrepreneurship (MSDE), implements the Craftsmen Training Scheme (CTS) through a network of Industrial Training Institutes (ITIs) for the youth of the country, including women.

In ITIs, craftsmen training is provided in 168 NSQF aligned trades. The training courses have been designed to impart basic skills and knowledge in the trades so as to prepare trainee for employment as a semiskilled worker. At present, there are 14,612 ITIs established in the country, out of which 91 are Government ITIs in North-Eastern States and 19 are private ITIs in North-Eastern States. A total of 11,274 women trainees enrolled in ITIs under CTS in North-Eastern States from 2019-20 to 2023-24.

Further, DGT has implemented Enhancing Skill Development Infrastructure (ESDI) scheme in North-Eastern States. The scheme envisages to enhance the existing infrastructure of skill development in North Eastern States. The scheme is aimed for upgradation of 22 ITIs by introducing three new trades per ITI with 100%

Central funding, establishment of 34 new ITIs in 8 North Eastern States with 90% Central and 10% State funding, and supplementing infrastructure deficiencies in 28 ITIs by constructing new hostel, boundary wall and supplementing old and obsolete tools and equipment with 100% Central funding.

उस्मानाबाद में सीएसआर परियोजनाओं की प्रभावशीलता

2682. श्री ओमप्रकाश भूपालसिंह उर्फ पवन राजेनिंबालकर:

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

(क) विगत पांच वर्षों के दौरान उस्मानाबाद लोकसभा निर्वाचन क्षेत्र में प्रत्येक क्षेत्र को आवंटित सीएसआर निधि और उसके उपयोग का ब्यौरा क्या है;

(ख) इन क्षेत्रों पर सीएसआर पहलों के प्रभाव का ब्यौरा क्या है;

(ग) आकांक्षी जिले उस्मानाबाद में सीएसआर के अंतर्गत पूरी हो चुकी और चल रही परियोजनाओं का ब्यौरा क्या है;

(घ) क्या सरकार ने उस्मानाबाद में सीएसआर परियोजनाओं की प्रभावशीलता का पता लगाने के लिए कोई मूल्यांकन किया है; और

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

कॉरपोरेट कार्य मंत्रालय में राज्य मंत्री; तथा सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री (श्री हर्ष मल्होत्रा):

(क): सीएसआर विधिक ढांचे के तहत सीएसआर निधि के आवंटन का कोई प्रावधान नहीं है। तथापि, एमसीए21 रजिस्ट्री में कंपनियों द्वारा की गई फाइलिंग के आधार पर, 2018-19 से 2022-23 तक पिछले पांच वित्तीय वर्षों (वित्त वर्ष) के लिए महाराष्ट्र में क्षेत्रवार सीएसआर व्यय का ब्यौरा संलग्न **विवरण-I** में दिया गया है। संसदीय निर्वाचन क्षेत्रवार डाटा केंद्रीकृत रूप से नहीं रखा जाता है। तथापि,

2018-19 से 2022-23 तक पिछले पांच वित्तीय वर्षों के लिए महाराष्ट्र में जिलेवार सीएसआर व्यय का ब्यौरा संलग्न **विवरण-II** में दिया गया है।

(ख): कंपनी (सीएसआर नीति) नियम, 2014 के नियम 8 में प्रावधान है कि तत्काल पूर्ववर्ती तीन वित्तीय वर्षों में 10 करोड़ रुपये या उससे अधिक की औसत सीएसआर बाध्यता रखने वाली प्रत्येक कंपनी को एक स्वतंत्र एजेंसी के माध्यम से एक करोड़ रुपये या उससे अधिक के परिव्यय वाली अपनी सीएसआर परियोजनाओं और जो प्रभाव अध्ययन आरम्भ करने से कम से कम एक वर्ष पहले पूरी हो चुकी हों, का प्रभाव आकलन करना होगा। प्रभाव आकलन रिपोर्ट कंपनी के बोर्ड के समक्ष रखी जाएंगी और उन्हें सीएसआर पर वार्षिक रिपोर्ट के साथ संलग्न किया जाएगा। इस प्रकार प्रभाव आकलन कंपनी द्वारा किया जाता है और आकलन की समीक्षा उसके बोर्ड द्वारा की जाती है।

(ग): मंत्रालय पूरी हो गई/चल रही परियोजनाओं के अनुसार डाटा का विवरण नहीं रखता है। एमसीए21 रजिस्ट्री में कंपनियों द्वारा की गई फाइलिंग के आधार पर, महाराष्ट्र के उस्मानाबाद (धाराशिव) (आकांक्षी जिला) में पिछले पांच वित्तीय वर्षों (वित्त वर्ष) 2018-19 से 2022-23 तक सीएसआर व्यय का ब्यौरा संलग्न **विवरण-II** में शामिल किया गया है।

(घ) और (ङ): सीएसआर एक बोर्ड संचालित प्रक्रिया है और कंपनी का बोर्ड अपनी सीएसआर समिति की सिफारिशों के आधार पर सीएसआर कार्यकलापों की योजना बनाने, उन पर निर्णय लेने, उनका निष्पादन करने और उनकी निगरानी करने के लिए अधिकृत है। कंपनी के बोर्ड को अपनी बोर्ड रिपोर्ट में कंपनी द्वारा कार्यान्वित की गई सीएसआर नीति का प्रकटन करना अपेक्षित है और कंपनी के बोर्ड को यह सुनिश्चित करना होगा कि इस प्रकार वितरित की गई धनराशि का उपयोग उसके द्वारा अनुमोदित उद्देश्यों और उसी तरीके से किया गया है, और मुख्य वित्तीय अधिकारी या वित्तीय प्रबंधन के लिए जिम्मेदार व्यक्ति को इस आशय का प्रमाणन करना होगा। सीएसआर कार्यकलापों, प्रभाव आकलन आदि का विवरण कंपनियों द्वारा 'सीएसआर पर वार्षिक रिपोर्ट' में दर्शाया जाना आवश्यक है, जिसमें सीएसआर पर वार्षिक कार्य योजना भी शामिल है जो कंपनी की बोर्ड रिपोर्ट का हिस्सा है। सरकार कॉर्पोरेट्स को किसी विशेष क्षेत्र या कार्यकलाप में व्यय करने के लिए कोई निर्देश जारी नहीं करती है।

विवरण- I

2018-19 से 2022-23 तक महाराष्ट्र में सेक्टर-वार सीएसआर व्यय (राशि करोड़ रुपये में)						
क्र.सं.	सेक्टर	वित्त वर्ष 2018-19	वित्त वर्ष 2019-20	वित्त वर्ष 2020-21	वित्त वर्ष 2021-22	वित्त वर्ष 2022-23
1	कृषि वानिकी	1.76	2.38	2.97	5.66	5.84
2	पशु कल्याण	14.43	12.03	14.45	23.43	72.07
3	सशस्त्र बल, वयोवृद्ध , वीरांगनाएं/आश्रित	5.44	2.94	1.28	4.43	8.10
4	कला और संस्कृति	14.05	18.72	18.31	27.71	62.48
5	प्राकृतिक संसाधनों का संरक्षण	16.49	22.24	10.44	43.45	76.66
6	शिक्षा	1271.93	1216.76	1460.21	1311.10	1667.91
7	पर्यावरणीय स्थिरता	139.06	171.87	150.99	334.92	298.18
8	लैंगिक समानता	19.45	18.28	9.02	17.17	33.81
9	स्वास्थ्य देखभाल	857.86	1072.17	1154.48	1869.57	2044.05
10	आजीविका संवर्धन परियोजनाएं	144.88	113.25	125.30	203.44	341.97
11	गरीबी, भूख उन्मूलन, कुपोषण	97.66	138.76	144.72	828.92	187.20
12	ग्रामीण विकास परियोजनाएं	208.24	147.36	117.52	317.41	206.44
13	सुरक्षित पेयजल	46.69	28.25	15.81	23.16	25.53
14	स्वच्छता	39.11	46.17	25.82	42.47	37.72
15	वरिष्ठ नागरिक कल्याण	6.51	4.62	9.04	12.66	25.25
16	महिलाओं के लिए घरों और छात्रावासों की स्थापना	22.30	21.38	8.06	24.48	8.01
17	अनाथालय की स्थापना	3.17	1.37	4.85	6.79	11.50
18	स्लम क्षेत्र विकास	6.69	3.37	5.85	2.93	5.37
19	सामाजिक-आर्थिक समानता	39.73	41.46	16.98	23.70	31.75

20	विशेष शिक्षा	17.19	16.15	30.40	47.05	65.21
21	प्रौद्योगिकी इन्क्यूबेटर	3.68	18.59	20.75	2.42	0.06
22	खेलों को बढ़ावा देने के लिए प्रशिक्षण	60.74	45.45	16.51	55.16	68.29
23	व्यावसायिक कौशल	77.30	131.35	53.85	105.78	140.66
24	महिला सशक्तिकरण	33.31	40.04	42.41	46.29	70.72
25	एनईसी/उल्लेख नहीं किया गया*	0.04	18.28	4.77	0.00	0.00
	कुल	3147.72	3353.24	3464.81	5380.07	5494.77

(31.03.2024 तक के आंकड़े) (स्रोत: कारपोरेट डाटा प्रबंधन प्रकोष्ठ)

* कंपनियों ने या तो सेक्टर के नाम निर्दिष्ट नहीं किए या एक से अधिक सेक्टरों का उल्लेख किया जहां परियोजनाएं शुरू की गई थीं।

विवरण-II

2018-19 से 2022-23 तक महाराष्ट्र में जिलेवार सीएसआर व्यय (राशि करोड़ रुपये में)						
क्र.सं.	जिला	वित्त वर्ष 2018-19	वित्त वर्ष 2019-20	वित्त वर्ष 2020-21	वित्त वर्ष 2021-22	वित्त वर्ष 2022-23
1	अहिल्यानगर	11.42	10.64	33.08	31.83	48.73
2	अकोला	0.86	1.50	0.55	2.43	2.06
3	अमरावती	3.36	10.51	2.75	8.85	20.83
4	बीड	3.48	3.13	2.70	11.34	16.21
5	भंडारा	2.65	4.98	4.16	2.25	5.05
6	बुलढाणा	1.26	2.31	1.33	23.71	3.37
7	चंद्रपुर	3.96	3.55	6.24	22.36	34.34
8	छत्रपति संभाजीनगर	18.68	66.69	73.46	95.40	121.56
9	धाराशिव	3.75	2.66	7.37	12.88	25.17
10	धुले	5.49	8.90	7.20	5.03	10.61
11	गढ़चिरोली	1.98	1.38	9.32	18.09	14.55
12	गोंदिया	5.29	5.76	0.44	1.13	0.41

13	हिंगोली	0.09	0.13	0.88	2.63	2.29
14	जलगाव	1.42	0.89	4.34	16.36	27.59
15	जालना	7.38	6.19	8.48	13.83	19.67
16	कोल्हापूर	8.19	10.67	16.21	16.48	16.85
17	लातूर	1.47	2.56	4.04	8.10	16.05
18	मुंबई शहर	70.27	276.83	394.15	2975.73	2763.44
19	मुंबई उपनगरीय	0.59	21.13	7.86	3.05	5.63
20	नागपुर	60.12	54.68	37.91	189.33	168.81
21	नांदेड	0.35	0.24	2.63	6.71	8.15
22	नंदुरबार	4.06	8.71	23.27	24.92	30.37
23	नाशिक	29.00	38.39	74.51	76.41	122.27
24	पालघर	9.20	23.46	24.86	6.20	5.10
25	परभणी	0.01	0.15	0.39	1.38	3.56
26	पुणे	308.08	324.92	392.59	685.24	1052.92
27	रायगढ़	24.73	37.89	144.17	272.04	319.90
28	रत्नागिरी	20.94	21.58	20.14	15.69	43.88
29	सांगली	1.03	3.41	3.90	11.47	16.05
30	सातारा	24.55	12.79	20.07	40.12	65.31
31	सिंधुदुर्ग	0.10	2.02	2.92	2.34	6.14
32	सोलापुर	5.27	23.06	14.49	12.04	26.61
33	ठाणे	202.05	242.46	75.90	165.97	196.95
34	वर्धा	4.94	3.57	6.70	27.70	23.84
35	वाशिम	-	0.48	1.87	7.02	4.97
36	यवतमाल	0.50	3.05	5.44	7.75	8.22
37	जिले को अन्यत्र वर्गीकृत नहीं किया गया	2301.21	2111.97	2028.48	556.25	237.28
	कुल	3147.72	3353.24	3464.81	5380.07	5494.77

(31.03.2024 तक के आंकड़े) (स्रोत: कारपोरेट डाटा प्रबंधन प्रकोष्ठ)

PROMOTION OF SUSTAINABLE TOURISM

2683. SHRI BALRAM NAIK PORIKA:

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

- (a) the details of the initiatives taken by the Government to promote sustainable tourism in ecologically sensitive areas;
- (b) the impact of cultural tourism on local economies during the last five years; and
- (c) the details of the steps taken by the Government to preserve and promote traditional art forms through tourism?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) to (c): Development and promotion of tourist destinations and products, including sustainable tourism and traditional art forms is undertaken by the respective State Government/Union Territory (UT) Administration. The Ministry complements the efforts of States/UTs by developing and promoting various tourism products of the country, including sustainable tourism and traditional art forms through various schemes and initiatives.

Environmental Sustainability and Socio-Cultural Sustainability are two key pillars in the National Strategy for Sustainable Tourism formulated by the Ministry. In line with the strategy, Travel for LiFE programme has been initiated to promote sustainable tourism in the country and to encourage tourists and tourism businesses to adopt sustainable tourism practices.

The Swadesh Darshan Scheme of the Ministry has been revamped as Swadesh Darshan 2.0 (SD2.0) with the objective to develop sustainable and responsible tourism destinations following a tourist and destination centric approach. The Scheme encourages adoption of principles of sustainable tourism including environmental sustainability, socio-cultural sustainability and economic sustainability.

FUNDS FOR TAMIL NADU UNDER CENTRAL EDUCATION SCHEMES

2684. SUSHRI S. JOTHIMANI:

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

- (a) the total funds allocated to Tamil Nadu under various central education schemes, including Samagra Shiksha Abhiyan and PM SHRI Schools during the last three years, year-wise and scheme-wise;
- (b) whether there has been any reduction/increase in fund allocation in the Union Budget 2025-26 for school and higher education sectors of Tamil Nadu and if so, the details thereof; and
- (c) the details of funds allocated and disbursed for the up gradation of Government schools and higher education institutions in the State under centrally sponsored schemes along with the number of institutions that have been benefitted?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): The details of total funds allocated to the State of Tamil Nadu by Department of School Education and Literacy, Ministry of Education under Centrally Sponsored Schemes during the last three years, are as follows:

(Rs. in Cr.)

Scheme	2021-22	2022-23	2023-24
Samagra Shiksha	3055.41	3444.71	3535.25
ULLAS	7.19*	9.83	8.28
PM POSHAN	716.34	696.89	760.34

**Total amount allocated for the year 2020-21 and 2021-22*

State Govt of Tamil Nadu is yet to sign the MoU for implementation of PM SHRI scheme in the State.

(b): The Government of India is committed to strengthening the education sector across all states, including Tamil Nadu, in line with the National Education Policy (NEP) 2020. Samagra Shiksha has been aligned with NEP 2020. Fund allocation is carried out with a focus on enhancing access, equity, quality, and innovation in both school and higher education.

Any modifications in funding, whether an increase or a reduction, are made through a comprehensive assessment of educational priorities, implementation progress, and state-specific needs. These decisions are taken in consultation with the State Government to ensure alignment with local requirements and national goals. The Central Government continues to support Tamil Nadu's education sector through centrally sponsored schemes and initiatives aimed at improving

learning outcomes, teacher training, digital education, infrastructure development etc.

(c): Samagra Shiksha Scheme supports creation of infrastructure and up gradation of Government Schools. In this regard, Annual Work Plan and Budget (AWP and B) is prepared by the States and UTs based on their requirements and priorities and guidelines issued by the Ministry of Education at the beginning of every year. These plans are then appraised / approved by Project Approval Board (PAB) in consultation with the States and UTs as per the programmatic and financial norms of the Scheme and availability of budgetary resources.

Since inception of Samagra Shiksha (2018-19), a total amount of Rs. 1200.95 cr. has been approved for 96978 infrastructure works including up gradation of government schools in Tamil Nadu on the basis of the proposals of the State Government and extant norms of the schemes. Further, for higher education institutions, Rashtriya Uchchatar Shiksha Abhiyan (RUSA)/PM – USHA, a centrally sponsored scheme is implemented to improve the quality, access, and equity of higher education in the country with an objective to strengthen state higher education institutions by providing funding and policy support in collaboration with state governments. Since the inception of the scheme in 2013, a total of 99 units with a central support of Rs. 526 Crore have been approved in the State of Tamil Nadu under various components including Up gradation of Existing Degree College to Model Degree Colleges, Infrastructure Grants to Universities, and Infrastructure Grants to Colleges etc.

RATE OF UNEMPLOYMENT

2685. SHRI DEEPENDER SINGH HOODA:

SHRI SANJAY UTTAMRAO DESHMUKH:

SHRI OMPRAKASH BHUPALSINH ALIAS PAVAN RAJENIMBALKAR:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) the details of the unemployment rate in the country during the last ten years and current year, year and State-wise;
- (b) whether the situation of unemployed people in the country is getting worse day by day;
- (c) if so, the details thereof and the rate at which the unemployment has increased in the last decade; and
- (d) the details of steps taken by the Government to reduce the unemployment rate?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d): The official data on Employment and Unemployment is collected through Annual Periodic Labour Force Survey (PLFS), which is conducted by Ministry of Statistics and Programme Implementation (MoSPI) since 2017-18. The survey period is July to June every year.

As per the data available in latest Annual PLFS Reports, the estimated Unemployment Rate (UR) on usual status for persons of age 15 years and above

has decreased from 6.0 % during 2017-18 to 3.2% in 2023-24. Year and State/UT-wise details may be seen at https://www.mospi.gov.in/download/reports?main_cat=ODU5andcat=Allandsub_category=All.

Employment generation coupled with improving employability is a priority of Government. Accordingly, Government is implementing various employment generation schemes/ programmes. These inter-alia include Prime Minister's Employment Generation Programme (PMEGP), Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS), Deen Dayal Upadhyaya Grameen Kaushalya Yojana (DDU-GKY), Rural Self Employment and Training Institutes (RSETIs), Deendayal Antyodaya Yojana-National Urban Livelihoods Mission (DAY-NULM), Pradhan Mantri Mudra Yojana (PMMY), etc. The details of various employment generation schemes/programmes being implemented by the Government may be seen at https://dge.gov.in/dge/schemes_programmes.

Further, Ministry of Labour and Employment, Government of India, is running the National Career Service (NCS) Portal which is a one-stop solution for providing career related services including jobs from private and government sectors, information on online and offline job fairs, job search and matching, career counselling, vocational guidance, information on skill development courses, skill/training programmes etc. through a digital platform [www.ncs.gov.in].

PM SURAKSHA BIMA YOJANA (PMSBY)**2686. SHRIMATI HARSIMRAT KAUR BADAL:**

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

- (a) the current number of active Pradhan Mantri Suraksha Bima Yojana (PMSBY) enrollment in Punjab, district-wise;
- (b) the number of claims filed under PMSBY in Punjab since its inception and the total number of claims that have been successfully settled;
- (c) the measures undertaken by the Government to promote awareness and understanding of PMSBY among the rural and urban populations of Punjab;
- (d) whether the Government has identified specific obstacles hindering the effective rollout of PMSBY in Punjab, such as issues related to banking infrastructure, beneficiary identification or premium collection;
- (e) whether the Government has any collaboration with the State Government of Punjab to enhance the scheme's reach and efficacy; and
- (f) the details of the key areas of focus and support being provided to address the identified challenges?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (f): The district wise details of active enrolments under Pradhan Mantri Suraksha Bima Yojana (PMSBY) in state of Punjab, as on 19.02.2025 are given in the enclosed **Statement**.

The details of cumulative number of claims filed and number and amount of claims settled under PMSBY in Punjab since inception as on 19.02.2025 are as under:-

PMSBY Claims as on 19.02.2025			
State	Cumulative Number of Claims Reported	Cumulative Number of Claims Paid	Cumulative Amount of Claims Paid (in crores)
Punjab	3,860	3,054	61.08
Country Total	2,02,857	1,52,748	3,033.36
Source: Bank and Insurance Companies			

Regular campaigns are being held from time to time at village level, in order to increase coverage under financial inclusion schemes including PMSBY, with active participation of banks and local administration. A website namely, www.jansuraksha.gov.in, which hosts all relevant material / information including forms, rules etc. related to this scheme in English, Hindi and regional languages, has been created. The progress of settlement of claims under the schemes is monitored regularly by the Government.

STATEMENT**NATIONAL APPRENTICESHIP TRAINING SCHEME (NATS)**

The district wise details of active enrolments under Pradhan Mantri Suraksha Bima Yojana in state of Punjab as on 19.02.2025	
District	Active Enrolments
Amritsar	7,41,727
Bathinda	4,86,315
Faridkot	2,11,184
Fatehgarh Sahib	1,98,203
Ferozepur	3,26,844
Gurdaspur	5,08,831
Hoshiarpur	5,98,742
Jalandhar	8,42,227
Kapurthala	3,66,282
Ludhiana	11,36,901
Mansa	2,41,751
Moga	3,28,781
Sri Muktsar Sahib	2,71,302
Shahid Bhagat Singh Nagar	2,55,705
Patiala	6,29,181
Rupnagar	2,37,119
Sangrur	4,52,658
Barnala	2,03,566
S.A.S Nagar	4,25,069
Tarn Taran	2,76,417
Fazilka	2,82,647
Pathankot	2,12,145
Malerkotla	55,903
State Total	92,89,500
Country Total	35,92,14,901

Source: Banks

NATIONAL APPRENTICESHIP TRAINING SCHEME(NATS)**2687. SHRI VISHNU DAYAL RAM:**

Will the MINISTER OF **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state :

- (a) the current status of National Apprenticeship Training Scheme (NATS);
- (b) the number of students and organizations enrolled under the scheme, year-wise for the past three years and State-wise; and
- (c) whether the Government is facing any challenges in its implementation of the Scheme and if so, the steps being taken to address them?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (c): National Apprenticeship Training Scheme (NATS) is a flagship scheme of Government of India for on-the-job training and skilling of Indian youth. It is implemented by the Ministry of Education through four regional Boards of Apprenticeship Training/Practical Training (BoATs/BoPT) located at Mumbai, Kanpur, Chennai and Kolkata.

NATS provides apprenticeship training to fresh graduates, diploma holders and degree apprentices. The prescribed minimum stipend for Graduate/Degree apprentices is INR 9,000 per month and for Technician/Diploma apprentices is INR 8,000 per month. Government of India provides 50% of the prescribed minimum stipend for apprentices.

NATS has engaged 1.48 lakh, 2.68 lakh and 2.57 lakh apprentices in the financial years 2021-22, 2022-23, and 2023-24 respectively. In the current financial year over 4.73 Lakh new apprentices have been engaged as on 11th March 2025.

The government launched NATS 2.0 portal to bring students, industry and Higher Education Institutions(HEIs) on single platform. Through NATS 2.0 portal, the government has started disbursing its share of the stipend through Direct Benefit Transfer (DBT) mechanism. Till date, over 8.81 Lakh successful DBT transactions have been carried out.

To encourage enrolment under NATS, several outreach activities have been conducted in the form of Apprenticeship Fairs, Career Guidance Programmes, and Industry–Institute meets. Further, to improve the reach of NATS, an MoU has been signed with CSC e-Governance Services India Ltd. to leverage the CSC network. The state-wise details of apprentices engaged, and industries registered in the last three financial years are mentioned in the enclosed **Statement**.

STATEMENT

The number of apprentices engaged, and Industries registered under the scheme, year-wise for the past three financial years, and state-wise is given below:

State	2021-22		2022-23		2023-24	
	Total apprentices engaged	Total industries registered till date	Total apprentices engaged	Total industries registered till date	Total apprentices engaged	Total industries registered till date
Andaman and Nicobar Island	20	12	32	12	19	12
Andhra Pradesh and Telangana	4793	34	12706	57	9565	188
Arunachal Pradesh	93	26	71	22	15	22
Assam	1279	282	1967	244	1380	287
Bihar	914	167	4621	379	7112	538
Chandigarh	49	38	270	51	800	108
Chhattisgarh	1,050	85	2,535	92	847	100
Daman-Diu and Dadra Nagar Haveli	119	39	186	41	215	47
Delhi	2029	234	3257	324	6499	431
Goa	529	118	766	123	798	137
Gujarat	4,824	841	8,278	987	9,516	1083
Haryana	4252	795	16275	985	25691	1310
Himachal Pradesh	527	83	486	200	1106	317

State	2021-22		2022-23		2023-24	
	Total apprentices engaged	Total industries registered till date	Total apprentices engaged	Total industries registered till date	Total apprentices engaged	Total industries registered till date
JandK and Ladakh	29	73	158	88	272	102
Jharkhand	2800	319	3751	324	3387	482
Karnataka	6402	20	10314	152	11113	330
Kerala and Lakshadweep	2555	12	8145	93	8478	138
Madhya Pradesh	1,191	229	2,278	250	2,239	280
Maharashtra	34,539	1862	55,664	2099	50,048	2466
Manipur	33	13	29	13	3	13
Meghalaya	31	12	29	12	67	12
Mizoram	28	31	43	33	33	33
Nagaland	3	10	4	13	10	16
Odisha	21798	491	34938	565	15538	679
Puducherry	304	3	718	31	422	25
Punjab	390	114	480	136	2614	195
Rajasthan	945	151	4492	340	7467	340
Sikkim	475	26	405	35	601	40
Tamil Nadu	33332	58	45967	232	28453	408
Tripura	120	21	189	23	141	23
Uttar Pradesh	6734	862	16846	1049	11587	1227

State	2021-22		2022-23		2023-24	
	Total apprentices engaged	Total industries registered till date	Total apprentices engaged	Total industries registered till date	Total apprentices engaged	Total industries registered till date
Uttarakhand	696	128	3084	164	1779	194
West Bengal	15629	467	29250	618	49890	678
TOTAL	148512	7656	268234	9787	257705	12261

USIS IN BUNDELKHAND

2688. SHRI ANURAG SHARMA:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) the total funds allocated under Urban Sports Infrastructure Scheme (USIS) in Bundelkhand, including Jhansi, since its inception;
- (b) the details of the projects that have been sanctioned under USIS in Bundelkhand including Jhansi along with the current status of these projects;
- (c) the details of USIS benefits for the local youth in Bundelkhand, including Jhansi, in terms of access to quality sports infrastructure and training facilities; and
- (d) the steps taken by the Government to expand and improve the sports infrastructure in Bundelkhand, including Jhansi, under the USIS?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a) to (d): The Urban Sports Infrastructure Scheme (USIS) was operational from 2010-11 to 2015-16, wherein a total of sixty-two sports infrastructure projects got sanctioned, out of which two projects were sanctioned in the State of Uttar Pradesh at Varanasi and Gazipur.

PM-SYM

2689. SHRI MALAIYARASAN D.:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) the details of the total number of Pradhan Mantri Shram Yogi Maandhan (PM-SYM) beneficiaries and the number of unorganized sector workers registered under the scheme in the State of Tamil Nadu till date;
- (b) the role of financial institutions and Post Offices in facilitating the registration and implementation of PM-SYM in Tamil Nadu, and the number of workers that have been linked to their Pension accounts under the scheme; and
- (c) the number of female workers and workers from marginalized communities such as SC/STs in Tamil Nadu who have benefitted from the scheme and the Government's efforts to enhance their participation?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (c): The Pradhan Mantri Shram Yogi Maan-dhan (PM-SYM) scheme was launched in February, 2019 in order to provide old age protection to the workers of unorganised sector. This is a voluntary and contributory pension scheme. Under the scheme, a monthly assured pension of Rs. 3000/- is provided to the unorganised workers after attaining the age of 60 years. The workers in the age group of 18-40 years whose monthly income is Rs. 15000/- or less and not a member of EPFO/ESIC/NPS (Govt. funded) or not an income tax payer are eligible to join the scheme. The monthly contribution by the beneficiary ranges from Rs. 55/- to Rs. 200/- depending upon the entry age of the beneficiary. Under the scheme, equal matching contribution is paid by the Central Government. Enrolment to the Scheme is done through the Common Service Centres, with its network of about 4 lakh Centres across the country. In addition, eligible unorganised workers can also self-enroll through visiting the portal www.maandhan.in.

The total number of unorganized workers registered under the PM-SYM scheme, as on 05.03.2025, are more than 51.19 lakh. Registration in Tamil Nadu is 69,050 out of which number of female, SC and ST beneficiaries are 36055, 12217 and 1003 respectively.

The Ministry holds periodic review meeting with the States/UTs and regular meetings with the Common Service Centres (CSC) and Life Insurance Corporation of India (LIC), interaction with Department of Financial Services, Pension Fund Regulatory and Development Authority, National Institute of Public Finance and Policy to increase the outreach of the scheme.

Ministry also organised awareness cum registration camps across the country through Welfare Commissioner and the Dattopant Thengadi National Board for Workers Education and Development.

OBJECTIVES OF UNIFIED PENSION SCHEME

2690. SHRI JANARDAN SINGH SIGRIWAL:

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

- (a) the key features and objectives of the Unified Pension Scheme (UPS) which is set to be implemented from 1 April, 2025 and the manner in which it will be different from existing pension schemes;
- (b) the details of eligibility criteria to participate in the new Unified Pension Scheme;
- (c) whether it will be applied to both public and private sector employees or it will be specific to certain categories and if so, the details thereof;
- (d) the expected advantages of the Unified Pension Scheme both for individual pensioners and for the overall economy; and
- (e) the steps being taken by the Government to ensure smooth transition to the UPS along with the measures being taken to support individuals and organizations during the transition to the Unified Pension Scheme?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (e): Unified Pension Scheme (UPS) has been introduced, vide notification dated 24.01.2025, as an option under National Pension System (NPS) with the

objective of providing assured monthly payout after retirement to the Central Government employees covered under the NPS. It is different from existing pension schemes as it contains the element of defined contribution with defined benefit in the form of assured payout which safeguards the employees from the uncertainty of market-linked returns and ensures maintenance of fiscal prudence as well as inter-citizen and inter-generational equity. The key features and advantages of UPS are as follows:

- i. Assured payout at rate of 50% of the average basic pay drawn over the last 12 months prior to superannuation for a minimum qualifying service of 25 years. This payout to be proportionate for lesser service period up to a minimum of 10 years of service.
- ii. Assured family payout at the rate of 60% of payout admissible to the employee immediately before his/her demise to surviving spouse.
- iii. Assured minimum payout of Rs.10,000 per month on superannuation after minimum 10 years of qualifying service.
- iv. Inflation indexation on assured payout, on assured family payout, and assured minimum payout. Dearness Relief will be based on All India Consumer Price Index for Industrial Workers (AICPI-IW) as in case of serving employees.
- v. Lump sum payment at superannuation in addition of gratuity at rate of 1/10th of monthly emoluments (pay+DA) as on the date of superannuation for every completed six months of service, this payment will not reduce the quantum of assured payout.

The Assured payout under UPS shall be available to such Central Government employees who are covered under NPS and opt for the UPS as follows: -

- In case of an employee superannuating after qualifying service of ten years, from the date of superannuation;
- In case of the Government retiring an employee under the provisions of FR 56 (j) (which is not a penalty under Central Civil Services (Classification, Control and Appeal) Rules, 1965) from the date of such retirement; and
- In case of voluntary retirement after a minimum qualifying service period of 25 years, from the date such employee would have superannuated, if the service period had continued to superannuation.

The UPS has been notified by the Central Government on 24.01.2025. Pension Fund Regulatory and Development Authority (PFRDA) has been entrusted with the responsibility for operationalising UPS.

CENTRALIZED ENTRANCE EXAMINATION

2691. SHRI SUBBARAYAN K.:

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

(a) whether the present system of centralised entrance examinations for medical and engineering college admissions lead to undue stress and even mental health issues resulting in the increasing incidents of suicides cases at popular coaching centres in the country;

(b) if so, the number of suicides cases reported in Kota and other popular coaching centres during the year 2024 due to stress; and

(c) the details of changes proposed to be made to innovate the present system decentralising the entrance examinations in the country?

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) to (c): The National Testing Agency (NTA) has been set up as a specialised body to conduct examinations for entrance to Higher Education Institutions (HEIs). Since its inception in 2018, NTA has successfully conducted over 250 examinations involving over 5.5 crore candidates.

NTA conducts the Joint Entrance Examination, JEE (Main) for admission to Undergraduate Engineering Programs (B.E. / B. Tech.) at NITs, IITs, other Centrally Funded Technical Institutions (CFTIs) and Institutions / Universities funded / recognized by participating State Governments. JEE (Main) is also an eligibility test for JEE (Advanced), which is conducted for admission to IITs.

NTA also conducts the NEET (UG) as a common and uniform National Eligibility-cum Entrance Test for admission to undergraduate medical education in all medical institutions in the country.

The above examinations ensure equality of opportunity to candidates aspiring to undertake professional courses and provide a level-playing field for students

passing out of various streams of different boards, each with a different system of marking.

Comprehensive analysis of the data related to the accidental deaths and suicides in the country is published in the Accidental Death and Suicide in India (ADSI) reports by National Crime Record Bureau (NCRB). Year wise and State wise details of students' suicides are available in the year wise ADSI reports which are accessible at <https://ncrb.gov.in/accidental-deaths-suicides-in-india-year-wise.html>.

As per Reports of NCRB, there are various causes of suicides like professional/career problems, sense of isolation, abuse, violence, family problems, mental disorders, addiction to alcohol, financial loss, chronic pain etc. As per ADSI 2022 amongst the causes of suicides 'failure in examination' constituted 1.2% and student suicide accounted for 7.6% of the total suicide cases.

Keeping in view the growth in number of unregulated private coaching centers in the country; instances of such centers charging exorbitant fees from students; causing undue stress on students and many other malpractices being adopted by these centres, Ministry of Education has circulated Guidelines for Regulation of Coaching Center to States/UTs on 16.01.2024.

Ministry of Education in collaboration with IIT Kanpur launched SATHEE (Self-Assessment, Test, and Help for Entrance Examinations), an online platform in November 2023. The platform is designed to offer free learning resources for students preparing for competitive exams like JEE, NEET, SSC, IBPS, ICAR, and CUET. The platform has more than 10.9 lakh registrations as on 16th March 2025.

“जीवन रक्षक’ जीवन बीमा पॉलिसियों पर जीएसटी”

2692. श्री पुष्पेंद्र सरोज:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का विचार ‘जीवन रक्षक’ जीवन बीमा पॉलिसियों के प्रीमियम पर लगाए गए 18 प्रतिशत जीएसटी को समाप्त करने का है; और

(ख) क्या सरकार का विचार ‘जीवन रक्षक’ जीवन बीमा पॉलिसियों (चिकित्सा) के लिए जमा किए जा रहे प्रीमियम की राशि को आयकर अधिनियम की धारा 80 के अंतर्गत शामिल करने का है?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क) : सभी सेवाओं और वस्तुओं पर जीएसटी दरें और छूटें जीएसटी परिषद, जो एक संवैधानिक निकाय है जिसमें संघ और राज्य/संघ राज्य क्षेत्र सरकारों के सदस्य शामिल हैं, की सिफारिशों के आधार पर निर्धारित की जाती हैं।

स्वास्थ्य और जीवन बीमा पर जीएसटी का मुद्दा दिनांक 09 सितंबर, 2024 को नई दिल्ली में आयोजित उनकी 54वीं बैठक में जीएसटी परिषद के समक्ष रखा गया था। विस्तृत विचार-विमर्श के बाद, जीएसटी परिषद ने जीवन बीमा और स्वास्थ्य बीमा पर जीएसटी से संबंधित मुद्दों पर समग्र रूप से विचार करने के लिए मंत्रियों के एक समूह (जीओएम) के गठन की सिफारिश की। तदनुसार, बिहार के माननीय उपमुख्यमंत्री श्री सम्राट चौधरी के संयोजकत्व में जीवन और स्वास्थ्य बीमा पर मंत्रियों के एक समूह (जीओएम) का गठन किया गया।

दिनांक 21 दिसंबर 2024 को जैसलमेर में आयोजित जीएसटी परिषद की 55वीं बैठक के दौरान, जीवन और स्वास्थ्य बीमा पर मंत्रियों के समूह (जीओएम) के संयोजक ने जीओएम की सिफारिशों को अंतिम

रूप देने और उन्हें जीएसटी परिषद के समक्ष रखने के लिए और समय मांगा। परिषद ने मंत्रि समूह को अपनी सिफारिशों को अंतिम रूप देने के लिए और समय देने पर सहमति जताई।

(ख): ऐसा कोई प्रस्ताव विचाराधीन नहीं है। आयकर अधिनियम, 1961 की धारा 80घ के तहत स्वास्थ्य बीमा प्रीमियम के संबंध में कटौती की अनुमति पहले से ही दी गई है।

उद्योगों को छूट

2693. श्री बजरंग मनोहर सोनवणे :

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने वायु और जल प्रदूषण के संबंध में श्वेत श्रेणी के उद्योगों को केंद्रीय प्रदूषण नियंत्रण बोर्ड से पर्यावरण मंजूरी की अनिवार्य स्वीकृति की आवश्यकता से छूट दी है;

(ख) यदि हां, तो इस संबंध में तथ्य क्या हैं;

(ग) क्या विभिन्न नागरिक समाज संगठनों और प्रतिष्ठित व्यक्तियों ने सरकार से श्वेत श्रेणी के उद्योगों को पर्यावरण मंजूरी की अनिवार्य स्वीकृति से दी गई उक्त छूट को रद्द करने का आग्रह किया है; और

(घ) यदि हां, तो सरकार की इस पर क्या प्रतिक्रिया है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री

(श्री कीर्ति वर्धन सिंह):

(क) और (ख): पर्यावरणीय प्रभाव आकलन अधिसूचना, 2006 की अनुसूची के अंतर्गत उल्लिखित परियोजनाओं या कार्यकलापों, जिनका पर्यावरण पर अधिक प्रभाव हो सकता है, के लिए पूर्व पर्यावरणीय स्वीकृति (ईसी) आवश्यक है। इसके अलावा, संबंधित राज्य प्रदूषण नियंत्रण बोर्ड (एसपीसीबी) या प्रदूषण नियंत्रण समिति (पीसीसी) द्वारा जल (प्रदूषण निवारण तथा नियंत्रण) अधिनियम, 1974 और

वायु (प्रदूषण निवारण तथा नियंत्रण) अधिनियम, 1981 के तहत उद्योगों को स्थापना की सहमति (सीटीई) और संचालन की सहमति (सीटीओ) दी जाती है।

केंद्रीय सरकार ने उद्योगों की कुछ श्रेणियों को संचालन की सहमति (सीटीओ)/स्थापना की सहमति (सीटीई) प्राप्त करने से छूट प्रदान करने के लिए वायु (प्रदूषण निवारण तथा नियंत्रण) अधिनियम, 1981 की धारा-21 और जल (प्रदूषण निवारण तथा नियंत्रण) अधिनियम, 1974 की धारा-25 में संशोधन किया है। तदनुसार, पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय ने केंद्रीय प्रदूषण नियंत्रण बोर्ड (सीपीसीबी) द्वारा श्वेत श्रेणी के रूप में वर्गीकृत 39 क्षेत्रों को कुछ शर्तों के अधीन उक्त अधिनियमों के तहत सीटीई/सीटीओ प्राप्त करने से छूट दी है। इसके अलावा, पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय ने दिनांक 14.11.2024 और 14.01.2025 के कार्यालय ज्ञापन के माध्यम से संबंधित प्राधिकरणों द्वारा उक्त अधिसूचना के प्रभावी कार्यान्वयन के लिए मानक संचालन प्रक्रिया जारी की है।

(ग) और (घ): प्रदूषण सूचकांक मान 20 तक दर्शाने वाले अर्थात् श्वेत श्रेणी के औद्योगिक संयंत्रों को छूट देने के लिए तारीख 19.07.2024 के सा.का.नि 425(अ) और 421(अ) के तहत क्रमशः जल (प्रदूषण निवारण तथा नियंत्रण) अधिनियम, 1974 और वायु (प्रदूषण निवारण तथा नियंत्रण) अधिनियम, 1981 के अंतर्गत हितधारकों के सार्वजनिक परामर्श के लिए मसौदा अधिसूचना राजपत्र में प्रकाशित की गई थी। राज्य सरकारों, नागरिक समाज संगठनों और आम जनता आदि से प्राप्त सभी टिप्पणियों को ध्यान में रखते हुए इन अधिसूचनाओं को अंतिम रूप दिया गया था।

अपशिष्ट का वैज्ञानिक निपटान

2694. श्री नारायण तातू राणे :

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि :

- (क) क्या सरकार विभिन्न राज्यों में खुले क्षेत्रों में कचरे के गैर-वैज्ञानिक निपटान से होने वाले वायु प्रदूषण के कारण मानव जाति पर पड़ने वाले हानिकारक प्रभावों से अवगत है;

- (ख) यदि हां, तो इलेक्ट्रॉनिक कचरे के वैज्ञानिक निपटान के लिए सरकार द्वारा उठाए गए कदमों का ब्यौरा क्या है;
- (ग) ई-कचरे (इलेक्ट्रॉनिक कचरे) की बढ़ती मात्रा से निपटने के लिए सरकार द्वारा उठाए गए कदमों का और तत्संबंधी ब्यौरा क्या है
- (घ) अवैध रूप से ई-कचरा ले जा रहे ट्रकों की संख्या का ब्यौरा क्या है और इस संबंध में सरकार द्वारा पकड़े गए व्यापारियों की संख्या कितनी है, जिनमें ई-कचरे के वैज्ञानिक निपटान के लिए लाइसेंस न रखने वाले व्यापारी भी शामिल हैं; और
- (ङ) सरकार द्वारा उनके विरुद्ध की गई कार्रवाई का ब्यौरा क्या है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (ङ): अपनी उपयोग अवधि के बाद अपशिष्ट में बदल जाने वाले किसी भी उत्पाद का प्रबंधन पर्यावरण अनुकूल तरीके से किया जाए तो, वह स्वास्थ्य और पर्यावरण को कोई नुकसान नहीं पहुंचा सकता है। हालाँकि, अगर अपशिष्ट उत्पाद से उपयोगी घटकों या सामग्री को पुनः प्राप्त करने के लिए प्रसंस्करण हेतु अवैज्ञानिक और अपरिष्कृत तरीकों का उपयोग किया जाता है या यदि सामग्री का अवैज्ञानिक तरीके से निपटान किया जाता है, तो इससे स्वास्थ्य को खतरा हो सकता है और पर्यावरण को नुकसान हो सकता है।

मंत्रालय ने ई-अपशिष्ट (प्रबंधन) नियम, 2016 को व्यापक रूप से संशोधित किया है और नवंबर, 2022 में ई-अपशिष्ट (प्रबंधन) नियम, 2022 को अधिसूचित किया है तथा यह दिनांक 1 अप्रैल, 2023 से लागू है। उक्त नियमों का उद्देश्य यह सुनिश्चित करने के लिए सभी आवश्यक कदम उठाना है कि ई-अपशिष्ट का प्रबंधन इस रीति से किया जाए जिससे स्वास्थ्य और पर्यावरण को ऐसे ई-अपशिष्ट से होने वाले किसी भी प्रतिकूल प्रभाव से बचाया जा सके। इन नए नियमों का उद्देश्य पर्यावरणीय दृष्टि से अनुकूल तरीके से ई-अपशिष्ट का प्रबंधन करना और ई-अपशिष्ट के पुनर्चक्रण के लिए बेहतर विस्तारित उत्पादक उत्तरदायित्व (ईपीआर) व्यवस्था लागू करना है, जिसमें सभी विनिर्माताओं,

उत्पादकों, नवीनीकरणकर्ताओं और पुनर्चक्रणकर्ताओं को केंद्रीय प्रदूषण नियंत्रण बोर्ड (सीपीसीबी) द्वारा तैयार पोर्टल पर पंजीकरण कराना आवश्यक है। नए प्रावधान व्यापार करने हेतु अनौपचारिक क्षेत्र को औपचारिक क्षेत्र को सुगमता और सुव्यवस्था प्रदान करेंगे और पर्यावरणीय दृष्टि से अनुकूल तरीके से ई-अपशिष्ट का पुनर्चक्रण सुनिश्चित करेंगे। पर्यावरणीय क्षतिपूर्ति तथा सत्यापन एवं संपरीक्षा के प्रावधान भी शुरू किए गए हैं। ये नियम ई.पी.आर. व्यवस्था और ई-अपशिष्ट के वैज्ञानिक पुनर्चक्रण/निपटान के माध्यम से चक्रीय अर्थव्यवस्था को भी बढ़ावा देते हैं।

सीपीसीबी ने ई-अपशिष्ट नियमों के प्रभावी प्रबंधन के लिए निम्नलिखित कदम उठाए हैं :

- (i) सीपीसीबी द्वारा एक ऑनलाइन ई-अपशिष्ट ईपीआर पोर्टल विकसित किया गया है, जिसमें ई-अपशिष्ट के उत्पादकों, विनिर्माताओं, पुनर्चक्रणकर्ताओं और नवीनीकरणकर्ताओं जैसी संस्थाओं को पंजीकृत होना अपेक्षित है।
- (ii) सीपीसीबी ने ई-अपशिष्ट के वैज्ञानिक और पर्यावरणीय दृष्टि से अनुकूल प्रबंधन के लिए दिशा-निर्देश तैयार किए हैं। इन दिशा-निर्देशों में पर्यावरणीय दृष्टि से अनुकूल तरीके से ई-अपशिष्ट के पुनर्चक्रण के लिए आवश्यक मशीनरी और प्रदूषण नियंत्रण उपकरणों के संदर्भ में प्रक्रियाओं और सुविधाओं का विवरण दिया गया है।
- (iii) ई-अपशिष्ट (प्रबंधन) नियम, 2022 के कार्यान्वयन के लिए एक कार्य योजना तैयार है और इसे सभी राज्य प्रदूषण नियंत्रण बोर्डों (एसपीसीबी)/प्रदूषण नियंत्रण समितियों (पीसीसी) द्वारा अपने-अपने राज्यों/संघ राज्य क्षेत्रों में कार्यान्वित किया जा रहा है। एसपीसीबी/पीसीसी तिमाही प्रगति रिपोर्ट प्रस्तुत कर रहे हैं। इस कार्य योजना में अनौपचारिक ई-अपशिष्ट कार्यकलापों की जाँच के लिए कार्य बिंदु नियत हैं और एसपीसीबी/पीसीसी के लिए अनौपचारिक ई-अपशिष्ट कार्यकलापों की जाँच के लिए नियमित अभियान चलाना अनिवार्य है।
- (iv) ई-अपशिष्ट (प्रबंधन) नियम, 2022 के नियम 10 (1) के अंतर्गत राज्य सरकार को मौजूदा और आगामी औद्योगिक पार्क, सम्पदा और औद्योगिक समूहों में ई-अपशिष्ट के विघटन और पुनर्चक्रण

के लिए औद्योगिक स्थान या शेड का चिह्नांकन या आवंटन सुनिश्चित करने की जिम्मेदारी साँपी गई है।

(v) सीपीसीबी ने ई-अपशिष्ट (प्रबंधन) नियम, 2022 के प्रभावी कार्यान्वयन के लिए एसपीसीबी/पीसीसी को निम्नलिखित दिशानिर्देश जारी किए :

(क) जल (प्रदूषण निवारण एवं नियंत्रण) अधिनियम, 1974 की धारा 18 (1) (ख) तथा वायु (प्रदूषण निवारण एवं नियंत्रण) अधिनियम, 1981 के अंतर्गत अनौपचारिक ई-अपशिष्ट कार्यकलापों की जांच, ई-अपशिष्ट के प्राधिकृत विघटनकर्ताओं/पुनर्चक्रणकर्ताओं का सत्यापन तथा जन जागरूकता अभियान के संबंध में दिनांक 06.09.2022 को निर्देश जारी किए गए।

(ख) पर्यावरण (संरक्षण) अधिनियम, 1986 की धारा 5 के अंतर्गत ऑनलाइन ई-अपशिष्ट ईपीआर पोर्टल पर उत्पादकों, विनिर्माताओं, पुनर्चक्रणकर्ताओं तथा नवीनीकरणकर्ताओं के पंजीकरण के संबंध में दिनांक 30.01.2024 को निर्देश जारी किए गए।

(ग) पर्यावरण (संरक्षण) अधिनियम, 1986 की धारा 5 के तहत वित्तीय वर्ष 2023-24 के लिए उत्पादकों के ईपीआर दायित्वों की पूर्ति के संबंध में ई-अपशिष्ट पुनर्चक्रणकर्ताओं द्वारा ईपीआर प्रमाणपत्रों का सृजन सुनिश्चित करने के लिए दिनांक 14.02.2024 को निर्देश जारी किए गए।

इसके अलावा, सीपीसीबी ने एसपीसीबी/पीसीसी को अनौपचारिक क्षेत्र में ई-अपशिष्ट प्रसंस्करण की जांच के लिए समय-समय पर नियमित अभियान चलाने की सलाह दी है। संबंधित एसपीसीबी/पीसीसी द्वारा ऐसे अभियान चलाने के लिए दलों का गठन, नोटिस जारी करना, परिचालन बंद करना, अनौपचारिक प्रसंस्करण के विरुद्ध ई-अपशिष्ट जब्त करना जैसी कार्रवाई की जाती है।

राष्ट्रीय स्तर पर इको-क्रिएटिविटी और इनोवेशन हैकाथॉन का प्रदर्शन

2695. श्रीमती स्मिता उदय वाघ :

श्री गजेन्द्र सिंह पटेल :

श्री नव चरण माझी :

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि :

- (क) सरकार द्वारा हैकाथॉन के माध्यम से उत्पन्न नवीन विचारों को यथार्थ वैश्विक पर्यावरणीय समाधानों के लिए कार्यान्वित और बढ़ाया जाना सुनिश्चित करने के लिए क्या उपाय किए गए हैं;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या सरकार ने इस पहल में भाग लेने वाले छात्रों और संस्थानों को कोई वित्तीय और तकनीकी सहायता प्रदान की है और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) क्या सरकार ने हैकाथॉन के दौरान प्रस्तुत विचारों को विकसित करने और कार्यान्वित करने के लिए किसी उद्योग या अनुसंधान संस्थान के साथ सहयोग किया है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (घ): पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय अपने समर्पित 'पर्यावरणीय शिक्षा कार्यक्रम (ईईपी)' के अलावा, विभिन्न संगठनों द्वारा आयोजित अनुभावात्मक शिक्षण कार्यकलापों में इको-क्लब के छात्रों की भागीदारी को प्रोत्साहित और इसकी सुविधा प्रदान करना है। वर्ष 2024 के दौरान आयोजित 'इको-क्रिएटिविटी एंड इनोवेशन हैकाथॉन' ऐसी ही पहलों में से एक है, जिसके लिए इस मंत्रालय ने गैर-वित्तीय सहायता प्रदान की थी और पूरे भारत से इको-क्लब के छात्रों को इसमें स्वैच्छिक रूप से भाग लेने हेतु प्रोत्साहित किया था। इस पहल ने पूरे भारत के छात्रों को महत्वपूर्ण पर्यावरणीय चुनौतियों का समाधान तलाशने के लिए एक मंच प्रदान किया। राष्ट्रीय प्रदर्शन कार्यक्रम के लिए चुने गए नवीन विचारों को आम जनता के लिए इस मंत्रालय के 'पर्यावरणीय शिक्षा कार्यक्रम' पोर्टल पर अपलोड किया है। इस

हैकाथॉन का उद्देश्य छात्रों द्वारा प्रस्तुत विचारों को आगे बढ़ाने और आगे विकसित करने के बजाय बच्चों को पर्यावरणीय समस्याओं को हल करने के लिए नवीन विचारों के बारे में सोचने के लिए प्रोत्साहित करना था।

वनाच्छादित क्षेत्रों में अंतर

2696. श्रीमती भारती पारधी :

श्री श्रीरंग आप्पा चंदू बारणे :

श्री बजरंग मनोहर सोनवणे :

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि :

- (क) भारत वन स्थिति रिपोर्ट (आईएसएफआर) के नवीनतम भारत में वन क्षेत्रों में परिवर्तन तथा वनाच्छादित क्षेत्र के संबंध में प्रमुख निष्कर्ष क्या है;
 - (ख) क्या विगत कुछ दशकों में देश में वन क्षेत्र में कोई परिवर्तन हुआ है;
 - (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा वन क्षेत्रों को बनाए रखने में सरकार को किन चुनौतियों का सामना करना पड़ रहा है;
 - (घ) देश भर में वन क्षेत्र में क्षेत्रीय भिन्नताओं का ब्यौरा क्या है तथा ऐसी भिन्नताओं के लिए जिम्मेदार कारकों का ब्यौरा क्या है;
 - (ङ) वनों की कटाई को रोकने तथा वनरोपण को बढ़ावा देने के लिए सरकार द्वारा उठाए गए कदमों का ब्यौरा क्या है; और
 - (च) सरकार विकास को बढ़ावा देते समय वन संरक्षण के मुद्दे का समाधान किस प्रकार करती है?
- पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (च): पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय के अंतर्गत संगठन भारतीय वन सर्वेक्षण (एफएसआई), देहरादून, देश के वन एवं वृक्षावरण का द्विवार्षिक आकलन करता है तथा इसके निष्कर्षों को भारत वन स्थिति रिपोर्ट (आईएसएफआर) में प्रकाशित किया जाता है।

आईएसएफआर 2023 के अनुसार, देश का कुल वन एवं वृक्षावरण 8,27,356.95 वर्ग किलोमीटर है, जो देश के भौगोलिक क्षेत्र का 25.17 प्रतिशत है। इसमें 7,15,342.61 वर्ग किलोमीटर क्षेत्र वन आवरण और 1,12,014.34 वर्ग किलोमीटर क्षेत्र वृक्ष आवरण के रूप में शामिल है। वर्तमान आकलन वर्ष 2021 के गत आकलन की तुलना में वन एवं वृक्षावरण में 1445.81 वर्ग किलोमीटर की वृद्धि दर्शाता है। इसमें वनावरण में 156.41 वर्ग किलोमीटर और वृक्षावरण में 1289.4 वर्ग किलोमीटर की वृद्धि शामिल है। देश में आईएसएफआर 2013 और आईएसएफआर 2023 के बीच पिछले दस वर्षों के दौरान वनावरण में 16,630.25 वर्ग किलोमीटर की निवल वृद्धि हुई है। इस प्रकार, देश के वन और वृक्षावरण को न केवल बनाये रखा गया है,

बल्कि संबंधित राज्यों/संघ राज्य क्षेत्रों द्वारा किए गए संरक्षण प्रयासों सहित विभिन्न नीतियों और कार्यक्रमों के कार्यान्वयन के कारण इसमें पिछले दशक में निवल वृद्धि भी हुई है। पिछले दशक से देश में वन एवं वृक्षावरण में वृद्धि की प्रवृत्ति देखने को मिल रही है।

वनावरण का आकलन गहन प्रत्यक्ष-सत्यापन और राष्ट्रीय वन सूची से प्राप्त क्षेत्रीय आंकड़ों की सहायता से सुदूर संवेदन पर आधारित एक वॉल-टू-वॉल मानचित्रण प्रक्रिया है। राज्यवार वन और वृक्षावरण आकलन के अलावा, आईएसएफआर 2023 ने देश के तीन विशिष्ट क्षेत्रों, अर्थात् पश्चिमी घाट पारि-संवेदी क्षेत्र (डब्ल्यूजीईएसए), देश के पहाड़ी जिले और पूर्वोत्तर क्षेत्र के संबंध में भी विवरण प्रदान किया है। आईएसएफआर 2023 के अनुसार, डब्ल्यूजीईएसए के तहत सभी जिलों में वनावरण 44,043.99 वर्ग किलोमीटर है, देश के पहाड़ी जिलों में वनावरण 2,83,713.20 वर्ग किलोमीटर है और देश के पूर्वोत्तर क्षेत्र में कुल वन और वृक्षावरण 1,74,394.70 वर्ग किलोमीटर है।

वन तथा वृक्ष संसाधनों का संरक्षण और प्रबंधन मुख्य रूप से राज्य सरकारों/संघ राज्य क्षेत्र प्रशासनों का उत्तरदायित्व है। देश के वन और वृक्ष संसाधनों के संरक्षण और प्रबंधन के लिए कानूनी कार्यवाही हैं

जिनमें भारतीय वन अधिनियम 1927, वन (संरक्षण एवं संवर्धन) अधिनियम 1980, वन्यजीव (संरक्षण) अधिनियम 1972 और राज्य वन अधिनियम और नियम शामिल हैं।

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय वनों की सुरक्षा और संरक्षण के लिए राज्य सरकारों/संघ राज्य क्षेत्र प्रशासनों को परामर्शिकाएं जारी करता है। इस संबंध में, राज्य वन विभागों द्वारा किए गए विभिन्न उपायों में वन क्षेत्रों का सर्वेक्षण और सीमांकन, वन सीमा पर खंभे लगाना और फील्ड कर्मचारियों द्वारा नियमित गश्त किया जाना शामिल है।

इसके अतिरिक्त, यह मंत्रालय देश में वनों की सुरक्षा, संरक्षण और प्रबंधन के लिए राज्यों/संघ राज्य क्षेत्रों को तकनीकी और वित्तीय सहायता प्रदान करता है। वनरोपण के लिए, सरकार ने विभिन्न स्कीमों और कार्यक्रमों जैसे कि राष्ट्रीय हरित भारत मिशन (जीआईएम), वन्यजीव पर्यावासों का विकास (डीडब्ल्यूएच), वनाग्नि निवारण और प्रबंधन योजनाएँ (एफएफपीएमएस), नगर वन योजना (एनवीवाई) और तटीय पर्यावास मूर्त आय के लिए मैंग्रोव पहल (मिष्टी) के तहत धनराशि उपलब्ध कराई गई है। ये स्कीमों वन क्षेत्रों और इसके बाहर वनरोपण, वन भूदृश्य पुनःबहाली, पर्यावास सुधार, मृदा और जल संरक्षण उपायों तथा सुरक्षा आदि के माध्यम से पारिस्थितिकीय बहाली के लिए राज्यों और संघ राज्य क्षेत्रों के प्रयासों में मदद करती हैं। राज्यों/संघ राज्य क्षेत्रों द्वारा प्रतिपूरक वनरोपण निधि प्रबंधन और आयोजना प्राधिकरण (काम्पा) के तहत भी वनरोपण किया जाता है।

विश्व पर्यावरण दिवस 2024 के अवसर पर सभी हितधारकों की भागीदारी के साथ "संपूर्ण सरकार" और "संपूर्ण समाज" के दृष्टिकोण को अपनाते हुए पूरे देश में हरित आवरण को बढ़ाने हेतु वृक्षारोपण कार्यविधियों को शुरू करने के लिए एक_पेड_मां_ के_नाम #Plant4Mother नामक अभियान शुरू किया गया है।

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय द्वारा वन (संरक्षण एवं संवर्धन) अधिनियम, 1980 के अंतर्गत विभिन्न विकासात्मक प्रयोजनों के लिए वन भूमि के अपवर्तन को विनियमित करते समय, समुचित उपशमन उपायों के माध्यम से संरक्षण और विकास के बीच संतुलन सुनिश्चित किया जाता है,

जिसमें प्रतिपूरक वनीकरण (सीए), निवल वर्तमान मूल्य (एनपीवी) का भुगतान, मृदा और नमी संरक्षण कार्य तथा स्थल विशिष्ट संरक्षण योजना शामिल हैं।

TIME RESTRICTION FOR WITHDRAWAL OF ILLEGALLY TRANSFERRED MONEY

2697. SHRI ANIL YESHWANT DESAI:

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

(a) whether it is a fact that in order to monitor and regulate the withdrawal of money obtained illegally by fraud and transferred to any bank account, the Government is considering to impose time restriction for its withdrawal or transfer to another account;

(b) if so, the details thereof and the ways and procedure to identify such persons and the other multiple accounts accountholders where such money is transferred;

(c) whether this cooling off restrictions on bank accounts will help to prevent cheating and online frauds; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (d): There is no such proposal under consideration by the government to impose time restriction for withdrawal of defrauded money or transfer of such money to another account. However, RBI has issued Master Directions dated July

15, 2024, on Fraud Risk Management for the Regulated Entities which provides for framework on Early Warning Signals (EWS) to monitor transactions / unusual activities in the non-KYC compliant and money mule accounts etc. Further, the requirement for data analytics and Market Intelligence Unit have been mandated for the supervised entities for monitoring transactions, specifically the transactions through digital platforms and applications.

NEW UGC DRAFT REGULATIONS

2698. SUSHRI PRANITI SUSHILKUMAR SHINDE:

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

- (a) the manner in which the new draft guidelines align with global trends in higher education, particularly regarding the inclusion of non-academic professionals in vice-chancellor roles;
- (b) whether the University Grants Commission (UGC) has conducted comprehensive consultations with all stakeholders, including State Governments and academic institutions, to assess the impact of the draft regulations on the autonomy and functioning of State Universities and if so, the outcomes of these consultations; and
- (c) the details of the steps being taken by the Government to address the concerns of State Governments and educational bodies regarding the potential erosion of federal principles due to the new UGC draft regulations?

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): The National Education Policy 2020 provides that all leadership positions and Heads of institutions will be offered to persons with high academic qualifications and demonstrated administrative and leadership capabilities along with abilities to manage complex situations. Leaders of a Higher Education Institution (HEI) will demonstrate strong alignment to Constitutional values and the overall vision of the institution, along with attributes such as a strong social commitment, belief in teamwork, pluralism, ability to work with diverse people, and a positive outlook.

The draft University Grants Commission (UGC) (Minimum Qualifications for Appointment and Promotion of Teachers and Academic Staff in Universities and Colleges and measures for the Maintenance of Standards in Higher Education) Regulations 2025 have been developed with a view to support the vision of transforming higher education in India to meet global standards. Prioritizing research in higher education by introducing four-year undergraduate programmes, research project in undergraduate programmes, strengthening research component in postgraduate programmes, research internships, etc., are all aimed at ensuring higher education in the country aligns with global trends. It also proposes that only the most distinguished individuals with exceptional academic, research, and administrative credentials are eligible for the role of Vice Chancellor. Expanding the pool of potential candidates for the post of Vice-Chancellor will

enhance academic standards by bringing in diverse expertise, leadership excellence, and a broader vision for higher education.

The Search-cum-Selection Committee for appointment of Vice Chancellor consists of eminent experts, including former Vice-Chancellors and Directors of leading institutions, ensuring only the most qualified individuals are shortlisted.

The selection process remains merit-driven, with candidates assessed on their scholarly achievements, leadership qualities, administrative capabilities, and contributions to higher education reform.

(b): As part of consultation process, the UGC uploaded the draft UGC Regulations 2025 in the public domain on 06.01.2025 for feedbacks, suggestions and wider consultations. UGC had received more than 15,000 suggestions, so far. These feedbacks are at various stages of analyses and deliberations.

(c): The UGC Draft Regulations 2025 strongly uphold and reinforce India's federal structure by balancing national standards and state autonomy in higher education. These Regulations are designed to ensure academic excellence while respecting the diverse educational frameworks of different states. These regulations propose a 3 member Search-cum-selection Committee for appointment of Vice-Chancellor. These members are to be nominated by impartial Statutory Bodies to ensure transparency in selection process as well as to ensure autonomy of the University. The responses to draft Regulations are at various stages of analysis and deliberations, as already stated above.

REDUCTION GST ON HEALTH AND LIFE INSURANCE POLICIES**2699. SHRI RAMASAHAYAM RAGHURAM REDDY:**

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

- (a) the details of the steps taken/to be taken by the Government to ensure that any reduction of 18% of GST on health insurance will be effectively passed on to consumers, rather than being retained by insurance companies;
- (b) whether the Government has any plan to reinstate or strengthen anti-profiteering measures to ensure that tax benefits are reflected in reduced premiums for health insurance policies;
- (c) if so, the details thereof;
- (d) whether the Government plans to address the potential revenue loss for States resulting from a reduction in GST on health insurance;
- (e) if so, the details thereof; and
- (f) the measures being considered by the Government to balance this loss with the need for consumer relief?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): An effective regulatory framework in the form of regulations on insurance products and master circulars issued thereon is in place to monitor insurance products, which includes designing insurance products and setting insurance premiums. GST, at applicable rates, is collected separately in addition to insurance premium. As the GST rates are applicable over and above the insurance premium,

if the GST rate is reduced, it is expected to benefit the policyholder directly especially in a competitive market with many insurers.

(b): GST rates and exemptions on all services and goods are prescribed on the recommendations of the GST Council which is a Constitutional body comprising of members from both the Union and State/UT Governments.

The issue of GST on health and life insurance was placed before the GST Council in its 54th Meeting held on 9th September, 2024 at New Delhi. After detailed deliberations, the GST Council recommended to constitute a Group of Ministers (GoM) to holistically look into the issues pertaining to GST on life insurance and health insurance. Accordingly, a Group of Ministers (GoM) on Life and Health Insurance was constituted under the Convenorship of Sh. Samrat Choudhary, Hon'ble Deputy CM, Bihar.

During the 55th meeting of the GST Council held on 21st December, 2024 in Jaisalmer, the Convenor of the Group of Ministers (GoM) on Life and Health Insurance sought more time for finalizing the GoM's recommendations and placing the same before the GST Council. The Council agreed to give more time to GoM to finalize its recommendations.

In absence of any recommendation of the GST Council, no comments can be offered on tax benefits for health insurance policies.

(c), (d), (e) and (f): Does not arise in view of reply to (b) above.

REGIONAL DISPARITIES IN INFRASTRUCTURE DEVELOPMENT**2700. DR. KALANIDHI VEERASWAMY:**

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

(a) whether the Government has plans to address the persistent challenges of regional disparities in infrastructure development despite increased budgetary allocations;

(b) the steps taken by the Government to ensure that the benefits of infrastructure development reach underserved regions particularly in rural and backward areas; and

(c) the measures taken by the Government to improve access to affordable housing in urban areas?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) and (b): The Government is promoting infrastructure development across the country by increasing public capital expenditure (including effective capital expenditure and Internal and Extra Budgetary Resources (IEBR) of central public sector enterprises (CPSEs)) from ₹5.57 lakh crore in FY 2014-15 to ₹19.80 lakh crore in FY 2025-26 (BE), a more than 3-fold rise over the past decade. The Government is already implementing multi-sectoral initiatives such as Ude Desh ka Aam Naagrik (UDAN), Special Accelerated Road Development Programme for the North East (SARDP-NE), Prime Minister's Development Initiative for North East Region (PM-DevINE), Pradhan Mantri Gram Sadak Yojana (PMGSY), the

Aspirational District Program, the Aspirational Block Programme, Pradhan Mantri Krishi Sinchayee Yojana (PMKSY), Jal Jeevan Mission, Vibrant Villages Programme (VVP), North East Special Infrastructure Development Scheme (NESIDS), Road Connectivity Project for LWE affected areas (RCPLWE), Eklavya Model Residential Schools (EMRS) and BharatNet etc. for developing infrastructure across all regions.

(c): The Government of India has implemented several measures to improve access to affordable housing in urban areas. As per provisions of Article 243W of the Constitution, in conjunction with the Seventh and Twelfth Schedules, matters relating to urban development fall within the purview of State/Urban Local Bodies. However, Ministry of Housing and Urban Affairs (MoHUA) provides programmatic support to the States/Union Territories (UTs) in their urban development agenda through its various flagship Missions/Programmes viz. Pradhan Mantri Awas Yojana-Urban (PMAY-U and PMAY-U 2.0), Atal Mission for Rejuvenation and Urban Transformation (AMRUT and AMRUT 2.0), Swachh Bharat Mission-Urban (SBM-U and SBM-U 2.0), Smart Cities Mission (SCM) etc.

Further, 'Land' and 'Colonization' are State subjects. Therefore, schemes related to housing for their citizens are implemented by States/Union Territories (UTs). However, the Ministry of Housing and Urban Affairs, under the vision of 'Housing for All', supplements the efforts of States/Union Territories (UTs), by providing Central Assistance under Pradhan Mantri Awas Yojana- Urban (PMAY-U) since 25.06.2015 to provide pucca houses with basic civic amenities to eligible urban beneficiaries across the country. As on 03.03.2025, 118.64 lakh houses have been

sanctioned by the Ministry, out of which 112.46 lakh have been grounded and 90.60 lakh are completed/delivered to the beneficiaries across the country under PMAY-U.

MoHUA has revamped the scheme and launched PMAY-U 2.0 'Housing for All Mission with effect from 01.09.2024 to assist 1 crore additional eligible urban beneficiaries through four verticals i.e., Beneficiary Led Construction (BLC), Affordable Housing in Partnership (AHP), Affordable Rental Housing (ARH) and Interest Subsidy Scheme (ISS). As on date, 29 States/UTs have signed Memorandum of Agreement (MoA) to implement PMAY-U 2.0 as per scheme guidelines. The operational guidelines of the PMAY-U 2.0 have been launched on 17.09.2024. The unified web portal for submitting online application and operational guidelines can be accessed at <https://pmay-urban.gov.in>. 'In-principle' approval for allocation of 6.12 lakh houses has been given under PMAY- U 2.0 to States/UTs.

AIR QUALITY MONITORING SYSTEMS

2701. SHRI RAHUL GANDHI:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether it is a fact that several cities experiencing air pollution crisis, lack air quality monitoring systems;
- (b) if so, the details of cities where air quality monitoring systems are currently operational, State/UT-wise;

- (c) the steps taken by Central Pollution Control Board to expand air quality monitoring network and details of inter-state mechanism to tackle the issue; and
- (d) the list of cities identified for installation of new air quality monitoring systems?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

- (a) to (d): Air quality monitoring is carried out by Central Pollution Control Board (CPCB) and State Pollution Control Boards (SPCB) in 551 cities in the Country. State/UT-wise list of cities where air quality monitoring is carried out is given in the enclosed at **Statement-I**.

Out of 406 cities measured for PM 2.5 levels in 2023, 214 cities are complying with National Ambient Air Quality Standards.

CPCB has issued guidelines for criteria for setting up of air quality monitoring stations as given in the enclosed at **Statement-II**.

State Pollution Control Boards (SPCB) and Pollution Control Committees (PCC) have prepared plan for the expansion of air quality monitoring network in additional 119 cities. List of these cities are given in the enclosed **Statement- III**.

STATEMENT- I**Ambient Air Quality Monitoring Network (Real-time and Manual)****(As on 31.12.2024)**

Sl no	State / Union Territory	City / town / village
1.	Andaman and Nicobar (UT)	Brookshabd
2.		Port Blair
3.	Andhra Pradesh	Amaravati
4.		Anatapur
5.		Chittor
6.		Eluru
7.		Guntur
8.		Kadapa
9.		Kakinada
10.		Kurnool
11.		Nellore
12.		Ongole
13.		Rajahmundry
14.		Srikakulam
15.		Tirupati
16.		Vijayawada
17.		Visakhapatnam
18.		Vizianagaram
19.	Arunachal Pradesh	Itanagar
20.		Naharlagun
21.	Assam	Bongaigaon
22.		Byrnihat
23.		Daranga
24.		Dibrugarh
25.		Golaghat

Sl no	State / Union Territory	City / town / village
26.		Guwahati
27.		Magherita
28.		Nagaon
29.		Nalbari
30.		North Lakhimpur
31.		Silcher
32.		Sivasagar
33.		Tezpur
34.		Tinsukia
35.	Bihar	Araria
36.		Arrah
37.		Aurangabad
38.		Begusarai
39.		Bettiah
40.		Bhagalpur
41.		Bihar Sharif
42.		Buxar
43.		Chhapra
44.		Darbhanga
45.		Gaya
46.		Hajipur
47.		Katihar
48.		Kishanganj
49.		Manguraha
50.		Motihari
51.		Munger
52.		Muzaffarpur
53.		Patna
54.		Purnia
55.		Rajgir

Sl no	State / Union Territory	City / town / village
56.		Saharsa
57.		Samastipur
58.		Sasaram
59.		Siwan
60.	Chandigarh (UT)	Chandigarh
61.	Chhattisgarh	Bilaspur
62.		Chhal
63.		Durg-Bhillainagar
64.		Korba
65.		Kunjemura
66.		Milupara
67.		Raigarh
68.		Raipur
69.		Tumidih
70.	Dadra and Nagar Haveli and Daman and Diu (UT)	Baldevi (Dadra and Nagar Haveli)
71.		Daman
72.		Patlara (Daman)
73.		Silvasa
74.	Delhi (UT)	Delhi
75.	Goa	Amona
76.		Assanora
77.		Bicholim
78.		Codli
79.		Cuncolim
80.		Curchorem
81.		Honda
82.		Kundaim
83.		Mapusa
84.		Margao

Sl no	State / Union Territory	City / town / village
85.		Panaji
86.		Ponda
87.		Sanguem
88.		Tilamol
89.		Tuem
90.		Usgao-Pale
91.		Vasco
92.	Gujarat	Ahmedabad
93.		Amreli
94.		Anand
95.		Ankleshwar
96.		Bhuj
97.		Dahod
98.		Deesa
99.		Gandhinagar
100.		Godhra
101.		Himmatnagar
102.		Jamnagar
103.		Jetpur
104.		Kalol
105.		Khambhaliya
106.		Lunawada
107.		Mehsana
108.		Modasa
109.		Nadiad
110.		Nandesari
111.		Navsari
112.		Palanpur
113.		Patan
114.		Porbandar

Sl no	State / Union Territory	City / town / village
115.		Rajkot
116.		Rajpipala
117.		Surat
118.		Umbergaon
119.		Vadodara
120.		Vapi
121.		Vatva
122.		Veraval
123.		Vyara
124.	Haryana	Ambala
125.		Bahadurgarh
126.		Ballabgarh
127.		Bhiwani
128.		Charkhi Dadri
129.		Dharuhera
130.		Faridabad
131.		Fatehabad
132.		Gurgaon
133.		Hissar
134.		Jind
135.		Kaithal
136.		Karnal
137.		Kurukshetra
138.		Mandikhera
139.		Manesar
140.		Narnaul
141.		Palwal
142.		Panchukula Urban Estate
143.		Panipat
144.		Rohtak

Sl no	State / Union Territory	City / town / village
145.		Sirsa
146.		Sonepat
147.		Yamuna Nagar
148.	Himachal Pradesh	Baddi
149.		Damtal
150.		Dharamshala
151.		Gulaba
152.		Kala Amb
153.		Manali
154.		Marhi
155.		Nalagarh
156.		Parwanoo
157.		Poanta Sahib
158.		Shimla
159.		Sunder Nagar
160.		Una
161.		Vashisht
162.	Jammu and Kashmir (UT)	Anantnag (K)
163.		Bandipora (K)
164.		Baramulla (K)
165.		Budgam (K)
166.		Doda (J)
167.		Ganderbal (K)
168.		Jammu (J)
169.		Khathua (J)
170.		Kulgam (K)
171.		Poonch (J)
172.		Pulwama (K)
173.		Rajouri(J)
174.		Ramban (J)

Sl no	State / Union Territory	City / town / village
175.		Reasi (J)
176.		Samba (J)
177.		Shopian (K)
178.		Srinagar (K)
179.		Udhampur (J)
180.	Jharkhand	Barajamda
181.		Dhanbad
182.		Jamshedpur
183.		Jharia
184.		Jorapokhar
185.		Pathardih
186.		Ranchi
187.		Saraikela
188.		Sindri
189.	Karnataka	Bagalkote
190.		Bangalore
191.		Belgaum
192.		Bidar
193.		Bijapur / Vijayapura
194.		Chamarajanagar
195.		Chikkaballapur
196.		Chikkamagaluru
197.		Chitradurga
198.		Devanagere
199.		Gadag
200.		Gulbarga
201.		Hassan
202.		Haveri
203.		Hubli-Dharwad
204.		Karwar

Sl no	State / Union Territory	City / town / village
205.		Kolar
206.		Koppal
207.		Madikeri
208.		Mandya
209.		Mangalore
210.		Mysore
211.		Raichur
212.		Ramanagara
213.		Shimaga / Shivamogga
214.		Tumkuru
215.		Udupi
216.		Yadgir
217.	Kerala	Alappuzha
218.		Eloor
219.		Ernakulam
220.		Kannur
221.		Kochi
222.		Kollam
223.		Kottayam
224.		Kozhikode
225.		Mallapuram
226.		Palakkad
227.		Pathanamthitta
228.		Thiruvalla
229.		Thiruvananthapuram
230.		Thrissur
231.		Wayanad
232.	Lakshadweep (UT)	Kavaratti
233.	Madhya Pradesh	Amlai
234.		Bhopal

Sl no	State / Union Territory	City / town / village
235.		Chhindwara
236.		Damoh
237.		Dewas
238.		Gwalior
239.		Indore
240.		Jabalpur
241.		Katni
242.		Maihar
243.		Mandideep
244.		Nagda
245.		Pithampur
246.		Ratlam
247.		Rewa
248.		Sagar
249.		Satna
250.		Singrauli
251.		Ujjain
252.	Maharashtra	Akola
253.		Ahmednagar
254.		Ambernath
255.		Amravati
256.		Aurangabad
257.		Badlapur
258.		Belapur
259.		Boisar
260.		Bhiwandi
261.		Chandrapur
262.		Dhule
263.		Dombivali / Kalyan
264.		Jalgaon

Sl no	State / Union Territory	City / town / village
265.		Jalna
266.		Kolhapur
267.		Latur
268.		Lote
269.		Mahad
270.		Mumbai
271.		Nagpur
272.		Malegaon
273.		Mira-Bhayander
274.		Nanded
275.		Nashik
276.		Navi Mumbai
277.		Parbhani
278.		Pimpri-Chinchwad
279.		Pune
280.		Roha
281.		Sangli
282.		Solapur
283.		Tarapur
284.		Thane
285.		Ulhasnagar
286.		Vasai-virar
287.	Manipur	Imphal
288.	Meghalaya	Byrnihat
289.		Dawki
290.		Khlihriat
291.		Nongstoin
292.		Shillong
293.		Tura
294.		Umam

Sl no	State / Union Territory	City / town / village
295.	Mizoram	Aibawk
296.		Aizwal
297.		Biate
298.		Champhai
299.		Hnahthial
300.		Khawzawl
301.		Kolasib
302.		Lawngtlai
303.		Lunglei
304.		Mamit
305.		North Vanlaiphai
306.		Saiha
307.		Saitual
308.		Serchhip
309.	Nagaland	Dimapur
310.		Kohima
311.	Odisha	Angul
312.		Balangir
313.		Balasore
314.		Barbil
315.		Baripada
316.		Berhampur
317.		Bhadrak
318.		Bhubaneshwar
319.		Bileipada
320.		Bonaigarh
321.		Brajrajnagar
322.		Byasanagar
323.		Cuttack
324.		Jharsuguda

Sl no	State / Union Territory	City / town / village
325.		Kalinga Nagar
326.		Kandhamal
327.		Kendrapara
328.		Keonjhar
329.		Konark
330.		Mayurbhanj
331.		Nayagarh
332.		Paradeep
333.		Puri
334.		Rairangpur
335.		Rajgangpur
336.		Rayagada
337.		Rourkela
338.		Sambalpur
339.		Suakati
340.		Talcher
341.		Tensa
342.	Pondicherry (UT)	Karaikal
343.		Pondicherry
344.	Punjab	Aligarh (Jagraon)
345.		Amritsar
346.		Aspal Khurd (Tapa)
347.		Bara Pind (Goraya)
348.		Batala
349.		Bhatinda
350.		Binjon (Garshankar)
351.		Bishanpura (Payal)
352.		Changal (Sangrur)
353.		Chowkimann (Jagraon)
354.		Dera Baba Nanak

Sl no	State / Union Territory	City / town / village
355.		Dera Bassi
356.		Fatehpur (Samana)
357.		Mandi Gobindgarh
358.		Guru Ki Dhab (Kotkapura)
359.		Gurdaspur
360.		Jaito Sarja (Batala)
361.		Jalandhar
362.		Khanna
363.		Kharaori (Sirhind)
364.		Kotladoo (Ajnala)
365.		Lakho ke Behram (Ferozpur)
366.		Ludhiana
367.		Mrar Kalan (Muktsar)
368.		Mukandpur (Nawashahar)
369.		Mureedke (Batala)
370.		Naudhrani (Malerkotla)
371.		Naya Nangal
372.		Patiala
373.		Pathankot
374.		Peer Mohammad (Jalalabad)
375.		Poohli (Bhatinda)
376.		Qila Bharian (Sangrur)
377.		Rakhra (Patiala)
378.		Rohila (Samrala)
379.		Rupnagar
380.		Subanpur (Dhilwan)
381.		Srihind
382.		Tirathpur (Amritsar I)
383.	Rajasthan	Ajmer
384.		Alwar

Sl no	State / Union Territory	City / town / village
385.		Banswara
386.		Baran
387.		Barmer
388.		Bharatpur
389.		Bhilwara
390.		Bhiwadi
391.		Bikaner
392.		Bundi
393.		Churu
394.		Chittorgarh
395.		Dausa
396.		Dholpur
397.		Dungarpur
398.		Hanumangarh
399.		Jaipur
400.		Jaisalmer
401.		Jalor
402.		Jhalawar
403.		Jhunjhunu
404.		Jodhpur
405.		Karauli
406.		Kota
407.		Nagaur
408.		Pali
409.		Pratapgarh
410.		Rajsamand
411.		Sawai madhopur
412.		Sirohi
413.		Sikar
414.		Sri Ganganagar

Sl no	State / Union Territory	City / town / village
415.		Tonk
416.		Udaipur
417.	Sikkim	Chungthang
418.		Gangtok
419.		Mangan
420.		Namchi
421.		Pelling
422.		Rangpo
423.		Ravangla
424.		Singtam
425.	Tamilnadu	Ariyalur
426.		Chengalpattu
427.		Chennai
428.		Coimbatore
429.		Cuddalore
430.		Dindigul
431.		Dharmapuri
432.		Gummidipoondi
433.		Hosur
434.		Kanchipuram
435.		Karur
436.		Ooty
437.		Madurai
438.		Mettur
439.		Nagapattinam
440.		Nagercoil
441.		Palkalaiperur
442.		Perundurai
443.		Perambalur
444.		Pudukottai

Sl no	State / Union Territory	City / town / village
445.		Ramanathapuram
446.		Ranipet
447.		Salem
448.		Sivagangai
449.		Theni
450.		Thanjavur
451.		Tiruvannamalai
452.		Tiruvarur
453.		Tirunelveli
454.		Trichy / Thiruchirapally
455.		Tirupur
456.		Tuticorin / Thoothukudi
457.		Vellore
458.		Virudhunagar
459.		Villupuram
460.	Telangana	Adilabad
461.		Hyderabad
462.		Karimnagar
463.		Khammam
464.		Kothur
465.		Nalgonda
466.		Nizamabad
467.		Patencheru
468.		Ramagundum
469.		Sangareddy
470.		Warangal
471.	Tripura	Agartala
472.	Uttar Pradesh	Agra
473.		Aligarh
474.		Allahabad

Sl no	State / Union Territory	City / town / village
475.		Anpara
476.		Ayodhya
477.		Bagpat
478.		Bareilly
479.		Bulandshahr
480.		Firozabad
481.		Gajroula
482.		Ghaziabad
483.		Gorakhpur
484.		Greater Noida
485.		Hapur
486.		Hatras
487.		Jhansi
488.		Kanpur
489.		Khurja
490.		Lucknow
491.		Mathura
492.		Meerut
493.		Moradabad
494.		Muzaffarnagar
495.		Noida
496.		Raibareli
497.		Saharanpur
498.		Unnao
499.		Varanasi
500.		Vrindavan
501.	Uttarakhand	Dehradun
502.		Haldwani
503.		Haridwar
504.		Kashipur

Sl no	State / Union Territory	City / town / village
505.	West Bengal	Rishikesh
506.		Rudrapur
507.		Alipurduar
508.		Amtala
509.		Asansol
510.		Baharampur
511.		Balurghat
512.		Bankura
513.		Barasat
514.		Bardhaman
515.		Barrckpore
516.		Baruipur / South Suburban
517.		Birpara
518.		Bolpur
519.		Chinsura
520.		Coochbihar
521.		Dankuni
522.		Darjeeling
523.		Durgapur
524.		Ghatal
525.		Haldia
526.		Howrah
527.		Jalpaiguri
528.		Jhargram
529.		Jaigaon
530.		Kalimpong
531.		Kalyani
532.		Kharagpur
533.		Kolkata
534.		Krishnanagar

Sl no	State / Union Territory	City / town / village
535.		Madhyamgram
536.		Makhrapara
537.		Malda
538.		Medinipur
539.		Purulia
540.		Raigunj
541.		Rampurhat
542.		Ranaghat
543.		Raniganj
544.		Rishra
545.		Sankrail
546.		Siliguri
547.		Suri
548.		Tamluk
549.		Tribeni
550.		Uluberia
551.		Uttarpara

STATEMENT- II

Air Quality Monitoring network design criteria

Population (Census 2011)	Minimum No. of manual station under NAMP	Minimum no of proposed CAAQMS	Total
1,00,000- < 5,00,000	1-Background 2-Residential/ Commercial	1-Residential	4
5,00,000- <10,00,000	1-Background 2-Residential/ Commercial	1-Residential 1-Traffic dominant area 1- Commercial	6
10,00,000- <50,00,000	1-Background 2-Residential/ Commercial	2-Residential 1-Traffic dominant area 1- Commercial 1-Industrial area	8
≥50,00,000	1-Background in upwind direction 1-Background in down wind direction 2-Residential/ Commercial	4-Residential 3-Traffic dominant area 3- Commercial 2-Industrial area	16

Statement-III**List of identified new cities for installing new air quality monitoring stations**

Sl no	State/Union Territory	City
1.	Andhra Pradesh	Guntakal
2.		Machilipatnam
3.		Prodduturu
4.		Hindupuram
5.		Tadipatri
6.		Madanapalli
7.		Tenali
8.		Narsaraopeta
9.		Gudivada
10.		Nandyal
11.		Adoni
12.		Bheemavaram
13.	Himachal Pradesh	Bilaspur
14.		Chamba
15.		Hamirpur
16.		Kalpa
17.		Mandi
18.		Kullu
19.		Keylong
20.		Recong Peo
21.		Solan
22.	Jharkhand	Bokaro
23.		Deoghar
24.		Hazaribagh
25.		Jamtara
26.		Phusro
27.		Giridh

Sl no	State/Union Territory	City
28.		Daltonganj/Medininagar
29.	Ladakh	Leh
30.	Karnataka	Ballari
31.		Bantwal
32.		Bangarpet
33.		Hungund
34.		Jamakhandi
35.		Hospet
36.		Chikodi
37.		Gokak
38.		Doddaballapur
39.		Anekal
40.		Chittapur
41.		Gangavathi
42.	Kerala	Kasaragod
43.	Maharashtra	Nandurbar
44.		Beed
45.	Manipur	Churachandpur
46.		Bishnupur
47.		Tamenglong
48.		Kakching
49.		Kangpokpi
50.		Thoubal
51.	Meghalaya	Ampati
52.		West Garo Hills
53.	Nagaland	Mokokchung
54.		Wokha
55.		Mon
56.		Tuensang
57.		Peren
58.		Zunheboto

Sl no	State/Union Territory	City
59.		Kiphire
60.		Phek
61.	Tamilnadu	Erode
62.		Alandur
63.		Avadi
64.		Rajapalayam
65.	Telangana	Jagtial
66.		Mahbubnagar
67.		Siddipet
68.		Suryapet
69.		Miryalaguda
70.	Tripura	Dalai
71.		North Tripura
72.	Uttar Pradesh	Amroha
73.		Badaun
74.		Bahraich
75.		Ballia
76.		Banda
77.		Barabanki
78.		Basti
79.		Bijnor
80.		Deoria
81.		Etah
82.		Fatehpur
83.		Ghazipur
84.		Jaunpur
85.		Kasganj
86.		Lalitpur
87.		Mahoba
88.		Mainpuri
89.		Pilibhit

Sl no	State/Union Territory	City
90.		Rampur
91.		Sambhal
92.		Shahjahanpur
93.		Ambedkar Nagar
94.		Farrukhabad
95.		Akbarpur
96.		Gauriganj
97.		Etawah
98.		Fatehgarh
99.		Gonda
100.		Hardoi
101.		Orai
102.		Kanpur Dehat
103.		Kaushambi
104.		Lakhimpur
105.		Mirzapur
106.		Sant Kabirnagar
107.		Shamli
108.		Shravasti
109.		Sitapur
110.		Sultanpur
111.	Uttarakhand	Roorkee
112.		Gharwal
113.	West Bengal	Champdani
114.		Bhadreshwar
115.		Baidyabati
116.		Serampore
117.		Chandannagar M.C.
118.		Bally
119.		Nabadwip

EQUAL OPPORTUNITY CELLS

2702. DR. PRASHANT YADAORAO PADOLE:

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

(a) whether the Government maintains data on the constitution of Equal Opportunity Cells as per the Equity Regulations of 2012 and if so, the State-wise details of colleges that have created such cells and if not, the reasons therefor;

(b) whether Equal Opportunity Cells have been constituted in Central Universities and if so, the details thereof and if not, the reasons therefor; and

(c) whether the Government maintains data on instances of caste-based violence on campuses and if so, the college-wise or campus-wise details of such incidents in Central Universities during the last five years?

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) to (c): As informed by the University Grants Commission (UGC), it does not centrally maintain the caste-based discrimination data. The Central Universities are autonomous bodies, established by Acts of Parliament and have their Statutory Bodies and various mechanisms to address all academic and administrative matters at their level. Further, the UGC (Promotion of Equity in Higher Educational Institutions) Regulations, 2012 prescribes that the Higher Educational Institutions

(HEIs) shall promote equality among all sections of the students without prejudice to their belonging to any social group and for this purpose they shall establish an Equal Opportunity Cell (EOC). UGC has requested HEIs to establish EOC and Scheduled Caste/ Scheduled Tribe Cell to ensure the effective and transparent redressal of grievances of the disadvantaged groups.

As per available information with UGC, all the Central Universities under it's purview have constituted Equal Opportunity cells.

The State-wise details of colleges that have established Equal Opportunity Cell is at the Link https://www.ugc.gov.in/Content/upload/Parliamnet//0812321_State-wise-list-of-Colleges-established-EOC.pdf .

मंदिर और किले का जीर्णोद्धार

2703. श्री लुम्बाराम चौधरी:

क्या संस्कृति मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार को जानकारी है कि देश में बड़ी संख्या में प्राचीन मंदिर जीर्ण-शीर्ण अवस्था में हैं;
- (ख) यदि हां, तो सदियों पहले निर्मित विशेषकर राजस्थान के सिरोही और जालौर जिलों में महत्वपूर्ण/प्रमुख मंदिरों, का ब्यौरा क्या है;
- (ग) क्या सरकार को माउंट आबू में अचलगढ़ किले और किले के ठीक बाहर स्थित अचलेश्वर महादेव मंदिर की जीर्ण-शीर्ण स्थिति की जानकारी है;

(घ) क्या सरकार अचलगढ़ किले का जीर्णोद्धार करने का विचार रखती है, तथा तत्संबंधी ब्यौरा क्या है; और

(ड.) यदि हां, तो सरकार द्वारा इस संबंध में क्या व्यवस्था की गई है?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क) और (ख): भारतीय पुरातत्व सर्वेक्षण के संरक्षणाधीन राजस्थान राज्य में स्थित 163 स्मारकों/स्थलों सहित कुल 3698 स्मारक/स्थल हैं, जिनमें प्राचीन मंदिर भी शामिल हैं और सभी स्मारक/स्थल भली-भांति परिरक्षित हैं। तथापि, राजस्थान के सिरोही और जालौर जिले में भारतीय पुरातत्व सर्वेक्षण के संरक्षणाधीन कोई स्मारक/स्थल नहीं है।

(ग) से (ड.): अचलगढ़ किला, जिसे मूल रूप से परमार वंश के शासकों ने बनवाया था, माउंट आबू के उत्तर में लगभग 11 किलोमीटर की दूरी पर स्थित है। यह किला अभी केवल कुछ संरचनात्मक अवशेषों के रूप में ही मौजूद है। तथापि, अचलेश्वर महादेव मंदिर किले के बाहर स्थित है तथा यह एक प्राचीन और पवित्र मंदिर है। अचलेश्वर मंदिर में पूजा होती है और इसका प्रबंधन और रखरखाव सिरोही न्यास बोर्ड द्वारा किया जाता है, जिसे सिरोही राज परिवार द्वारा प्रशासित किया जाता है। तथापि, अचलगढ़ किला और अचलेश्वर महादेव मंदिर भारतीय पुरातत्व सर्वेक्षण द्वारा संरक्षित स्मारक नहीं हैं और उनके जीर्णोद्धार का कोई प्रस्ताव विचाराधीन नहीं है।

JNVS IN BODOLAND TERRITORIAL REGION

2704. SHRI PRADYUT BORDOLOI:

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

(a) the details regarding the school dropout rates at all levels and Pupil Teacher Ratio in the country especially in Assam and the Bodoland Territorial Region (BTR);

(b) whether the Government has established any new Jawahar Navodaya Vidyalayas in the BTR since the signing of the Bodo Accord in 2020 and if so, the details thereof and if not, the reasons therefor; and

(c) the details regarding the progress made in the establishment of a Central University named after Upendranath Brahma and a National Institute of Technology in the BTR?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) The school dropout rates at all levels and the Pupil-Teacher Ratio across the country, particularly in Assam and the Bodoland Territorial Region (BTR), are as follows:

India/State/District		School Dropout Rate		
		Primary	Upper Primary	Secondary
India		1.9	5.2	14.1
Assam		5.4	6.8	19.3
BTR	Baksa	4.2	5.8	25.4
	Chirang	5.2	6.9	27.2
	Kokrajhar	6.4	8.7	20.3
	Tamulpur	5.5	1.3	24.4
	Udalguri	5.2	9.0	16.9

India/State/District		Pupil Teacher Ratio			
		Primary	Upper Primary	Secondary	Higher Secondary

India		21	18	16	24
Assam		19	13	11	18
BTR	Baksa	13	9	8	22
	Chirang	16	13	13	21
	Kokrajhar	18	12	14	23
	Tamulpur	19	13	10	35
	Udalguri	19	14	12	30

Source-UDISE+ 2023-24

(b) The Navodaya Vidyalaya Scheme envisages opening of one Jawahar Navodaya Vidyalaya in each district of the country. Opening of new Navodaya Vidyalayas (JNVs) is a continuous process which depends on the willingness of the concerned State Government/UT administration to make available requisite suitable land, free of cost, for construction of the permanent building and making available required temporary building, free of rent, to run the Vidyalaya till the permanent building is constructed. Sanction and opening of new NVs depend on approval by the competent authority as per extant procedures.

Udalgiri, Baksa, Chirang and Kokrajhar districts of Bodoland Territorial Region (BTR) have been covered under Navodaya Vidyalaya Scheme. Newly carved out Tamulpur district of BTR does not have a Navodaya Vidyalaya. However, the candidates from the newly bifurcated district, in which Navodaya Vidyalaya is not sanctioned, are permitted to appear for admission to the Navodaya Vidyalaya which is located in the unified undivided old district.

(c) The matter with regard to status of various projects under Memorandum of Settlement 2020 signed with Bodo groups of Assam, was considered in Ministry of

Home Affairs (MHA) and in the meeting held on 13.09.2024, it was decided that a campus of Tezpur Central University may be opened in the name of Upendra Nath Brahma in Baksa District and Govt. of Assam/ Bodoland Territorial Council (BTC) may send a proposal to MHA regarding the same. So far no information has been received in this department regarding any further development in this matter.

Government of Assam had suggested to consider upgradation of Central Institute of Technology (CIT), Kokrajhar to NIT in consultation with BTC and Department of Higher Education. However, no formal proposal to this effect has so far been received from the Government of Assam.

NORMS FOR CONSTRUCTION IN FOREST LAND

2705. SHRI ABDUL RASHID SHEIKH:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) the measures taken by the Government to protect the rights of people living in or in the vicinity of forests;
- (b) the norms for constructions of schools/hospitals or sports stadium falling partially/wholly in the jurisdiction for forest land; and
- (c) whether the Government has any plans to allow the locals to extract herbs and decayed wood from the forests in Union Territory of Jammu and Kashmir and other parts of the country?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

- (a) The National Forest Policy, 1988 emphasizes that the life of tribals and other poor people living within and near forests revolves around forests and the rights and concessions enjoyed by them should be fully protected. Having regard to the symbiotic relationship between the tribal people and forests, the Policy also focuses to associate the tribal communities closely in the protection, regeneration and development of forests as well as to provide gainful employment to people living in or in the vicinity of the forest.

The Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 recognizes the rights of the forest dwelling tribal communities and other traditional forest dwellers to forest resources, on which these communities were dependent for a variety of needs, including livelihood, habitation and other socio-cultural needs. The Act encompasses rights of self-cultivation and habitation, community rights as well as recognition of traditional customary rights and right to protect, regenerate or conserve or manage any community forest resource for sustainable use.

- (b) The Section 3(2) of Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006, provides for diversion of forest land for thirteen facilities managed by the Government namely schools, dispensary or hospital, anganwadi, fair price shops, electric and

telecommunication lines, tanks and other minor water bodies, drinking water supply and water pipelines, water or rain water harvesting structures, minor irrigation canals, non-conventional source of energy, skill up-gradation or vocational training centers, roads and community centers, subject to the condition that the forest land to be diverted is less than one hectare in each case; and such developmental projects are recommended by the Gram Sabha.

As per the provisions of Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980, the prior approval of the Central Government is required for using forest land for any non-forestry purposes.

- (c) The right of ownership, access to collect, use, and dispose of all minor forest produces (MFP) which has been traditionally collected within or outside village boundaries are vested with the forest dwelling Scheduled Tribes and other traditional forest dwellers on all forest land as per the provisions of the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006.

EPF SERVICES

2706. SHRI MADHAVANENI RAGHUNANDAN RAO:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) the details of the steps being taken by the Government to enhance the facilities and services provided to EPF account holders, particularly in terms of simplifying procedures and reducing processing times;

- (b) the details of the number of EPF centers currently operational in Telangana State, including the services offered and the number of beneficiaries served;
- (c) whether any new initiatives or programmes are being launched by the Government to improve the overall efficiency and effectiveness of EPF services in Telangana; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d): EPFO has taken several steps to streamline the process of claim settlement. Some of these are as following:

- (i) For Auto mode processing of advance claims, the amount limit has been enhanced to Rupees One lakh. Further, in addition to Illness / hospitalization advances, the advances for housing, education and marriage are also enabled for auto mode processing. Now 60% of advance claims are processed are in auto mode.

The auto-mode claims are processed within three days. EPFO achieved a historic high of 2.16 crore auto-claims settlement as on 06.03.2025 during the current financial year, up from 89.52 lakh in FY 2023-24.

- (ii) Member details correction process has been simplified, and members having Aadhaar-verified UANs can make corrections in their IDs themselves, without

any EPFO interventions. At present, about 96% corrections are being done without any EPF office intervention.

(iii) Over 99.31% claims are now received in online mode, without any requirement to visit the field office. In FY 2024-25 as on 06.03.2025, 7.14 Crore claims have been filed in online mode.

(iv) In Transfer claim submission requests, the need for employer's attestation of Aadhaar-verified UANs has been done away with. Now only 10% transfer claims require member and employer's attestation.

(v) The requirement for submitting a cheque-leaf with the claim form has also been relaxed for KYC-compliant UANs meeting prescribed criteria.

(vi) EPFO has also provided de-linking facilities to the members, whose EPF accounts have been erroneously/fraudulently linked by the establishments. Since its launch on 18.01.2025, more than 55,000 members have de-linked their accounts till the end of February, 2025.

(vii) Certain upfront validations have been developed to guide members about eligibility /admissibility of claims so as to ensure that members do not file ineligible claims

(viii) The claim settlement process is being further simplified with Centralization of member databases under CITES 2.01.

EPFO provides its services in the state of Telangana through its 8 Regional Offices and 2 District Offices. List of offices along with their current contributory membership is as following:

REGIONAL OFFICE/ DISTRICT OFFICE		
S.No.	OFFICE NAME	CONTRIBUTORY UANs
1	Regional Office, Patancheru	3,29,378
2	Regional Office, Kukatpalli	6,81,756
3	Regional Office, Karimnagar (including District Office, Adilabad)	1,26,654
4	Regional Office, Warangal (including District Office, Khammam)	1,02,430
5	Regional Office, Hyderabad (Barkatpura)	12,14,062
6	Regional Office, Nizamabad	4,51,094
7	Regional Office, Hyderabad (Madhapur)	19,77,622
8	Regional Office, Siddipet	27,372

Major services offered by EPFO through its Regional Offices are as following:

- i. Coverage and enrolments of establishments and members including compliance of EPFandMP Act and Schemes framed thereunder. It also facilitates ECR submission and default management services along with UAN-KYC seeding drives.
- ii. EPF Claim settlements including Final settlements and Partial withdrawals for major life-cycle needs (e.g., illness, marriage, education, housing, unemployment, pandemic, etc.) and Transfer of member Accounts.

- iii. Pension claim settlement, issuance of Pension Payment Orders (PPOs) and monthly pension payments along with Jeevan Praman for pensioners. This covers Monthly benefits for superannuation/ retirement, disability, survivor, widow(er), children. Additionally, withdrawal benefits/schemes certificates are also provided to eligible members.
- iv. Withdrawal by nominees/survivors in cases of death (PF settlement, Pension payment, EDLI insurance payment).
- v. Grievance redressal mechanisms including EPFiGMS and CPGRAM, awareness generation for new initiatives. A dedicated monthly public outreach programme Nidhi Aapke Nikat 2.0 is also conducted by the EPF offices every month.
- vi. Other major service areas such as member profile correction, issuance of Certificate of Coverage for international workers, Facilitation desks for members/employers for facilitating various services, etc.

District Offices functions under the overall supervision and direction of concerned Regional Office.

SPORTS UNIVERSITY

2707. SHRI BENNY BEHANAN:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether the Government is aware that Kerala has produced numerous Olympians and has a strong legacy in sports, if so, the details thereof;
- (b) whether the Government recognizes the need for a dedicated sports university in Kerala to nurture talent and provide advanced training facilities, if so, the details thereof;
- (c) whether the Central Government is willing to consider establishing a sports university in Chalakudy Parliamentary Constituency, Kerala, utilizing the Central Government-owned land at Koratty (Central Government Press land);
- (d) if so, the steps being taken by the Government to initiate the process and the expected timeline for the same; and
- (e) if not, the reasons for not utilizing this available land for such a significant project that can contribute to national sports development?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

- (a): Yes, Sir. The Government is aware that Kerala has produced numerous Olympians and has a rich history of producing world class athletes like P.T. Usha, T.C. Yohannan, Anju Bobby George, Renjith Maheswary etc..
- (b) to (e): No proposal is currently under consideration of the Ministry of Youth Affairs and Sports for setting up a dedicated sports university in the State of Kerala. The National Sports University (NSU) has been set up in 2018 at Imphal in Manipur

through the National Sports University Act, 2018 to cater to students and athletes from all the States/UTs of the country, including Kerala.

उच्च शिक्षा संस्थानों की स्थापना

2708. श्री रामवीर सिंह बिधूड़ी:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) गत दस वर्षों के दौरान दिल्ली विश्वविद्यालय के अंतर्गत राष्ट्रीय राजधानी क्षेत्र दिल्ली में खोले गए कॉलेजों की कुल संख्या कितनी है; और

(ख) दिल्ली में उन स्थानों के नाम और ब्यौरा क्या हैं जहां सरकार का नए कॉलेज स्थापित करने का प्रस्ताव है?

शिक्षा मंत्रालय में राज्य मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्रालय में राज्य मंत्री (डॉ. सुकान्त मजूमदार):

(क) और (ख) दिल्ली विश्वविद्यालय, संसद के एक अधिनियम के तहत स्थापित एक सांविधिक स्वायत्त संगठन है और दिल्ली विश्वविद्यालय अधिनियम, 1922 तथा उसके तहत बनाई गई सांविधियों और अध्यादेशों द्वारा अभिशासित है। यह विश्वविद्यालय पूरे दिल्ली क्षेत्र में फैला हुआ है जिसमें 16 संकायों, 86 विभागों, 91 कॉलेजों और 21 केंद्रों सहित संबद्ध संस्थाओं की एक बड़ी संख्या शामिल है। विगत दस वर्षों में दिल्ली विश्वविद्यालय के अंतर्गत द्वारका स्थित दिल्ली विश्वविद्यालय पश्चिमी परिसर, सुरजमल विहार स्थित दिल्ली विश्वविद्यालय पूर्वी परिसर और रोशनपुरा, नजफगढ़ स्थित वीर सावरकर कॉलेज को छोड़कर कोई नया कॉलेज स्थापित नहीं किया गया है।

सरकारी स्कूलों में बुनियादी सुविधाओं की कमी

2709. श्री धवल लक्ष्मणभाई पटेल:

श्री चन्द्र प्रकाश चौधरी:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने विशेषकर गुजरात और झारखंड राज्यों में सरकारी विद्यालयों में पेयजल सुविधाओं और शौचालय अवसंरचना की उपलब्धता का आकलन करने के लिए कोई सर्वेक्षण किया है और यदि हां, तो गुजरात के वलसाड लोक सभा निर्वाचन क्षेत्र सहित तत्संबंधी जिलावार ब्यौरा क्या है;

(ख) गुजरात के वलसाड लोक सभा निर्वाचन क्षेत्र सहित गुजरात और झारखंड में अवसंरचना और कार्यशील इंटरनेट कनेक्शन सहित कम्प्यूटर युक्त सरकारी विद्यालयों का जिलावार प्रतिशत क्या है;

(ग) क्या सरकार ने इन राज्यों में और गुजरात के वलसाड लोक सभा निर्वाचन क्षेत्र में ऐसे सरकारी विद्यालयों, विशेषकर प्राथमिक और उच्च प्राथमिक विद्यालयों की जिलावार संख्या का आकलन किया है जिनमें झूले, बैठने के लिए बेंच और खेल के मैदान आदि जैसी सुविधाएं नहीं हैं;

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) गुजरात और झारखंड के सरकारी स्कूलों में डिजिटल अवसंरचना की कमी के जिलावार क्या कारण हैं?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क): स्कूल शिक्षा और साक्षरता विभाग (डीओएसईएल), शिक्षा मंत्रालय ने सभी राज्यों और संघ राज्य क्षेत्रों द्वारा उपलब्ध कराए गए स्कूली शिक्षा के संकेतकों संबंधी आंकड़ों को दर्ज करने हेतु शिक्षा के लिए एकीकृत जिला सूचना प्रणाली प्लस (यूडाइज़+) विकसित की है। यूडाइज़+ 2023-24 के अनुसार, गुजरात और झारखंड में पेयजल, बालिकाओं के लिए शौचालय व बालकों के लिए शौचालय की सुविधाओं से युक्त सरकारी स्कूलों का जिला-वार प्रतिशत का ब्यौरा संलग्न **विवरण -I** में दिया गया है।

(ख): यूडाइज़+ 2023-24 के अनुसार, कंप्यूटर और कार्यशील इंटरनेट कनेक्शन युक्त सरकारी स्कूलों का प्रतिशत नीचे दिया गया है:

सुविधा	राज्य/जिला		
	वलसाड	गुजरात	झारखंड
कंप्यूटर	98.6	98.4	76.6
कार्यशील इंटरनेट कनेक्शन	92.3	95.4	50.2

(ग) और (घ): यूडाइज़+ 2023-24 के अनुसार, गुजरात और झारखंड में फर्नीचर और खेल के मैदान युक्त प्राथमिक और उच्च प्राथमिक सरकारी स्कूलों का जिलावार प्रतिशत का ब्यौरा संलग्न **विवरण-II** में दिया गया है:

(ड): शिक्षा संविधान की समवर्ती सूची में है और अधिकांश स्कूल संबंधित राज्य सरकार और संघ राज्य क्षेत्र प्रशासन के प्रशासनिक नियंत्रण में आते हैं। स्कूल शिक्षा और साक्षरता विभाग वर्ष 2018-19 से स्कूली शिक्षा के लिए एक एकीकृत योजना समग्र शिक्षा लागू कर रहा है। समग्र शिक्षा स्कूली शिक्षा क्षेत्र के लिए एक व्यापक कार्यक्रम है जो प्री-स्कूल से लेकर कक्षा 12वीं तक विस्तारित है और इसका उद्देश्य स्कूली शिक्षा के सभी स्तरों पर समावेशी और समान गुणवत्तापूर्ण शिक्षा सुनिश्चित करना है। समग्र शिक्षा का कार्यान्वयन सभी राज्यों और संघ राज्य क्षेत्रों के साथ भागीदारी से किया जाता है और गुजरात व झारखंड सहित सभी राज्यों और संघ राज्य क्षेत्रों को वित्तीय सहायता प्रदान की जाती है। समग्र शिक्षा के अन्य घटकों की तरह, आईसीटी और डिजिटल पहलों के लिए धनराशि, राज्यों/संघ राज्य क्षेत्रों को वार्षिक कार्य योजना और बजट (एडब्ल्यूपीएंडबी) में उनके द्वारा प्रस्तुत प्रस्ताव के आधार पर जारी की जाती है। इंटरनेट कनेक्टिविटी हेतु, स्कूल शिक्षा और साक्षरता विभाग, भारत सरकार द्वारा सभी राज्यों और संघ राज्य क्षेत्रों को बीएसएनएल के साथ एक समझौता ज्ञापन/अनुबंध करने और उन सभी सरकारी स्कूलों, जिनके पास कंप्यूटिंग डिवाइस हैं, को एफटीटीएच इंटरनेट कनेक्शन प्रदान करने के लिए एक परामर्शिका जारी की गई है।

समग्र शिक्षा के आईसीटी और डिजिटल पहल घटक में कक्षा VI से XII तक के सरकारी और सहायता प्राप्त स्कूल शामिल हैं। इस घटक के अंतर्गत स्कूलों में आईसीटी लैब और स्मार्ट कक्षाएं स्थापित करने के लिए वित्तीय सहायता प्रदान की जाती है। इसकी स्थापना के बाद से सरकारी और सरकारी सहायता प्राप्त स्कूलों में 1,42,745 आईसीटी प्रयोगशालाएं और 1,30,536 स्मार्ट कक्षाएं अनुमोदित की गई हैं।

विवरण-I

वर्ष 2023-24 के लिए गुजरात में पेयजल, बालिकाओं के लिए शौचालय और बालकों के लिए शौचालय की सुविधा युक्त सरकारी स्कूलों का जिला-वार प्रतिशत

राज्य/जिला	पेयजल	बालिकाओं के लिए शौचालय	बालकों के लिए शौचालय
गुजरात	99.9	98.8	98.4
अहमदाबाद	100	99.7	99.3
अमरेली	99.8	98.6	99
आनंद	100	99.8	99.9
अरावली	100	100	100
बनास कंथा	100	96.8	96.1
भरूच	100	97.9	97.2
भावनगर	100	99.8	99.5
बोटाड	100	97.9	97.9
छोटाउदेपुर	100	98.6	98.1
देवभूमि द्वारका	99.5	98.9	98.1
दाहोद	100	97.5	96.6
गांधीनगर	100	99.3	99.5
गिर सोमनाथ	99.7	97.8	99.1
जामनगर	99.9	99.1	99
जूनागढ़	100	99.1	98.8
कच्छ	99.9	97.9	98.3
खेड़ा	99.9	99.4	98.6
महेसाणा	100	99	98.8

महिसागर	100	99.7	99.1
मोरबी	100	97.5	96.1
नर्मदा	99.9	99.5	99.6
नवसारी	100	99.4	99
पंचमहल	99.8	99.9	99.9
पाटन	100	98.9	98.6
पोरबंदर	100	99.7	99.1
राजकोट	99.9	98.3	97.1
साबर कंथा	99.8	97.8	96.7
सूरत	100	99.4	98.8
सुरेंद्रनगर	99.7	99.6	99.5
तापी	99.9	99.1	98.5
डांग्स	100	99.8	99.3
वडोदरा	100	99.1	99.2
वलसाड	100	99.6	99.5

वर्ष 2023-24 के लिए झारखंड में पेयजल, बालिकाओं के लिए शौचालय और बालकों के लिए शौचालय की सुविधा युक्त सरकारी स्कूलों का जिला-वार प्रतिशत

राज्य/जिला	पेयजल	बालिकाओं के लिए शौचालय	बालकों के लिए शौचालय
झारखंड	98.4	99.3	98.6
बोकारो	98.7	99.7	99.2
चतरा	99.1	99.2	98.5
देवघर	98.5	98.6	98.5
धनबाद	99.4	99.5	99.1
दुमका	97.9	99.4	97.6
गढ़वा	100	99.9	99.4
गिरिडीह	99.8	99.8	99.6
गोड्डा	93.8	99.7	99.1
गुमला	96.7	98.9	98.1

हजारीबाग	99	99.5	99
जामताड़ा	100	99.8	97.2
खूंटी	98.6	98.7	98.3
कोडरमा	99.7	99.7	99.1
लातेहार	98.1	99.3	99.1
लोहरदगा	100	100	99.8
पाकुड़	99	99.6	99.7
पलामू	99.1	99.1	98.9
पश्चिमी सिंहभूम	97.3	98.1	96.1
पूर्वी सिंहभूम	99.8	99.7	99.4
रामगढ़	100	99.8	99.5
रांची	99.6	99.4	99.1
साहिबगंज	89	97.6	95.8
सराइकेला-खरसावां	100	99.6	97.2
सिमडेगा	98.4	99.7	99.2

विवरण- II

वर्ष 2023-24 के लिए गुजरात में फ़र्नीचर और खेल के मैदान युक्त प्राथमिक और उच्च प्राथमिक
सरकारी स्कूलों का जिला-वार प्रतिशत

राज्य/जिला	प्राथमिक		उच्च प्राथमिक	
	खेल का मैदान	फर्नीचर	खेल का मैदान	फर्नीचर
गुजरात	80.9	89.3	86	93.1
अहमदाबाद	88.5	91.8	91.8	92
अमरेली	91.6	95.4	94.6	94.6
आनंद	81.8	93.1	87.7	96.1
अरावली	87.3	97.2	83.9	95.9
बनास कंथा	80.6	78.7	83.2	91.4
भरुच	66	90.5	81	97
भावनगर	81.4	89.3	80	91.4

बोटाड	81.3	75	87.4	96.1
छोटाउदेपुर	65.1	92.3	74.6	89.1
देवभूमि द्वारका	95.5	96	90.8	94.1
दाहोद	69.3	57.2	81.1	79.2
गांधीनगर	87.8	90.2	83.2	94
गिर सोमनाथ	92.9	76.5	89	86.2
जामनगर	89.9	91.8	88.9	87.9
जूनागढ़	93.3	95.2	93.9	97.5
कच्छ	86.5	88.9	84.1	90.9
खेड़ा	87.6	97.4	90.5	97
महेसाणा	93.1	95.8	89.1	97.4
महिसागर	88	94	87.4	95.8
मोरबी	95.4	93.5	91.7	96.1
नर्मदा	62.9	90.6	77.8	91.8
नवसारी	66.7	95.5	84.9	97.4
पंचमहल	70	94	73.4	95.6
पाटन	88.8	84.5	82.5	89.4
पोरबंदर	89	85.4	80.6	93.8
राजकोट	92.5	92.5	90	92.7
साबर कंथा	80.1	95.3	82.9	95.7
सूरत	83.2	96.4	87.6	95.7
सुरेंद्रनगर	81.4	85.5	88.1	92.6
तापी	90.6	93	95.1	94.5
डांग्स	89.2	82.3	89.6	93.1
वडोदरा	94.1	91.4	95	95.9
वलसाड	62.2	93.8	83.2	95.6

विवरण – II (जारी)

वर्ष 2023-24 के लिए झारखंड में फर्नीचर और खेल के मैदान युक्त प्राथमिक और उच्च प्राथमिक

सरकारी स्कूलों का जिला-वार प्रतिशत

राज्य/जिला	प्राथमिक		उच्च प्राथमिक	
	खेल का मैदान	फर्नीचर	खेल का मैदान	फर्नीचर
झारखंड	68.5	96.6	68.8	98.1
बोकारो	43.1	98.8	49.6	99.8
चतरा	66.9	96.7	58.2	98.7
देवघर	85.0	99.3	87.8	99.8
धनबाद	90.6	98.4	90.1	97.6
दुमका	81.8	98.0	79.8	99.3
गढ़वा	98.3	83.3	98.3	82.2
गिरिडीह	60.2	99.6	60.4	99.8
गोड्डा	46.4	91.3	50.2	98.1
गुमला	56.3	94.3	70.1	98.7
हजारीबाग	71.2	96.5	67.8	97.4
जामताड़ा	87.4	98.0	85.8	98.9
खूंटी	69.8	98.5	81.9	98.3
कोडरमा	90.9	99.2	85.1	99.6
लातेहार	82.2	97.0	80.9	98.5
लोहरदगा	95.1	99.3	97.1	99.4

पाकुड़	58.7	95.9	56.9	98.5
पलामू	35.0	96.1	38.2	97.8
पश्चिमी सिंहभूम	57.0	96.4	64.9	99.1
पूर्वी सिंहभूम	81.6	100.0	81.8	100.0
रामगढ़	63.8	99.4	73.8	100.0
रांची	72.9	99.0	78.4	99.7
साहिबगंज	59.6	93.6	60.0	98.0
सराइकेला-खरसावां	59.8	93.2	63.0	95.1
सिमडेगा	71.6	92.3	81.4	99.2

ओडिशा में विभिन्न योजनाओं के अंतर्गत प्रशिक्षित युवाओं की संख्या

2710. श्री अनन्त नायक:

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

(क) ओडिशा में प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई) सहित विभिन्न योजनाओं के अंतर्गत सरकार द्वारा अब तक कुल कितने युवाओं को प्रशिक्षित किया गया है और उसके बाद रोजगार प्राप्त करने वाले युवाओं की संख्या कितनी है;

(ख) सरकार द्वारा ओडिशा में खनन, इस्पात, कृषि और मत्स्यपालन जैसे प्रमुख क्षेत्रों में उद्योग की आवश्यकताओं के अनुसार स्थानीय युवाओं को प्रशिक्षण देने के लिए क्या कदम उठाए गए हैं;

(ग) क्या सरकार ओडिशा में स्टार्टअप्स और सूक्ष्म, लघु तथा मध्यम उद्यमों (एमएसएमई) को बढ़ावा देने के लिए कोई विशेष नीति कार्यान्वित कर रही है;

(घ) यदि हां, तो इसके अंतर्गत कितने उद्यमियों को वित्तीय सहायता प्रदान की गई है; और

(ड) क्योझर, मयूरभंज और सुन्दरगढ़ जैसे जनजातीय बहुल जिलों में कौशल विकास और रोजगार के अवसरों को बढ़ाने के लिए सरकार की क्या रणनीति है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) : भारत सरकार, कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) के कुशल भारत मिशन (एसआईएम) के अंतर्गत, विभिन्न योजनाओं अर्थात् प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस), राष्ट्रीय शिक्षता संवर्धन योजना (एनएपीएस) और औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) के माध्यम से शिल्पकार प्रशिक्षण योजना (सीटीएस), के जरिए ओडिशा राज्य सहित देश भर में समाज के सभी वर्गों को कौशल विकास केंद्रों के व्यापक नेटवर्क के माध्यम से कौशल, पुनर्कौशल और कौशलोलन्नयन प्रशिक्षण प्रदान करता है। मिशन का उद्देश्य भारत के युवाओं को भविष्य के लिए तैयार और उद्योग प्रासंगिक कौशल प्राप्त करने में सक्षम बनाना है। ओडिशा राज्य में एमएसडीई की योजनाओं के तहत प्रशिक्षित व्यक्तियों की संख्या इस प्रकार है:

स्कीम	प्रशिक्षित
(पीएमकेवीवाई) वर्ष 2015-16 से दिनांक 31.12.2024 तक	5,98,174
(जेएसएस) वर्ष 2018-19 से दिनांक 28.02.2025 तक	2,65,645
(एनएपीएस) वर्ष 2018-19 से दिनांक 28.02.2025 तक	45,285
(आईटीआई) वर्ष 2018-19 से वर्ष 2023-24 तक	3,27,281

कौशल विकास कार्यक्रमों का उद्देश्य देश के युवाओं को बाजार के अनुकूल कौशल से लैस करना है ताकि वे वेतन या स्व-रोजगार में लाभकारी रोजगार प्राप्त कर सकें। एमएसडीई की योजनाओं में, योजना के पहले तीन संस्करणों (पीएमकेवीवाई 1.0, पीएमकेवीवाई 2.0 और पीएमकेवीवाई 3.0) में

पीएमकेवीवाई के अल्पकालिक प्रशिक्षण (एसटीटी) घटक में नियोजन को ट्रैक किया गया था, जिसे वित्त वर्ष 2015-16 से वित्त वर्ष 2021-22 तक लागू किया गया था। पीएमकेवीवाई के इन तीन संस्करणों में ओडिशा राज्य में नियुक्त उम्मीदवारों की संख्या 70,773 बताई गई है। पीएमकेवीवाई 4.0 के तहत, प्रशिक्षित उम्मीदवारों को अपने विविध कैरियर पथ चुनने के लिए सशक्त बनाने पर ध्यान केंद्रित किया जाता है और उन्हें इसके लिए उपयुक्त रूप से उन्मुख किया जाता है। इसके अलावा, स्किल इंडिया डिजिटल हब (सिद्ध) जैसे विभिन्न आईटी उपकरण भी यह अवसर प्रदान करते हैं।

(ख): एमएसडीई की विभिन्न योजनाओं के माध्यम से प्रदान किए जाने वाले कौशल को वर्तमान उद्योग आवश्यकताओं और तकनीकी प्रगति के साथ संरेखित करने के लिए, निम्नलिखित विशिष्ट कदम उठाए गए हैं:

(i) संबंधित क्षेत्रों में उद्योगपतियों के नेतृत्व में 36 क्षेत्र कौशल परिषद (एसएससी) स्थापित किए गए हैं, जिन्हें संबंधित क्षेत्रों की कौशल विकास आवश्यकताओं की पहचान करने के साथ-साथ कौशल अर्हता मानकों को निर्धारित करने का अधिकार है। एनएसडीसी, बाजार आधारित कार्यक्रम के तहत प्रशिक्षण प्रदाताओं को सहायता प्रदान करता है जो उद्योग की मांग के साथ कौशल पाठ्यक्रमों को सहयोग और संरेखित करते हैं। क्षेत्र विशेष एसएससी में भारतीय कृषि कौशल परिषद (एससीआई), भारतीय लौह एवं इस्पात क्षेत्र कौशल परिषद तथा खनन क्षेत्र कौशल परिषद (एससीएमएस) शामिल हैं।

(ii) वर्ष 2020 से, राष्ट्रीय व्यावसायिक शिक्षा और प्रशिक्षण परिषद (एनसीवीईटी) ने उद्योग की आवश्यकताओं के अनुसार 4387 नई अर्हताओं को मंजूरी दी है और 4419 अर्हताओं को संग्रहीत किया है जो प्रासंगिक नहीं हैं।

(iii) डीजीटी फ्लेक्सी एमओयू योजना और प्रशिक्षण की दोहरी प्रणाली (डीएसटी) को लागू कर रहा है, जिसका उद्देश्य आईटीआई छात्रों को उनकी आवश्यकताओं के अनुसार औद्योगिक वातावरण में प्रशिक्षण प्रदान करना है।

(iv) भारत सरकार ने कौशल विकास और व्यावसायिक शिक्षा एवं प्रशिक्षण के क्षेत्र में बारह देशों के साथ समझौता ज्ञापन (एमओयू)/सहयोग ज्ञापन (एमओसी) पर हस्ताक्षर किए हैं, ताकि वैश्विक आवश्यकताओं के अनुसार कौशल प्रयासों के अनुरूप बनाया जा सके।

(v) पीएमकेवीवाई के तहत, आधुनिक/भावी कौशल जॉब रोलों को आगामी बाजार मांग और उद्योग की आवश्यकताओं के लिए एआई/एमएल, रोबोटिक्स, मेक्ट्रोनिक्स, ड्रोन प्रौद्योगिकी आदि जैसे क्षेत्रों में उद्योग 4.0 आवश्यकताओं के साथ विशेष रूप से संरेखित किया गया है।

(vi) एमएसडीई के तत्वावधान में प्रशिक्षण महानिदेशक (डीजीटी) ने कृत्रिम बुद्धिमत्ता, मेक्ट्रोनिक्स, इंटरनेट ऑफ थिंग्स, साइबर सुरक्षा, सेमीकंडक्टर आदि जैसे उभरते क्षेत्रों में प्रशिक्षण प्रदान करने के लिए सीटीएस के तहत औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) और राष्ट्रीय कौशल प्रशिक्षण संस्थानों (एनएसटीआई) में 29 आधुनिक/भावी कौशल पाठ्यक्रम शुरू किए हैं।

(vii) डीजीटी ने कॉर्पोरेट सामाजिक उत्तरदायित्व (सीएसआर) पहल के तहत राज्य और क्षेत्रीय स्तर पर संस्थानों के लिए उद्योग संपर्क सुनिश्चित करने के लिए आईबीएम, सिस्को, फ्यूचर स्किल राइट्स नेटवर्क, अमेज़ॅन वेब सर्विसेज (एडब्ल्यूएस) और माइक्रोसॉफ्ट जैसी आईटी टेक कंपनियों के साथ समझौता ज्ञापन पर हस्ताक्षर किए हैं। ये भागीदारियां आधुनिक प्रौद्योगिकियों में तकनीकी और व्यावसायिक कौशल प्रशिक्षण के प्रावधान की सुविधा प्रदान करती हैं।

(viii) सार्वजनिक निजी भागीदारी (पीपीपी) मोड में अहमदाबाद और मुंबई में स्थापित भारतीय कौशल संस्थान (आईआईएस) का उद्देश्य उद्योग 4.0 के लिए अत्याधुनिक तकनीक और व्यावहारिक प्रशिक्षण से लैस उद्योग-तैयार कार्यबल तैयार करना है।

(ix) एमएसडीई के तत्वावधान में राष्ट्रीय कौशल विकास निगम ने डिजिटल पाठ्यक्रम प्रदान करने के लिए एडब्ल्यूएस, माइक्रोसॉफ्ट, इंटेल, रेडहैट, पियर्सन वीयूई, बोस्टन कंसल्टिंग ग्रुप (बीसीजी), सिस्को नेटवर्किंग अकादमी जैसे कई अंतरराष्ट्रीय संगठनों के साथ भागीदारी की है।

(ग) और (घ): भारत सरकार ने नवाचार, स्टार्ट-अप को बढ़ावा देने और देश के स्टार्ट-अप इकोसिस्टम में निवेश को प्रोत्साहित करने के लिए एक मजबूत इकोसिस्टम बनाने के इरादे से 16 जनवरी 2016 को

स्टार्ट-अप इंडिया पहल की शुरुआत की। स्टार्ट-अप के लिए फंड ऑफ फंड्स (एफएफएस), स्टार्टअप इंडिया सीड फंड स्कीम (एसआईएसएफएस) और स्टार्टअप के लिए क्रेडिट गारंटी स्कीम (सीजीएसएस) जैसी प्रमुख योजनाएं स्टार्टअप को उनके व्यापार चक्र के विभिन्न चरणों में सहायता प्रदान करती हैं। इन प्रयासों के परिणामस्वरूप, भारत और ओडिशा राज्य में क्रमशः 1,61,150 और 2828 संस्थाओं को डीपीआईआईटी द्वारा स्टार्ट-अप के रूप में मान्यता दी गई है, जिन्होंने क्रमशः 17.69 लाख और 34,219 प्रत्यक्ष रोजगार सृजित किए हैं।

सूक्ष्म, लघु एवं मध्यम उद्यम मंत्रालय (एमएसएमएस) उद्यमशीलता और कौशल विकास कार्यक्रम (ईएसडीपी) योजना को कार्यान्वित कर रहा है, जिसका उद्देश्य युवाओं को स्व-रोजगार या उद्यमशीलता को कैरियर विकल्पों में से एक के रूप में अपनाने के लिए प्रेरित करना है। इसका अंतिम उद्देश्य नए उद्यमों को बढ़ावा देना, मौजूदा एमएसएमई की क्षमता-निर्माण करना और देश में उद्यमशीलता की संस्कृति को बढ़ावा देना है। पिछले वित्तीय-वर्ष (2023-24) में, ईएसडीपी योजना के तहत, देश भर में और ओडिशा राज्य में क्रमशः कुल 7,496 और 222 प्रशिक्षण कार्यक्रम आयोजित किए गए, जिससे क्रमशः लगभग 3.5 लाख और 10,348 प्रशिक्षु लाभान्वित हुए।

(ड): युवाओं की नियोज्यता में सुधार के साथ-साथ रोजगार सृजन सरकार की प्राथमिकता है। तदनुसार, सरकार प्रधानमंत्री रोजगार सृजन कार्यक्रम (पीएमईजीपी), महात्मा गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी योजना (एमजीएनआरईजीएस), दीन दयाल उपाध्याय ग्रामीण कौशल योजना (डीडीयू-जीकेवाई), ग्रामीण स्व-रोजगार और प्रशिक्षण संस्थान (आरएसईटीआई), दीनदयाल अंत्योदय योजना-राष्ट्रीय शहरी आजीविका मिशन (डीएवाई-एनयूएलएम), प्रधानमंत्री मुद्रा योजना (पीएमएमवाई), प्रधानमंत्री स्ट्रीट वेंडर आत्मनिर्भर निधि (पीएम स्वनिधि योजना) आदि, जैसी विभिन्न रोजगार सृजन योजनाओं/कार्यक्रमों को लागू कर रही है। सरकार द्वारा लागू की जा रही विभिन्न रोजगार सृजन योजनाओं/कार्यक्रमों का विवरण https://dge.gov.in/dge/schemes_programmes पर देखा जा सकता है। सरकार ने रोजगार सृजन को प्रोत्साहित करने, नौकरी बाजार में औपचारिकता को बढ़ावा

देने और नियोज्यता में सुधार के लिए केंद्रीय बजट वर्ष 2024-25 में रोजगार से जुड़ी संवर्धन योजना की घोषणा की है।

एटीएम कार्ड पर दुर्घटना बीमा

2711. श्री भारत सिंह कुशवाह:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या बैंकों द्वारा जारी एटीएम कार्डों पर दुर्घटना बीमा प्रदान करने का प्रावधान है और यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा मध्य प्रदेश में एटीएम कार्ड धारकों की कुल संख्या कितनी है;
- (ख) वर्ष 2023-24 के दौरान मध्य प्रदेश में दुर्घटनाओं के कारण होने वाली कुल मौतों की संख्या कितनी है;
- (ग) वर्ष 2023-24 के दौरान मध्य प्रदेश में एटीएम कार्ड दुर्घटना बीमा योजना के अंतर्गत किए गए दावों के निपटान की कुल संख्या कितनी है तथा दावाकर्ताओं की संख्या कितनी है तथा उनकी राशि कितनी है;
- (घ) क्या सरकार द्वारा उक्त एटीएम कार्ड दुर्घटना बीमा योजना के अंतर्गत दावों के निपटान को बढ़ावा देने तथा इसमें तेजी लाने के लिए कोई कार्रवाई करने की संभावना है; और
- (ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी)

(क) से (ङ.): क्रेडिट कार्ड और डेबिट कार्ड- निर्गम और संव्यवहार संबंधी भारतीय रिजर्व बैंक (आरबीआई) के 21 अप्रैल, 2022(07 मार्च, 2024 की स्थिति के अनुसार अद्यतन) के मास्टर निदेश के अनुसार, डेबिट या क्रेडिट कार्ड पर बीमा कवर के लिए कोई आवश्यकता निर्धारित नहीं की गई है। कार्ड जारीकर्ता या कार्ड भुगतान नेटवर्क कार्डधारक की सहमति से निःशुल्क या प्रभार्य रूप में बीमा कवर प्रदान कर सकता है।

प्रधानमंत्री जन धन योजना (पीएमजेडीवाई) के अंतर्गत, रुपये कार्ड धारकों को 2 लाख रुपये का दुर्घटना बीमा कवर प्रदान किया गया है (दिनांक 28.8.2018 के बाद खोले गए पीएमजेडीवाई खातों के लिए पूर्ववर्ती 1 लाख रुपये से बढ़ाया गया)। दुर्घटना बीमा का लाभ उन रुपये कार्ड धारकों के लिए उपलब्ध है, जिन्होंने दुर्घटना की तारीख सहित दुर्घटना की तारीख से पूर्व 90 दिनों के भीतर कम से कम एक सफल वित्तीय या गैर-वित्तीय लेनदेन किया है। मध्य प्रदेश में दिनांक 26.02.2025 की स्थिति के अनुसार पीएमजेडीवाई के तहत जारी किए गए रुपये कार्डों की कुल संख्या 3,34,97,859 है।

भारतीय राष्ट्रीय भुगतान निगम (एनपीसीआई) ने यह अवगत कराया है कि वित्तीय वर्ष 2023-24 में मध्य प्रदेश में पीएमजेडीवाई के तहत रुपये कार्ड धारकों के लिए आकस्मिक मृत्यु/दिव्यांगता के कुल 24 दावे प्राप्त हुए थे, जिनमें से 29 लाख रुपये की राशि वाले 18 दावों का निपटान किया जा चुका है। सड़क परिवहन और राजमार्ग मंत्रालय ने यह अवगत कराया है कि वर्ष 2023-24 के दौरान मध्य प्रदेश में दुर्घटनाओं के कारण होने वाली मौतों की कुल संख्या के बारे में आंकड़े उपलब्ध नहीं हैं।

इसके अलावा, बैंकों, एनपीसीआई और अन्य हितधारकों से यह अनुरोध किया गया है कि वे रुपये कार्ड धारकों के लिए दुर्घटना बीमा योजना के दावों का शीघ्र निपटान सुनिश्चित करें। दावा(दावों) को दर्ज करने के लिए, दुर्घटना की तारीख के नब्बे दिनों के भीतर बैंक को सूचना दी जानी चाहिए। दावा संबंधी दस्तावेज दावा सूचना की तारीख से साठ दिनों के भीतर प्रस्तुत किए जाने चाहिए। तत्पश्चात दावों को बीमाकर्ता द्वारा निर्धारित पूर्ण दस्तावेज प्राप्त करने की तारीख से दस कार्य दिवसों में निपटाया जाना है।

उत्तर प्रदेश में केन्द्रीय विद्यालय

2712. श्री नरेश चंद्र उत्तम पटेल:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) उत्तर प्रदेश में केन्द्रीय विद्यालयों में प्रवेश संबंधी बढ़ती मांग को पूरा करने के साथ-साथ गुणवत्तापूर्ण शिक्षा को बढ़ावा देने के लिए उठाए गए कदमों का ब्यौरा क्या है;

(ख) उत्तर प्रदेश के फतेहपुर जिले में केन्द्रीय विद्यालयों के विस्तार के लिए उठाए गए कदमों का ब्यौरा क्या है;

(ग) उक्त केन्द्रीय विद्यालय के भवन के निर्माण के लिए कितनी धनराशि आवंटित की गई है तथा इसके निर्माण कार्य में लगी एजेंसियों/संस्थाओं के नाम क्या हैं; और

(घ) उत्तर प्रदेश के फतेहपुर जिले में अंदौली, मधुपुरी में केन्द्रीय विद्यालय के नए स्कूल परिसर/भवन का निर्माण कब तक पूरा होने की संभावना है?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क): केन्द्रीय विद्यालय (केवि) देशभर में प्रवेश लेने वाले बच्चों को गुणवत्तापूर्ण शिक्षा प्रदान करते हैं, जिसमें उत्तर प्रदेश राज्य के केन्द्रीय विद्यालय भी शामिल हैं। केन्द्रीय विद्यालय संगठन में गुणवत्तापूर्ण शिक्षा को बढ़ावा देने के लिए योग्य शिक्षकों की भर्ती, केन्द्रीय विद्यालय संगठन (केविसं) के आंतरिक और ज्ञान साझेदारों के साथ शिक्षकों की सशक्त क्षमता निर्माण, स्कूल, क्षेत्रीय और मुख्यालय स्तर पर केन्द्रीय विद्यालयों की त्रिस्तरीय शैक्षणिक निगरानी, शिक्षकों द्वारा शिक्षण में प्रौद्योगिकी का उपयोग करके इसे आनंददायक और रुचिकर बनाना, बाल केंद्रित शिक्षाशास्त्र का उपयोग करना, योग्यता आधारित अधिगम और मूल्यांकन को अपनाना, विभिन्न क्रीडा और खेलों में छात्रों की भागीदारी को बढ़ावा देना, एनसीसी, स्काउट और गाइड तथा बच्चों के समग्र विकास के लिए अन्य प्रतियोगिताओं और कार्यक्रमों को संचालित किया जा रहा है। इसके अतिरिक्त, उत्तर प्रदेश में केन्द्रीय विद्यालयों में प्रवेश की बढ़ती मांग को पूरा करने के लिए उचित प्रक्रिया का पालन करते हुए मांग के अनुसार नए केन्द्रीय विद्यालय खोले जा रहे हैं।

(ख): नए केन्द्रीय विद्यालयों का खोला जाना एक सतत प्रक्रिया है। केन्द्रीय विद्यालय मुख्य रूप से पूरे देश में शिक्षा का एक समान कार्यक्रम प्रदान करने के लिए रक्षा एवं अर्धसैनिक बलों के कार्मिकों, केन्द्रीय स्वायत्त निकायों, केन्द्रीय सार्वजनिक क्षेत्र के उपक्रमों (पीएसयू) और केन्द्रीय उच्च शिक्षण संस्थान

(आईएचएल) सहित स्थानांतरित होने वाले केन्द्रीय सरकारी कर्मचारियों के बच्चों की शैक्षिक आवश्यकताओं को पूरा करने के लिए खोले जाते हैं। नए केन्द्रीय विद्यालय खोलने के प्रस्ताव भारत सरकार के मंत्रालयों या विभागों/राज्य सरकारों/संघ राज्य क्षेत्रों (यूटी) के प्रशासनों द्वारा प्रायोजित किए जा सकते हैं, जिसमें मानदंडों के अनुसार नए केन्द्रीय विद्यालय की स्थापना हेतु भूमि और अस्थायी आवास सहित अपेक्षित संसाधन उपलब्ध कराने की प्रतिबद्धता शामिल होगी। प्रस्ताव मौजूदा प्रक्रियाओं के अनुसार सक्षम प्राधिकारी के अनुमोदन के अधीन हैं। वर्तमान में, उत्तर प्रदेश के फतेहपुर जिले के मधुपुरी में 01 केवि सहित 122 केवि कार्यशील हैं।

केन्द्रीय विद्यालय संगठन (केविसं) से प्राप्त जानकारी के अनुसार, उत्तर प्रदेश के फतेहपुर जिले में नया केवि खोलने के लिए केविसं संबंधित राज्य सरकार/जिला प्रशासन से कोई प्रस्ताव प्राप्त नहीं हुआ है।

(ग) और (घ): केविसं द्वारा 2460.34 लाख रुपये अनुमोदित किए गए हैं तथा निर्माण एजेंसी केन्द्रीय लोक निर्माण विभाग को अब तक 1820.00 लाख रुपये की धनराशि जारी की जा चुकी है। केन्द्रीय विद्यालयों के लिए स्थायी भवनों का निर्माण एक सतत प्रक्रिया है, जो उपयुक्त भूमि की पहचान, प्रायोजक प्राधिकारियों द्वारा केन्द्रीय विद्यालयों के पक्ष में अंतरण/पट्टे की औपचारिकताओं को पूरा करना, निर्माण एजेंसी द्वारा नक्शा/अनुमान प्रस्तुत करना, धन की उपलब्धता और अपेक्षित अनुमोदन आदि पर निर्भर करता है।

BENAMI TRANSACTIONS IN PENCH TIGER RESERVE

2713. DR. MALLU RAVI:

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

- (a) whether the Income Tax Department's Benami Prohibition Unit (BPU) has identified and attached properties linked to Benami transactions in the Pench Tiger Reserve, Madhya Pradesh; and
- (b) if so, the details thereof and the outcomes of such actions, including penalties imposed?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

- (a) Yes;
- (b) Details of attached properties linked to Benami transactions in the Pench Tiger Reserve, Madhya Pradesh by the Income Tax Department's Benami Prohibition Unit (BPU) and the outcomes thereof –
- (i) Land admeasuring total area of 7.86 hectares (along with a semi-furnished pucca godown constructed thereon), located in Village Kohka, Tehsil Kurai, District Seoni, Madhya Pradesh, within the Pench Tiger Reserve has been attached.
- Provisional attachment order passed u/s 24(4) of PBPT Act, 1988 dated 16.12.2022 by ACIT, Benami Prohibition Unit, Bhopal has been confirmed by the Adjudicating Authority, Mumbai on 20.10.2023. Appeals filed by the benamidar/beneficial owners are pending before the Appellate Tribunal.
- (ii) Land-cum-resort admeasuring total area of 1.35 hectares (along with 1 restaurant, 4 cottages and 20 teak trees constructed/planted thereon),

located in Village Avargani Raiyat, Tehsil Kurai, District Seoni, Madhya Pradesh, within the Pench Tiger Reserve has been attached.

Provisional attachment order passed u/s 24(4) of PBPT Act, 1988 dated 22.12.2022 by ACIT, Benami Prohibition Unit, Bhopal has been confirmed by the Adjudicating Authority, Mumbai on 20.10.2023. Appeals filed by the benamidar/beneficial owners are pending before the Appellate Tribunal.

- (iii) Land-cum-resort admeasuring total area of 0.63 hectares, located in Village Turia, Tehsil Kurai, District Seoni, Madhya Pradesh, within the Pench Tiger Reserve has been attached.

Provisional attachment order passed u/s 24(4) of PBPT Act, 1988 dated 17.12.2021 by ACIT, Benami Prohibition Unit, Bhopal has been revoked by the Adjudicating Authority on 14.11.2022 in light of the judgment passed by the Hon'ble Supreme Court in the case of *Ganpati Dealcom Pvt. Ltd. v/s Union of India* dated 23.08.2022. Consequent to recalling of this judgement by the Hon'ble Supreme Court on 18.10.2024, appeal has been filed before the Appellate Tribunal, New Delhi which is pending before the Tribunal.

ASI SURVEY IN NORTH EASTERN REGION

2714. SHRI JOYANTA BASUMATARY:

Will the Minister of **CULTURE** be pleased to state:-

- (a) whether the Government has any specific objectives which the Archaeological Survey of India (ASI) aims to achieve through the ongoing explorations in the different sites in the North Eastern States, if so, the details thereof;
- (b) the details of the technological methods and equipment being used by the ASI team during these explorations; and
- (c) the details of the steps being taken by the Government to ensure the protection and preservation of cultural heritage discovered through these explorations?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

(a) Archaeological Survey of India (ASI) conducts explorations from time to time with the objective to systematically identify, locate and document potential archaeological sites in the north-eastern states.

ASI has carried out exploration at Katlicherra, District Hailakandi, Assam in 2024 and LiDAR survey at Bhismaik Nagar, District Lower Dibang Valley, Arunachal Pradesh in 2023 to locate and find out the buried structures, if any.

(b) LiDAR Survey, digital photo documentation, GPS etc. are used during exploration as per requirement.

(c) As per regular practice, when any ancient monument or archaeological site worth protecting of national importance is noticed, a protection proposal is prepared and is declared as a protected monument or protected area under Ancient Monuments and Archaeological Sites and Remains Act, 1958.

PRESERVATION OF TELANGANA'S HERITAGE SITES

2715. SHRI VAMSI KRISHNA GADDAM:

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

- (a) whether the Government has any plans to allocate special funds for the preservation of Telangana's heritage sites, including Ramagiri Fort and
- (b) if so, the details of such plans and timelines; and
- (c) the details of steps being taken by the Government to promote these sites

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

- (a): There are 08 numbers of Centrally Protected Monuments/sites under the and jurisdiction of Archaeological Survey of India (ASI) in the Telangana State. The
- (b): conservation and maintenance of these monuments/sites is a regular process

- (c): Development and promotion of tourist destinations and products, including heritage tourism is undertaken by the respective State Government/Union Territory (UT) Administration. The Ministry of Tourism complements the efforts of States/UTs by developing and promoting various tourism products of the country, including heritage tourism in Telangana through various schemes and initiatives. As of now there is no proposal to promote Ramagiri Fort and Dhulikatta Buddhist Stupa in Peddapalli under the National Tourism Circuit. The Government has taken several initiatives, details of which are as given below:

PRADHAN MANTRI KAUSHAL VIKAS YOJANA (PMKVY) IN KARNATAKA

2716. SHRI YADUVEER WADIYAR:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) the total number of youth who have been trained under the Pradhan Mantri Kaushal Vikas Yojana (PMKVY), State-wise particularly in Karnataka;
- (b) whether the Government has proposed new skill training centres for emerging sectors like IT and green technologies, in said State, if so, district-wise details thereof;
- (c) the steps being taken by the Government to enhance industry participation in skill development initiatives; and

(d) the details of the measures introduced by the Government to promote self-employment and entrepreneurship among youth?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): The State-wise number of candidates trained under Pradhan Mantri Kaushal Vikas Yojana, since inception as on 31.12.2024, is given in the enclosed **Statement-I.**

(b): As the PMKVY is demand driven, training centres (TCs) are empanelled/engaged on need basis to impart the training across the country. The PMKVY 4.0 has focused on introducing courses relevant to emerging technology and Industry 4.0, such as AI, robotics, green hydrogen, environmental sustainability, mechatronics, IoT, 3D printing, drone technology, etc. Till date, National Council for Vocational Education and Training (NCVET) has approved around 540 futuristic job roles in various sector including emerging sectors like IT and green technologies.

In the State of Karnataka, training have been imparted in 27 futuristic job roles such as Drone Manufacturing and Assembly Technician, IoT Hardware Analyst, Additive Manufacturing (3D Printing), AI - Machine Learning Engineer, etc. The district-wise number of candidates trained in futuristic job roles under PMKVY 4.0, as on 31.12.2024, in the State of Karnataka is given in the enclosed **Statement-II.**

(c): To enhance industry participation in skill development programs, the Ministry, under PMKVY, has prioritized industry-aligned training, apprenticeship-linked skilling initiatives, and partnerships with local industries. PMKVY promotes on-the-job training to strengthen the connection between classroom learning and workplace requirements. Industry experts are actively involved in curriculum development, ensuring alignment with current market demands. Rojgar Melas, career counselling sessions, etc. are organized to directly link industries with skilled candidates.

(d): The Government realizes the importance of conducting entrepreneurship development programmes for different target groups who wish to become self-reliant and start their nano and micro enterprises. Ministry of Skill Development and Entrepreneurship through its Autonomous Institutes i.e National Institute for Entrepreneurship and Small Business Development (NIESBUD) and Indian Institute of Entrepreneurship (IIE) organizes various programmes, for promoting entrepreneurship amongst different target groups including those who wish to become self-reliant and start their nano and micro enterprises.

Placements/Self-employment were tracked in the Short-Term Training (STT) component in the first three versions of the PMKVY Scheme i.e. PMKVY 1.0, PMKVY 2.0 and PMKVY 3.0 implemented from FY 2015-16 to FY 2021-22. Under PMKVY 4.0 which is currently under implementation from FY 2022-23 onwards, the focus is to empower trained candidates to choose their varied career path and they are well-oriented under the scheme to make career choices. In addition, details of the trained candidates are available on SIDH portal for connecting with potential

employers. Through SIDH, candidates can have access to jobs and apprenticeship opportunities.

STATEMENT-I

The State/UT-wise number of candidates trained under Pradhan Mantri Kaushal Vikas Yojana, since inception i.e., 2015, as on 31.12.2024:

S. No.	State/UT	Candidates Trained
1.	Andaman And Nicobar Islands	5,431
2.		
3.	Andhra Pradesh	5,21,022
4.	Arunachal Pradesh	97,213
5.	Assam	8,28,706
6.	Bihar	7,41,278
7.	Chandigarh	27,818
8.	Chhattisgarh	2,02,882
9.	Delhi	5,22,475
10.	Goa	10,484
11.	Gujarat	4,69,062
12.	Haryana	7,44,162
13.	Himachal Pradesh	1,70,501
14.	Jammu And Kashmir	4,17,062
15.	Jharkhand	3,10,072
16.	Karnataka	5,74,184
17.	Kerala	2,72,144
18.	Ladakh	4,062
19.	Lakshadweep	390
20.	Madhya Pradesh	11,73,959
21.	Maharashtra	13,15,883
22.	Manipur	1,09,330

23.	Meghalaya	57,483
24.	Mizoram	41,718
25.	Nagaland	52,101
26.	Odisha	5,98,174
27.	Puducherry	34,164
28.	Punjab	5,45,446
29.	Rajasthan	13,70,379
30.	Sikkim	19,462
31.	Tamil Nadu	8,68,443
32.	Telangana	4,55,705
33.	The Dadra and Nagar Haveli and Daman and Diu	11,842
34.	Tripura	1,57,394
35.	Uttar Pradesh	24,13,050
36.	Uttarakhand	2,47,404
37.	West Bengal	6,42,196
Total		1,60,33,081

STATEMENT II

The district-wise number of candidates trained in futuristic job roles under PMKVY 4.0, as on 31.12.2024, in the State of Karnataka:

S. No.	District	Candidates Trained
1.	Belagavi	217
2.	Bengaluru Rural	783
3.	Bengaluru Urban	1,648
4.	Bidar	2,273
5.	Chikkaballapura	151
6.	Chikkamagaluru	533

7.	Chitradurga	138
8.	Davangere	145
9.	Dharwad	10
10.	Gadag	181
11.	Hassan	503
12.	Haveri	638
13.	Kalaburagi	1,275
14.	Kodagu	14
15.	Kolar	281
16.	Koppal	30
17.	Ramanagara	90
18.	Shivamogga	194
19.	Tumakuru	645
20.	Udupi	380
21.	Yadgir	320
Total		10,449

बिहार में नए शैक्षणिक संस्थानों की स्थापना

2717. श्री मनोज कुमार:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को बिहार विशेषकर सासाराम लोक सभा निर्वाचन क्षेत्र में नए आईआईटी, केंद्रीय विद्यालय और नए बी.एड. कॉलेज स्थापित करने का कोई प्रस्ताव प्राप्त हुआ है;

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

(ग) क्या सरकार ने उपर्युक्त प्रस्तावों को मंजूरी दे दी है;

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ.) यदि नहीं, तो इसके क्या कारण हैं?

शिक्षा मंत्रालय में राज्य मंत्री; तथा उत्तर पूर्वी क्षेत्र विकास मंत्रालय में राज्य मंत्री (डॉ. सुकान्त मजूमदार):

(क) से (ड): नवोदय विद्यालयों (नवि) और केंद्रीय विद्यालयों (केवि) का खोला जाना एक सतत प्रक्रिया है। यह राज्य सरकार/संघ राज्य क्षेत्र प्रशासन (नवि के मामले में) और केंद्र सरकार/राज्य सरकार/संघ राज्य क्षेत्र प्रशासन (केवि के मामले में) के प्रायोजक मंत्रालयों/विभागों की इच्छा और भूमि आदि जैसे अपेक्षित संसाधन उपलब्ध कराने की प्रतिबद्धता पर निर्भर करता है। वर्तमान में बिहार के सभी जिलों को नवोदय विद्यालय योजना के अंतर्गत शामिल किया गया है। इसके अतिरिक्त, आज की तारीख की स्थिति के अनुसार में बिहार राज्य में 50 केवि कार्यशील हैं, जिसमें एक सासाराम में भी है।

बिहार में आईआईटी पटना नामक एक आईआईटी भी है, जो वर्तमान में विभिन्न स्नातक, स्नातकोत्तर और पीएचडी कार्यक्रम प्रदान कर रहा है। आईआईटी पटना में कुल 3800 से अधिक छात्र हैं। बजट 2025-26 में, अन्य बातों के साथ-साथ आईआईटी पटना में छात्रावास और अन्य अवसंरचनात्मक क्षमता का विस्तार करने की घोषणा की गई।

COMMERCIALIZATION OF EDUCATION

2718. SHRI SUDHEER GUPTA:

SHRI RAVINDRA VASANTRAO CHAVAN:

SHRI DHAIRYASHEEL SAMBHAJIRAO MANE:

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

- (a) whether due to increasing commercialization of education connivance between colleges and coaching institutes is increasing day by day and if so, the details thereof;
- (b) whether the Government has constituted any Committee in this regard and if so, the details thereof;
- (c) whether the committee has submitted its report to the Government and if so, the details thereof and if not, the time by which it is likely to be done;
- (d) whether the Government proposes to cancel the recognition of the colleges involved in wrong doing in connivance with coaching institutes and playing with the future of students; and
- (e) if so, the details thereof and steps taken in this regard?

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) to (e): National Education Policy 2020 (NEP 2020) inter-alia stipulates focus on regular formative assessment for learning rather than summative assessment, which encourages the prevailing 'coaching culture.' It also emphasizes conceptual understanding over rote learning and exam-oriented studying.

NEP 2020 inter-alia also provides that public and private schools are to be assessed and accredited on the same criteria, benchmarks, and processes, emphasizing

online and offline public disclosure and transparency. NEP 2020 also proposes similar standards of audit and disclosure as a 'not-for-profit' entity to all the education institutions. Surplus, if any, will be reinvested in the educational sector. Similarly, in higher education, all HEIs- public and private- shall be treated at par observing common guidelines. Multiple mechanisms with checks and balances will combat and stop the commercialization of education.

The Universities are autonomous bodies which are governed by their respective Acts/ Statutes etc. Based on the type of universities, the criteria for fee structure is administered. In respect of IITs/ IIITs / NITs/ IIST/ IIMs etc, the fee structure is regulated as per the provision of the respective Acts/ Statutes. AICTE has issued instructions that institutions shall not directly or indirectly demand or charge capitation fee or demand any donation by way of consideration for admission to any seat in a course. University Grants Commission (Institutions deemed to be Universities) Regulations, 2023 inter-alia stipulates that donation or capitation fee in whatever nomenclature or form, either directly or indirectly, is strictly prohibited. The fee shall be fixed transparently, keeping in view non-profiteering or non-commercial aspects.

To curb the menace of unregulated coaching centers and increasing commercialization, the Ministry of Education has issued 'Guidelines for Regulation of Coaching Center' to all States/UTs on 16.01.2024 for consideration and adoption by way of appropriate legal framework. This has been followed up with the States

/ UTs vide letter dated 16.07.2024 at the level of Secretary, Deptt. of Higher Education.

The guidelines prohibits coaching center from making misleading promise or guarantee of rank or good marks to parents / students for enrolling them in the coaching center; coaching classes for those students who are also studying in institutions / schools shall not be conducted during their institutions / schools' hours, so that their regular attendance in such institutions / schools remains unaffected and also to avoid dummy schools. The guidelines also provides that the fee charged for courses / curriculum shall be fair and reasonable; under no circumstances the fee shall be increased during the currency of the course; easy exit policy and refund of fee on pro-rata basis. It also stipulates provision for imposition of penalties, including cancellation of registration of coaching center, if the authorities find that it has violated any rules or conditions of the guidelines, in addition to any other legal action that may be taken for violating the law.

To reduce student's reliance on coaching center, SATHEE platform has been launched to provide high-quality study material, tutorials and other resources for the competitive examinations like JEE and NEET, along with providing an online assessment module for students. It leverages Web Platform, Mobile Application, YouTube live sessions and DTH channels for delivery. More than 10,000 Hours of Learning Content is available across topics and subjects for the learners.

TRIBAL TOURISM DEVELOPMENT

2719. SHRI RAJABHAU PARAG PRAKASH WAJE:

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

- (a) whether the Government has taken cognisance of the fact that Nashik District has significant tribal population and rich natural, cultural, and religious tourism potential, but lacks structured initiatives to generate employment for tribal communities through sustainable tourism;
- (b) whether the Government has conducted any assessment of eco-tourism, adventure tourism and heritage tourism that could be developed in tribal areas, especially around Igatputi and Trimbakeshwar, to create local livelihood opportunities, if so, the details thereof;
- (c) whether the Government intends to launch a dedicated tribal tourism development scheme which will help in boosting employment by way of eco-tourism projects, if so, the details thereof; and
- (d) whether the Government proposes to provide financial and technical support under the Swadesh Darshan and PRASHAD schemes to develop tribal tourism circuits, promote homestays and support tribal handicrafts and cultural tourism for economic upliftment, if so, the details thereof?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

- (a) to (d): As conveyed by Ministry of Tribal Affairs, it is implementing a proviso to Grants under Article 275(1) of the Constitution Under which funds are provided

to State Governments with notified STs including Maharashtra based upon proposals received from the State Government duly approved by Executive Committee and after appraisal and approval thereof by a Project Appraisal Committee (PAC) constituted in the Ministry of Tribal Affairs for this purpose. It is a 100% grant from Government of India. Funding under this programme is to enable the State to meet the cost of such schemes of development as may be undertaken by the State for the purpose of promoting the welfare of Scheduled Tribes in that State. Government has adopted a multi-pronged strategy for overall development of tribal people across the country, which inter-alia includes Tourism Sector. During 2024-25, State Government of Maharashtra had submitted the proposal "Shabari Aadi-Paryatan Yojana (Shabari Tribal Tourism Program) at 25 Villages including in Nashik. PAC approved the project amounting to Rs.1375.00 lakh for 2024-25.

Development and promotion of tourist destinations and products, including religious tourism, eco-tourism, adventure tourism, tribal and heritage tourism is undertaken by the respective State Government/Union Territory (UT) Administration. The Ministry complements the efforts of States/UTs by developing and promoting various tourism products of the country, including eco-tourism, adventure tourism and heritage tourism in Maharashtra through various schemes and initiatives.

To position India as a preferred destination for Ecotourism, Adventure Tourism and Sustainable Tourism globally, Ministry of Tourism has formulated National Strategies for Eco-Tourism, Adventure Tourism and Sustainable Tourism.

To boost employment, the Government has approved the initiative to develop tribal homestays under Swadesh Darshan Scheme of the Ministry of Tourism as part of 'Pradhan Mantri Janjatiya Unnat Gram Abhiyan'. The said intervention includes development of 1000 homestays with support of upto Rs.5.00 Lakh per unit for new construction, up to Rs.3.00 Lakh for renovation and Rs.5.00 Lakh for village community requirements.

Ministry of Tourism extends financial support to State Governments and Union Territories for development of tourism under its schemes of Swadesh Darshan and National Mission on Pilgrimage Rejuvenation and Spiritual, Heritage Augmentation Drive (PRASHAD) for Tourism Infrastructure Development including for development of religious tourism, cultural tourism, heritage tourism, adventure tourism and Tribal Tourism.

Ministry has revamped Swadesh Darshan Scheme as Swadesh Darshan 2.0 (SD2.0) with the objective to develop sustainable and responsible destinations following a destination centric approach.

Tribal-circuit was identified as one of the theme for development under the Swadesh Darshan Scheme. Details of these projects are given in the enclosed **Statement**.

Proposals are received from States/UTs from time to time for seeking financial assistance under the various schemes of the Ministry of Tourism. These proposals are extended for projects subject to fulfilment of the stipulated provisions and availability of funds.

STATEMENT

List of projects sanctioned under the Tribal Circuit Theme of Swadesh Darshan Scheme

S. No.	State/ UT	Circuit / Sanction Year	Name of the Project	Amount Sanctioned (in ₹ Crore)
1.	Chhattisgarh	Tribal Circuit 2015-16	Development of Jashpur-Kunkuri- Mainpat-Kamleshpur - Maheshpur - Kurdar - Sarodhadadar-Gangrel- Kondagaon-Nathiyanaawagaon-Jagdarpur- Chitrakoot-Tirthgarh	96.10
2.	Nagaland	Tribal Circuit 2015-16	Development of Tribal Circuit Peren- Kohima-Wokha	97.36
3.	Nagaland	Tribal Circuit 2016-17	Development of Mokokchung-Tuensang-Mon	98.14
4.	Telangana	Tribal Circuit 2016-17	Development of Mulugu-Laknavaram- Medavaram-Tadvai- Damaravi- Mallur-Bogatha Waterfalls	79.87

MUSEUM GRANT SCHEME

2720. SHRI MUKESHKUMAR CHANDRAKAANT DALAL:

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

- (a) the details of the funds allocated and utilized under the Museum Grant Scheme during the last five years State-wise particularly in Gujarat;
- (b) the details of the initiatives that are being undertaken by the Government to build the capacity of museum professionals and enhance their skills under the Museum Grant Scheme;
- (c) the details of the utilization of technology under the aforementioned scheme to enhance the functioning and management of museums;
- (d) the details of the steps being taken by the Government to ensure that museums supported under the said Scheme reflect the diverse cultural and historical heritage of the country; and
- (e) whether the Government has data on the scheme's expected contribution for the promotion of tourism and cultural exchange across the country, if so, the details thereof?

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT):

- (a) :The details of the funds allocated and utilized under Museum Grant Scheme during the last five years are given in the enclosed **Statement**.
- (b) and (c): Under Museum Grant Scheme, there is a component of Capacity Building and Training of Museum Professionals for professional development

of museum personnel. This component of the scheme aims to create expertise and specializations in various fields of museum work such as collection management, Museum management, design, education, marketing which are found lacking in most Indian museums. Under the component of Capacity Building and Training of Museum Professionals, the Museum Grant Scheme grants a financial assistance of Rs.30.00 lakh to Category I and Rs.25.00 lakh for Category-II.

- (d) :Ministry of Culture grants financial assistance under Museum Grant Scheme to all the Indian States to preserve the diverse cultural and historical heritage of the country.
- (e) :Under Museum Grant Scheme, Ministry of Culture has contributed for promotion of cultural exchange by way of setting up of 33 new museums, 23 number of development of existing museums, 02 digitization of museum's collection and 01 virtual experiential museum (VEM) during the last five years. Under the scheme, the Ministry grants financial assistance to States/Union Territories, Public Sector Undertakings and Private Organisations/Trusts etc. as per scheme guidelines and data of footfalls etc. are maintained by them.

STATEMENT

Year-wise details of the fund released for setting up of new Museum/Development of Museum under the Museum Grant Scheme during the last five years and current year.

(Rs. in lakhs)

S. No.	State	Name of Organization	Type of museum	FY: 2019-20	FY: 2020-21	FY: 2021-22	FY: 2022-23	FY: 2023-24	FY: 2024-25
1.	Andhra Pradesh	Archaeological Museum, Eluru, West Godavari Dist. Department of Archaeology & Museums, Govt. of Andhra Pradesh	Existing museum	80.00	80.00	-	-	-	-
2.		Bapu Museum, M G Road, Vijayawada, Krishna Distt. Department of Archaeology & Museums, Govt. of Andhra Pradesh	Existing museum	160.00	160.00	-	-	-	-
3.		Government of Andhra Pradesh for setting up of Padamshree Kalluri Subbarao Memorial District Archaeological Museum Anantpur	New Museum	-	-	-	-	286.00	-
4.		Science City of Andhra Pradesh, Govt of Andhra Pradesh for Establishment of New Museum at Kailasgiri (Dovari Konda), Visakhapatnam, Andhra Pradesh	New Museum	-	--	-	187.60	-	-
5.		Archaeology and Museum, Govt. of Andhra Pradesh for Development of Rallabandi Subba Rao Archaeology East	Exiting Museum	-	-	-	200.00	-	-

S. No.	State	Name of Organization	Type of museum	FY: 2019-20	FY: 2020-21	FY: 2021-22	FY: 2022-23	FY: 2023-24	FY: 2024-25
		Godavari District, Andhra Pradesh							
Total				240.00	240.00	-	387.60	286.00	-
6.	Arunachal Pradesh	Siynik Museum, Bui Welfare Society, Daporjio Town, P.O. &P.S Daporjio, upper Subansiri Dist.	New Museum	68.894	-	-	-	-	-
7.		Dept. of Cultural Affaris, Govt. of Arunachal Pradesh, for Development of District Museum, Ziro, Arunachal Pradesh	New Museum	-	-	-	-	360.00	-
Total				68.94	-	-	-	360.00	-
8.	Goa	Museum of Christian Art, Goa, Annex Convent of Santa Monica, Old Goa	Existing museum	-	100.00	-	-	-	-
Total				-	100.00	-	-	-	-
9.	Gujarat	Rajkot Rajya Foundation, Rajit Villas Palace, Palace Road, Rajkot, Gujarat	New Museum	-	250.00	-	125.00	125.00	-
Total				-	250.00		125.00	125.00	-
10.	Himachal Pradesh	Dept. of Language and Culture Govt. of Himachal Pradesh part of 1st installment for Digitization, Design, Modification, Development of Bantony Castle Shimla HP	Existing Museum	-	--	-	333.87	-	-
Total				-	-	-	333.87	-	-
11.	Haryana	NSG Wives Welfare Association (NWYA), Manesar, Gurgaon	Existing museum	-	-	27.734	-	-	-
Total				-	-	27.734	-	-	-
12.	Karnataka	Shivappa Nayaka Museum & Research Bureau, Sri Bekkiinakalmatha, Karnataka	New Museum	-	-	-	75.00	-	-

S. No.	State	Name of Organization	Type of museum	FY: 2019-20	FY: 2020-21	FY: 2021-22	FY: 2022-23	FY: 2023-24	FY: 2024-25
13.		Indian Music Experience Trust, MLR Convention Cenre Brigade Millennium, JP Nagar , Bangalore	New Museum	115.00	-	-	-	-	-
Total				115.00	-	-	75.00	-	-
14.	Kerala	GALAXY, Karaunasai Road, Velland , P.O Trivandrum	New Museum	-	50.00	50.00	-	-	-
Total				-	50.00	50.00	-	-	-
15.	Ladhak	Deskid Cultural and Welfare Society, Deskid, Gonpa, Ladhak	New Museum	217.52	-	-	108.76	-	-
Total				217.52	-	-	108.76	-	-
16.	Madhya Pradesh	Gujari Mahal Museum, Gwalior, Madhya Pradesh (Govt of MP)	Existing museum	-	-	78.00	-	-	-
17.		Madhya Pradesh heritage Development Trust, Archaeology, Archives and Museum, MP, Banganga Road Bhopal for setting up of Local Archaeological Museum, Sironj, Vidisha	New Museum	-	-	-	22.90	-	-
18.		Madhya Pradesh Tourism Board, Madhya Pradesh for Modernization/Development of Moti Mahal City Palace,	Existing museum	-	-	-	-	750.00	-
19.		Harisingh Gour Vishwavidyalaya, Sagar, Madhya Pradesh	Exiting Museum					250.00	-
Total				-	-	78.00	22.90	1000.00	-
20.	Maharashtra	Funds & Properties of the Parsi Punchayet Bombay, of Framji Dadabhoy Alpiwalla Museum, Dr. Dadabhai Naoroji Road, Fort, Mumbai	Existing museum	-	-	35.52	-	64.48	-
21.		Symbiosis Society's for Development of Afro Asian Cultural Museum, Pune	Existing Museum	-	-	-	17.807	8.90	-
Total				-	-	100.00	17.807	73.38	-

S. No.	State	Name of Organization	Type of museum	FY: 2019-20	FY: 2020-21	FY: 2021-22	FY: 2022-23	FY: 2023-24	FY: 2024-25
22.	Manipur	State Archaeology, Govt. Of Manipur for setting up of three galleries in KanglaFort.-	New Museum	217.755	-	-	-	108.87	-
23.		Khongjom War Memorial Trust Khongjom Bazar, Opposite Khongjom Police Station, Thoubal District, Manipur	New Museum	-	250.00	-	-	125.00	-
24.		Anallon Christian Development Committee (ACDC), Chandel, Manipur for Setting up of a New Museum	New Museum	-	-	-	-	224.58	-
Total				217.755	250.00	-	-	458.45	-
25.	Mizoram	Director Art & Culture Department, Chanmari, Aizwal for Setting up of District Museum at Lunglei, Mizoram	New Museum	413.61	-	206.80	-	206.807	-
26.		Chakma Autonomous District Council, Kamalnagar, Mizoram for setting up of Tribal Museum at Kamalnagar, Lawngtlai Distt. Mizoram	New Museum	-	-	-	-	225.00	-
27.		Dept. of Art and Cutlure, Govt. of Mizoram, for setting up regional museum at Siaha	New Museum	-	-	-	-	450.65	-
Total				413.61	-	206.80	-	882.457	-
28.	Nagaland	State Museum Kohima, Govt. of Nagaland	Existing museum	373.51	-	-	-	-	-
29.		Directorate of Art and Culture, Kohima, Nagaland for setting up of Chesore Museum in Tuesang Town	New Museum	231.801	-	-	-	-	-
30.		Naga Traditional Museum, Khel, Kohima Village, Kohima,	New Museum	-	25.00	-	-	-	-
31.		Tesophenyu Light Bearer Youth Club Society ,Teosophenyu Village Kohima	New Museum	24.83	-	-	-	-	-
32.		Directorate of Art and Culture, Kohima, Nagaland for setting	New Museum	-	306.21	-	-	-	-

S. No.	State	Name of Organization	Type of museum	FY: 2019-20	FY: 2020-21	FY: 2021-22	FY: 2022-23	FY: 2023-24	FY: 2024-25
		up of mueum in Tsaru, Tuesang							
Total				630.141	331.21	-	-	-	-
33.	Odisha	J. D Centre Of Art, VIP Colony, Nayapalli, Bhubaneswar	New Museum	-	-	-	-	93.24	-
Total				-	-	-	-	93.24	-
34.	Punjab	Punjab State Civil Aviation Council, Patiala Civil Aerodrome, Sangrur Road, Patiala, Punjab	New Museum	-	-	250.00	-	-	-
Total				-	-	250.00	-	-	-
35.	Rajasthan	City Palace, Maharana Mewar Charitable Foundation, Udaipur, Rajasthan	Existing museum	121.99	-	-	-	-	-
36.		Ram Gopal Vijayvargiya Memorial Trust, 2564, Vijayvargiya Building, Choura Rasta, Jaipur	New Museum	71.093	-	-	-	-	-
37.		Vivekananda Museum, Ramakrishna Mission, Vivekananda Smriti Mandir, Khetri	New Museum	12.45	-	-	-	-	-
38.		Veer Shiromani Maharana Pratap Samiti, Udaipur	New Museum	113.78	-	112.50	-	-	-
39.		Shri Girdhar Smarak Dharmarth Nyas Trust, (Shri Girdhar Smarak Trust) Kings Palace Jaisalmer Fort Palace Museum, Of art Jaisalmer Rajasthan	New Museum	-	250.00	-	-	-	-
40.		Maharaja Sawai Man Singh II Museum, City Palace, jaipur Rajasthan	Existing Museum	-	-	-	-	200.00	-
Total				319.313	250.00	112.50	-	200.00	-
41.	Tamil -Nadu	High Court of Madras, George Town, Chennai	Existing museum	-	-	19.00	-	-	-
42.		Department of Archaeology, Tamilnadu for Development up	Existing museum	330.88	-	-	-	-	-

S. No.	State	Name of Organization	Type of museum	FY: 2019-20	FY: 2020-21	FY: 2021-22	FY: 2022-23	FY: 2023-24	FY: 2024-25
		of Thirumalai Nayak Palace Site Museum Madurai							
43.		Department of Museum, Govt. Of Tamilnadu for Development of Egmore Museum Egmore (iconic State Mueum, Tamilnadu	Existing museum	-	541.389	-	-	-	-
Total				330.88	541.389	19.00	-	-	-
44.	Telangana	Salar Jung Museum, Hyderabad, Telangana for 1st and final instalment for setting up of VEM on Hyderabad	VEM	-	-	-	-	33.00	-
Total				-	-	-	-	33.00	-
45.	Tripura	Tripura Tourism Development corporation for setting up of Maharaja Brendra Kishore Manikya museum & Kunjaban palace complex	Existing museum	-	-	500.00	-	-	-
Total				-	-	500.00	-	-	-
46.	Uttar Pradesh	Office of Cantonment Board, Carriappa, Shahjahanpur	New Museum	-	98.932	100.036	-	-	-
47.		Allahabad High Court, Allahabad, Uttar Pradesh	Existing museum	-	-	-	-	10.488	-
48.		India Literacy board, Literacy House, Kanpur Pur Road, Lucknow	New Museum	-	-	250.00	-	-	-
49.		Directorate of Museum, Govt. of Uttar Pradesh Establishment of Sant Ravidas Museum at Seer Govardhanpur, Varanasi UP	New Museum	-	-	--	-	500.00	-
50.		Vrindavan Research Institute. Raman Reti Marg, Vrindavan, Mathura. U.P. for Construction of New 6Number of Galleries at VRI Braj Culture Museum	Existing Museum	-	-	-	-	-	170.52
Total				-	98.932	350.036	-	510.488	-
51.	Uttarakhand	Tourism and Culture, Uttaranchal, Uttarkhand	New Museum	244.19	-	-	-	-	-

S. No.	State	Name of Organization	Type of museum	FY: 2019-20	FY: 2020-21	FY: 2021-22	FY: 2022-23	FY: 2023-24	FY: 2024-25
		(Himalayan Museum, Rishikesh)							
52.		Forest Research Institute, Dehradun, Uttrakhand	Existing museum	31.793	-	39.665	-	-	-
Total				275.983	-	39.665	-	-	-
53.	West Bengal	Ramakrishna Sarada Mission, Sister Nivedita Heritage Museum, Bosepara Lane, Baghbazar, Kolkata	New Museum	121.42	-	-	-	-	-
54.		Sir J C Bose Trust, Acharya Bhawan, 93 Acharya Prafulla Chandra Road, Kolkata	New Museum	170.00	-	-	-	-	-
55.		Directorate General Border Security Force (BSF) (Eastern Command) , Kolkata	New Museum	-	-	324.35	-	162.175	-
Total				291.42	-	324.35	-	162.175	-
56.	Delhi	Srinivas Malliah memorial Theatre Crafts Trust, Kamaadevi Bhawan, 5, Deen Dayal Upadhyay Marg , New Delhi	Existing museum	22.08	-	-	-	-	-
57.		International Society for Krishna Consciousness, East of Kailash (ISKCON), New Delhi	Exiting Museum	-	-	-	200.00	-	-
Total				22.08	-	-	200.00	-	-

Year-wise details of the fund released under the Museum **Grant Scheme-Digitization of Museum Collection** during the last 05 years and current years.

(Rs. in lakhs)

S.No.	State	Name of Organization	FY: 2018-19	FY: 2019-20	FY: 2020-21	FY: 2021-22	FY: 2022-23	FY: 2023-24

1.	Haryana	Centre for Art and Archaeology, 22, Sector-32, Institutional Area, Gurgaon, Haryana-122001	12.50	-	-	-	-	-
2.	Karnataka	Basava Samithi, Basava Bhavana, Sri Basaveshwara Road, Bengaluru-560001	-	-	-	-	12.50	-
Total			12.20	-	-	-	12.50	-

TAX DEVOLUTION POLICY

2721. SHRI RAJESH VERMA:

SHRI NARESH GANPAT MHASKE:

DR. SHRIKANT EKNATH SHINDE:

SHRIMATI SHAMBHAVI:

SHRI RAVINDRA DATTARAM WAIKAR:

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

- (a) the details of the devolution allocations to State Governments since 2019 and their significance, State-wise and year-wise;

- (b) the measures taken to ensure transparency and accountability in the calculation and distribution of tax devolution to States;
- (c) the mechanisms put in place to address the needs of States with higher developmental gaps;
- (d) whether the Government has any plans to integrate dynamic factors like population growth, environmental sustainability and disaster resilience into the tax devolution framework, if so, the details thereof; and
- (e) whether the Government has any long-term plans to increase consultations with State Governments to develop a more inclusive and participatory approach to tax devolution policy, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): States' share of Union Taxes and Duties released to the States as per accepted recommendation of Finance Commission, since FY 2019-20 is given below:

(₹ Crore)

State	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25 (till 10.3.2025)
Andhra Pradesh	28242.39	24460.59	35385.83	38176.74	45710.74	52080.15
Arunachal Pradesh	8987.57	10472.58	14643.90	16689.17	19845.22	22610.55
Assam	21721.44	18629.32	28150.55	29694.26	35330.57	40253.77

Bihar	63406.33	59861.41	91352.62	95509.85	113604.49	129434.93
Chhattisgarh	20205.84	20337.54	28570.86	32358.26	38481.88	43844.17
Goa	2479.85	2296.53	3356.98	3665.19	4359.85	4967.38
Gujarat	20232.09	20218.53	31105.78	33034.00	39283.63	44757.99
Haryana	7111.53	6437.59	9722.16	10378.00	12345.35	14065.65
Himachal Pradesh	4677.56	4753.92	7349.04	7883.98	9374.72	10681.24
Jammu and Kashmir	6801.81	-	-	-	-	-
Jharkhand	20593.04	19712.23	27734.64	31404.12	37352.35	42557.30
Karnataka	30919.00	21694.11	33283.58	34596.18	41192.63	46932.72
Kerala	16401.05	11560.40	17820.09	18260.68	21742.92	24772.38
Madhya Pradesh	49517.61	46922.16	69541.50	74542.85	88665.34	101020.45
Maharashtra	36219.64	36504.01	54318.06	60000.98	71349.75	81292.84
Manipur	4047.77	4271.97	6009.65	6795.08	8087.14	9214.13
Meghalaya	4211.78	4551.63	6580.63	7286.14	8663.22	9870.40
Mizoram	3017.80	3010.55	4222.87	4745.25	5647.47	6434.44
Nagaland	3267.08	3409.25	4875.46	5400.19	6426.82	7322.37
Odisha	30453.25	27542.67	38144.79	42989.33	51143.68	58270.00
Punjab	10345.78	10638.21	15288.79	17163.65	20409.92	23254.04
Rajasthan	36049.14	35575.77	54030.61	57230.78	68063.21	77547.76
Sikkim	2407.69	2308.47	3353.69	3680.28	4382.44	4993.11
Tamil Nadu	26392.40	24924.51	37458.60	38731.24	46072.28	52491.88
Telangana	15987.59	12691.62	18720.54	19668.15	23742.04	27050.25
Tripura	4211.78	4218.45	6077.52	6724.23	7996.82	9111.14
Uttar Pradesh	117818.30	106687.01	160358.05	169745.30	202619.69	230854.62
Uttarakhand	6901.54	6568.72	9906.25	10617.01	12627.75	14387.36
West Bengal	48048.40	44737.01	65540.75	71434.93	84971.79	96812.42
TOTAL	650677.05	594996.76	882903.79	948405.82	1129493.71	1286885.44

(b): The devolution of shareable portion of Union Taxes and Duties is made to States in accordance with the accepted recommendations of Finance Commission. As per Article 279(1) of the Constitution of India, '*net proceeds*' calculated for the purposes of devolution is certified by the Comptroller and Auditor-General of India.

(c) to (e): The methodology based on which distribution of net proceeds of taxes between the Union and States is decided by the Finance Commission, as it deems appropriate. During the process of preparing report, Finance Commission consults all stakeholders including the State Governments.

थर्ड पार्टी मजदूरों की स्थिति

2722. श्री राजेश रंजन:

क्या **श्रम और रोजगार मंत्री** यह बताने की कृपा करेंगे कि:

- (क) क्या थर्ड पार्टी मजदूरों की स्थिति बहुत दयनीय है क्योंकि कई कंपनियां उन्हें उनके स्वीकार्य मूल वेतन का आधा भुगतान करती है;
- (ख) यदि हां, तो क्या सरकार को ऐसी शिकायतें प्राप्त हुई हैं;
- (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है तथा इस संबंध में सरकार द्वारा क्या कार्रवाई की गई है;
- (घ) क्या उक्त मजदूरों को स्वास्थ्य, बीमा तथा स्थायी रोजगार जैसे सामाजिक सुरक्षा लाभ नहीं मिल रहे हैं और यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ड.) क्या वर्ष 2029-30 तक मजदूरों की वर्तमान संख्या 7.7 मिलियन से बढ़कर 23.5 मिलियन हो जाने की संभावना है तथा यदि हां, तो तत्संबंधी ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारानन्दलाजे):

(क) से (ड.): सरकार कामगारों के लिए थर्ड पार्टी मजदूरों सहित विभिन्न कल्याण योजनाएं कार्यान्वित करती है, जैसे स्वास्थ्य देखभाल के लिए आयुष्मान भारत-प्रधानमंत्री जन आरोग्य योजना (एबी-पीएमजेवाई), जीवन और दुर्घटना बीमा के लिए प्रधानमंत्री जीवन ज्योति बीमा योजना (पीएमजेबीवाई) और प्रधानमंत्री सुरक्षा बीमा योजना (पीएमएसबीवाई) तथा पेंशन लाभों के लिए प्रधानमंत्री श्रम योगी मान-धन (पीएमएसवाईएम)। इसके अतिरिक्त, कामगारों को खाद्य सुरक्षा के लिए वन-नेशन-वन-राशन-कार्ड योजना, आवास के लिए प्रधान मंत्री आवास योजना (पीएमवाई) और दीन दयाल उपाध्याय ग्रामीण कौशल योजना और प्रधान मंत्री कौशल विकास योजना जैसी कौशल विकास पहलों से लाभ होता है। महात्मा गांधी एनआरईजीएस एक रोजगार योजना है।

श्रम और रोजगार मंत्रालय ने असंगठित कामगारों (एनडीयूडब्ल्यू) के आधार के साथ जुड़े एक व्यापक राष्ट्रीय डेटाबेस को तैयार करने के लिए 26 अगस्त, 2021 को ई-श्रम पोर्टल आरम्भ किया। ई-श्रम पर पंजीकरण स्व-घोषणा के आधार पर किया जाता है। दिनांक 10.03.2025 तक की स्थिति के अनुसार, 30.70 करोड़ से अधिक असंगठित कामगार ई-श्रम पोर्टल पर पंजीकृत हैं।

बजट घोषणा के अनुसार, ई-श्रम- "वन-स्टॉप-सॉल्यूशन" 21 अक्टूबर 2024 को आरम्भ किया गया था, जिसमें एक ही पोर्टल अर्थात् ई-श्रम पर विभिन्न सामाजिक सुरक्षा/कल्याण योजनाओं का एकीकरण/मैपिंग शामिल है। यह ई-श्रम पर पंजीकृत प्रवासी कामगारों सहित असंगठित कामगारों को 13 सामाजिक सुरक्षा योजनाओं तक पहुंचने और ई-श्रम के माध्यम से अब तक उनके द्वारा प्राप्त लाभों को देखने में सक्षम बनाता है, जिसमें पीएमएसबीवाई, पीएमजेबीवाई, आयुष्मान भारत - प्रधानमंत्री जन आरोग्य योजना (एबी- पीएमजेवाई), प्रधानमंत्री स्ट्रीट वेंडर्स आत्मनिर्भर निधि (पीएम-स्वनिधि), पीएमवाई (शहरी और ग्रामीण), एनएसएपी – राष्ट्रीय परिवार लाभ योजना (एनएफबीएस), महात्मा

गांधी राष्ट्रीय ग्रामीण रोजगार गारंटी कार्यक्रम (मनरेगा), प्रधानमंत्री मत्स्य संपदा योजना (पीएमएमएसवाई) और प्रधानमंत्री किसान सम्मान निधि योजना (पीएम किसान) शामिल हैं।

श्रम भारत के संविधान की समवर्ती सूची के अंतर्गत एक विषय है, जहां केन्द्र और राज्य सरकारें दोनों ही अपने-अपने संबंधित क्षेत्राधिकार के अनुसार कानून बनाने और श्रम कानूनों को लागू करने के लिए सक्षम हैं।

पीएम-पोषण योजना

2723. श्री संजय उत्तमराव देशमुख:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) प्रधानमंत्री पोषण शक्ति निर्माण (पीएम-पोषण) योजना के कार्यान्वयन का ब्यौरा क्या है और इस योजना के लाभार्थियों की राज्यवार संख्या कितनी है;

(ख) क्या 'बाल वाटिकाओं' में पढ़ने वाले विद्यार्थियों को पीएम पोषण योजना के अंतर्गत शामिल किया गया है और यदि हां, तो इस योजना के लाभार्थियों की राज्य-वार संख्या कितनी है;

(ग) क्या सरकार पीएम पोषण योजना के कार्यान्वयन में कृषक उत्पाद संगठनों तथा महिला स्वयं सहायता समूहों को शामिल करने में सफल रही है और यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(घ) उक्त योजना के अंतर्गत रसोइयों और सहायकों को क्षतिपूर्ति देने के लिए प्रत्यक्ष लाभ अंतरण को अपनाने वाले राज्यों की संख्या कितनी है; और

(ङ) उक्त योजना के प्रारंभ से लेकर अब तक इसके कार्यान्वयन का अध्ययन करने के लिए राज्यवार कितनी सामाजिक संपरीक्षाएं की गई हैं?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) और (ख): प्रधानमंत्री पोषण शक्ति निर्माण (पीएम पोषण) योजना राज्यों और संघ राज्य क्षेत्रों के साथ साझेदारी में कार्यान्वित की गई प्रमुख अधिकार आधारित केंद्र प्रायोजित योजनाओं में से एक है,

जिसका उद्देश्य सरकारी और सरकारी सहायता प्राप्त स्कूलों के बाल वाटिका (कक्षा-1 से पूर्व) और कक्षा 1 से 8 तक में पढ़ने वाले सभी बच्चों को एक पका हुआ गर्म और पौष्टिक भोजन उपलब्ध कराना है। वर्ष 2024-25 के दौरान, 10.36 लाख संस्थानों में पढ़ने वाले लगभग 11.20 करोड़ बच्चों को इस योजना के अंतर्गत लाभान्वित किया गया है। इस योजना के अंतर्गत बालवाटिका सहित लाभार्थियों की संख्या का राज्य-वार ब्यौरा संलग्न **विवरण-I** में दिया गया है।

(ग): पीएम पोषण योजना को राज्य और संघ राज्य क्षेत्र के प्रशासनों की साझेदारी से कार्यान्वित किया जाता है। पात्र बच्चों को पौष्टिक और पका हुआ गर्म भोजन उपलब्ध कराने का सम्पूर्ण उत्तरदायित्व केंद्र सरकार द्वारा निर्धारित दिशा-निर्देशों के अनुसार राज्य सरकारों और संघ राज्य क्षेत्र के प्रशासनों का है। सभी राज्यों और संघ राज्य क्षेत्र प्रशासनों को निर्धारित पोषण और खाद्य प्रतिमानों के भीतर स्थानीय परिस्थितियों के लिए अनुकूल मेन्यू तय करने और कृषक उत्पादक संगठनों, महिला स्वयं सहायता समूहों के संघ आदि से स्थानीय रूप से उगाए गए श्रीअन्न, सब्जियां, मसालों आदि जैसे खाद्य पदार्थों को खरीदने के लिए प्रोत्साहित किया जाता है ताकि स्थानीय रोजगार सृजन और आर्थिक विकास को बढ़ावा दिया जा सके और साथ ही पोषण मानकों में सुधार किया जा सके। इसके अतिरिक्त, पीएम पोषण दिशा-निर्देशों के अनुसार, पका हुआ भोजन पकाने/आपूर्ति का उत्तरदायित्व, जहाँ तक संभव हो, रसोइया-सह-सहायकों और स्थानीय महिलाओं/माताओं के स्वयं सहायता समूह (एसएचजी) में से किसी एक को सौंपा जाना चाहिए। राज्यों/संघ राज्य क्षेत्रों को सलाह दी जाती है कि जहाँ भी संभव हो वे कृषक उत्पादक संगठनों और महिलाओं के स्वयं सहायता समूहों की सेवाओं का उपयोग कर सकते हैं।

(घ): सभी राज्य/संघ राज्य क्षेत्र रसोइया-सह-सहायकों को उनके संबंधित बैंक खातों में मानदेय जमा करवा रहे हैं।

(ङ): सामाजिक संपरीक्षा लोगों की सक्रिय भागीदारी द्वारा किसी योजना की सामूहिक निगरानी है, जिसमें समता, समानता और व्यय प्रबंधन के मुद्दे शामिल हैं। इस योजना के अंतर्गत सामाजिक संपरीक्षा के संचालन हेतु व्यापक और विस्तृत दिशा-निर्देश वर्ष 2022-23 में सभी राज्यों/संघ राज्य क्षेत्रों को

जारी किए गए हैं। इन दिशा-निर्देशों के अनुसार, सामाजिक संपरीक्षा सभी जिलों के कम से कम 20 स्कूलों या 2% स्कूलों में, जो भी अधिक हो, अनिवार्य कर दी गई है। राज्य/संघ राज्य क्षेत्र-वार सामाजिक संपरीक्षा की संख्या का ब्यौरा संलग्न **विवरण-II** में दिया गया है।

विवरण-I

वर्ष 2024-25 में पीएम पोषण योजना के अंतर्गत नामांकित बच्चों की संख्या

क्र.सं.	राज्य/संघ राज्य क्षेत्र	नामांकित लाभार्थियों की संख्या			
		बाल वाटिका	प्राथमिक	उच्च प्राथमिक	कुल
1	अंडमान एवं निकोबार द्वीप समूह	5172	13294	10859	29325
2	आंध्र प्रदेश	0	1516768	1069092	2585860
3	अरुणाचल प्रदेश	11619	85944	53606	151169
4	असम	225068	2424739	1269560	3919367
5	बिहार	0	11426436	5911869	17338305
6	चंडीगढ़	14918	44270	40684	99872
7	छत्तीसगढ़	0	1780359	1121747	2902106
8	दिल्ली	118430	880193	762292	1760915
9	दादरा और नगर हवेली एवम् दमन और दीव	7221	40287	27055	74563
10	गोवा	2881	92445	67715	163041
11	गुजरात	529306	2746239	1880218	5155763
12	हरियाणा	63945	847705	639141	1550791
13	हिमाचल प्रदेश	71713	247577	194194	513484
14	जम्मू एवं कश्मीर	182596	490147	279365	952108
15	झारखंड	42164	2644749	1417982	4104895
16	कर्नाटक	0	2534097	1566937	4101034
17	केरल	137872	1575615	1130920	2844407
18	लद्दाख	4391	9334	4414	18139

19	लक्षद्वीप	1265	5093	2567	8925
20	मध्य प्रदेश	0	3913068	2422860	6335928
21	महाराष्ट्र	0	5974978	3917899	9892877
22	मणिपुर	25822	125456	37762	189040
23	मेघालय	137524	385431	181868	704823
24	मिजोरम	25071	75137	38631	138839
25	नगालैंड	41394	56964	30613	128971
26	ओडिशा	0	2512932	1742408	4255340
27	पुदुचेरी	7204	27122	20182	54508
28	पंजाब	174552	1072279	660578	1907409
29	राजस्थान	46009	3361174	2294665	5701848
30	सिक्किम	6200	21102	17440	44742
31	तमिलनाडु	—	2248314	1864599	4112913
32	तेलंगाना	0	1013708	643659	1657367
33	त्रिपुरा	11583	215878	141781	369242
34	उत्तर प्रदेश	0	10577090	5781838	16358928
35	उत्तराखंड	0	361891	256529	618420
36	पश्चिम बंगाल	958563	6310427	4071506	11340496
	कुल	2852483	67658242	41575035	112085760

विवरण-II

राज्य/संघ राज्य क्षेत्र-वार सामाजिक संपरीक्षा की संख्या का ब्यौरा

	राज्य/संघ राज्य क्षेत्र	स्थापना के बाद से की गई सामाजिक संपरीक्षा की संख्या
1	आंध्र प्रदेश	1511
2	अरुणाचल प्रदेश	120
3	असम	3326
4	बिहार	1317
5	छत्तीसगढ़	36270
6	गुजरात	5601
7	गोवा	131

8	हरियाणा	88
9	हिमाचल प्रदेश	1035
10	झारखंड	15731
11	कर्नाटक	2788
12	केरल	1008
13	मध्य प्रदेश	5300
14	महाराष्ट्र	8703
15	मणिपुर	120
16	मेघालय	2214
17	मिजोरम	610
18	नगालैंड	122
19	ओडिशा	1680
20	पंजाब	978
21	राजस्थान	429
22	सिक्किम	200
23	तमिलनाडु	953
24	तेलंगाना	1410
25	त्रिपुरा	824
26	उत्तर प्रदेश	3355
27	उत्तराखंड	1003
28	पश्चिम बंगाल	11253
29	अंडमान एवं निकोबार द्वीप समूह	1
30	चंडीगढ़	112
31	दादरा और नगर हवेली एवं दमन और दीव	611
32	दिल्ली	170
33	जम्मू और कश्मीर	36954
34	लद्दाख	310
35	लक्षद्वीप	14
36	पुदुचेरी	228

INCREASING OF PENSION UNDER EPS-95**2724. SHRI T. R. BAALU:**

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) whether it is a fact that various Labour Unions including the Bhartiya Mazdoor Sangh (BMS) have urged the Government to increase the minimum amount of pension under the Employees Pension Scheme (EPS) 1995 to Rs. 9,000;
- (b) if so, the details thereof along with the time by which the pension will be increased; and
- (c) the numbers of the retired EPS pensioners that are getting pension less than Rs.9,000?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (c): Yes.

The EPS, 1995 is a "Defined Contribution-Defined Benefit" Social Security Scheme. The corpus of the Employees' Pension Fund is made up of (i) contribution by the employer @ 8.33 per cent of wages; and (ii) contribution from Central Government through budgetary support @ 1.16 per cent of wages up to an amount of Rs.15,000/- per month. All benefits under the scheme are paid out of such accumulations. The fund is valued annually as mandated under paragraph 32 of the EPS, 1995.

Amount of member's pension under the Scheme is determined taking into account the pensionable period of service and pensionable salary as per following formula:

$$\frac{\text{Pensionable Service} \times \text{Pensionable Salary}}{70}$$

70

However, the Government, for the first time, in the year 2014, provided a minimum pension of Rs. 1000 per month to the pensioners under the EPS, 1995 by providing budgetary support, which was in addition to the budgetary support of 1.16 per cent of wages provided annually towards EPS to Employees' Provident Fund Organization (EPFO).

During F.Y. 2023-24, approximately 47 lakhs member pensioners were drawing pension less than Rs.9,000/- per month.

CHECK ON PRODUCTION OF OZONE DEPLETING GASES

2725. DR. THOL THIRUMAVALAVAN:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether the Government has stopped production of Chloro Fluoro Carbon and such other gases in the Air-conditioning and Refrigeration Industry that depletes Ozone in the atmosphere;

- (b) if so, the details about the production of such ozone non-friendly gases in the country during the last five years;
- (c) whether the Government has any plan with target years to phase-out use of such ozone depleting gases; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a) to (d): Production of Chlorofluorocarbons, known as CFCs, has been stopped in the country with effect from 1st August, 2008 for use as refrigerants in the Air-conditioning and Refrigeration Industry. India is now phasing out production of Hydrochlorofluorocarbon-22 (HCFC-22) for controlled applications i.e. use in Air-conditioning and Refrigeration Industry, as per the accelerated phase-out schedule of the Montreal Protocol i.e. 10% reduction as on 1st January, 2015, 35% reduction as on 1st January, 2020, 67.5% reduction as on 1st January, 2025 and complete phase-out of production of HCFC-22 by 2030 and thereafter 2.5 per cent of baseline production (average of 2009-2010) will be allowed during the period 2030–2040 for the servicing of the existing Refrigeration and Air-Conditioning equipment. India has already met the phase-out targets of 2015, 2020 and 2025 for production of HCFC-22, as per the accelerated phase out schedule of the Montreal Protocol.

Details of production of HCFC-22 for controlled applications during the last 5 years as given below:

Year	Production of HCFC-22 for controlled applications (in MT)
2024	24644.941
2023	22138.524
2022	17183.905
2021	21346.036
2020	24633.337

सीबीएसई कक्षा 10वीं की गणित

2726. श्री गिरिधारी यादव:

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या केन्द्रीय माध्यमिक शिक्षा बोर्ड (सीबीएसई) के कक्षा 10 के विद्यार्थियों के लिए दो प्रकार के गणित, स्टैन्डर्ड और बेसिक, पढ़ने का प्रावधान है;

(ख) क्या स्टैन्डर्ड गणित काफी कठिन है, लेकिन इसे पढ़ने वाले अधिकांश विद्यार्थियों को इंजीनियरिंग परीक्षाओं में सफलता मिली है;

(ग) यदि हां, तो क्या सरकार का कक्षा 10 के पाठ्यक्रम से बेसिक गणित को हटाने का विचार है; और

(घ) यदि हां, तो इसे कब तक हटाया जाएगा और यदि नहीं, तो इसके क्या कारण हैं?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) से (घ): केंद्रीय माध्यमिक शिक्षा बोर्ड (सीबीएसई) ने मार्च 2020 से समाप्त होने वाले शैक्षणिक सत्र से माध्यमिक स्तर पर गणित के दो स्तरों- स्टैंडर्ड और बेसिक की शुरुआत की है। छात्र एक ही पाठ्यपुस्तक और पाठ्यचर्या का अध्ययन करते हैं, केवल स्टैंडर्ड और बेसिक गणित हेतु परीक्षा पत्र भिन्न होते हैं। इसके अतिरिक्त, सीबीएसई उन विद्यार्थियों का डेटा नहीं रखता है जिन्होंने स्टैंडर्ड गणित का अध्ययन किया है और इंजीनियरिंग परीक्षाओं में सफलता प्राप्त की है।

एनईपी 2020 के पैरा 4.38 की सिफारिश को ध्यान में रखते हुए, कक्षा 10 के पाठ्यक्रम से बेसिक गणित को हटाने पर बोर्ड विचार नहीं कर रहा है क्योंकि बेसिक गणित उन छात्रों के लिए उपयुक्त है जो उच्च स्तर पर गणित पढ़ने के इच्छुक नहीं हैं।

NATIONAL BANK FOR INFRASTRUCTURE DEVELOPMENT

2727. SHRIMATI BIJULI KALITA MEDHI:

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

- (a) the current status of funding and capitalization for NBFID; and
- (b) the way by which the NBFID ensure timely disbursement of funds and efficient project execution?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a): The current status of funding and capitalization of National Bank for Financing Infrastructure and Development primarily consist of:

- (i) Equity support of Rs. 20,000 crore and grant of Rs. 5,000 crore by Government of India.

(ii) Borrowings in the form of Non-Convertible Debentures (NCDs) and Loans from aggregating to Rs.39,493 crore as on 31.12.2024.

(b): National Bank for Financing Infrastructure and Development has informed as follows:

- Post sanction of project loan, disbursements and project execution monitoring are handled by separate, dedicated teams within its Credit Administration - Operations and Monitoring Department. These teams ensure timely disbursement, monitor project execution timelines, and address any necessary controls or resolutions as per the internal and regulatory guidelines.
- Further, disbursements are made once pre-disbursement conditions, as outlined in the sanction, are met. Proper checks and balances are implemented through checklists and Standard Operating Procedures which include: (i) compliance of pre-disbursement conditions, (ii) availability of relevant approvals/clearances and valid insurance, (iii) satisfactory technical due diligence, (iv) financial progress, including equity infusion, if applicable (v) physical project progress, if applicable and (vi) mandatory KYC checks as per RBI guidelines.
- Similarly, Project execution is monitored through regular site inspection and technological project monitoring tools which include: (i) periodic site visits or inspections by officials, (ii) analysis of the monthly progress reports submitted by both Lender's Independent Engineer (LIE) and Lender's Insurance Advisor (LIA), engaged for technical matters, (iii) discussions with other lenders in

consortium meetings, (iv) tracking covenants and conditions stipulated in the sanction, and (v) monitoring the project's cash flow, interest payments, and other payment histories.

G20 EMPLOYMENT WORKING GROUP MEETING 2025

2728. SHRI PRATAP CHANDRA SARANGI:

DR. VINOD KUMAR BIND:

Will the Minister of **LABOUR AND EMPLOYMENT** be pleased to state:

- (a) the details of the key outcomes of India's participation in the First G20 Employment Working Group (EWG) Meeting 2025 under the South African Presidency;
- (b) the status of the implementation of the four Labour Codes and their impact on labour market flexibility;
- (c) the timeline for full enforcement of four labour codes across the States; and
- (d) the details of the Government's roadmap for achieving 70% female workforce participation by 2047?

THE MINISTER OF STATE IN THE MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES; AND MINISTER OF STATE IN THE MINISTRY OF LABOUR AND EMPLOYMENT (KUMARI SHOBHA KARANDLAJE):

(a) to (d): The first meeting of the G20 Employment Working Group Meeting under South African Presidency was held from 18-21 Feb 2025 at Port Elizabeth, South Africa. The key areas of discussion during this meeting included 'Inclusive

Growth and Youth Empowerment’ and ‘Social Security and Digitalisation for an Inclusive Future of Work’.

The interventions made during this meeting highlighted India’s major reforms aimed at job creation, labour market flexibility, and comprehensive social security. India’s positive employment trends, noting a decline in the unemployment rate, alongside a significant rise in the Labour Force Participation Rate (LFPR) and Worker Population Ratio were emphasised. India’s efforts in social security expansion were elucidated, with coverage doubling from

24.4% in 2021 to 48.8% in 2024, as per the ILO’s World Social Protection Report 2024-26. Youth empowerment through skill development was also emphasized. India’s transformative use of technology was showcased, including building a national database of unorganised workers on e-Shram portal and using National Career Service (NCS) Portal to bridge the supply-demand in labour market through convergence of various stakeholders- employers, job-seekers, skilling services etc.

“Labour” as a subject is in the Concurrent List of the Constitution of India and under the Codes, the power to make rules has been entrusted to Central Government as well as State Governments. As a step towards implementation of the four Labour Codes, the Central Government has pre-published the draft Rules. As per available information, 34, 33, 32 and 33 States/Union Territories have pre-published the draft Rules under the Code on Wages, 2019, the Industrial Relations

Code, 2020, the Code on Social Security, 2020 and the Occupational Safety Health and working Conditions Code, 2020 respectively.

In order to enhance female labour force participation, the Government is providing training to them through a network of Women Industrial Training institutes, National Vocational Training Institutes and Regional Vocational Training Institutes. A number of provisions have also been incorporated in the labour laws for congenial work environment for women workers, such as paid maternity leave, child care leave, equal wages etc.

In addition, Ministry of Labour and Employment in January, 2024 issued an “Advisory for Employers to Promote Women Workforce Participation”. The advisory inter-alia mentions the need for balance between employment and care responsibilities for both men and women, including family friendly measures such as paternity leave, parental leave, family emergency leave and flexible working arrangements.

Further, the Union Budget (2024-25) announced setting up of working women hostels in collaboration with industry, and establishing crèches, for increasing participation of women in workforce.

APPOINTMENT OF FULL TIME VC FOR PONDICHERRY UNIVERSITY

2729. SHRI VE. VAITHILINGAM:

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

- (a) whether the Government is aware that the Pondicherry Central University is running without regular Vice Chancellor since November 2023;
- (b) whether the Government is aware that the absence of regular VC affects the policy making decisions and other important issues of Pondicherry University; and
- (c) the time by when the regular Vice Chancellor is appointed to Pondicherry University?

**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) to (c): As per the provision contained in the Statutes of Pondicherry University Act, 1985, the Hon'ble President of India in her capacity as Visitor of Pondicherry University has appointed the new Vice-Chancellor of Pondicherry University and the same was conveyed to the University on 06.03.2025.

PREPARATION FOR OLYMPICS

2730. SHRI RAJIV PRATAP RUDY:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether India has submitted a formal bid to host the 2036 Olympics, and if so, the status of this bid;
- (b) the names of cities that are being considered as potential host cities for the event and the criteria used for their selection;

(c) the details of estimated infrastructure investments and upgrades which are anticipated to meet the requirements for hosting the Olympics; and

(d) the steps are being taken to secure international support and partnerships for India's bid?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a): The Indian Olympic Association (IOA) is responsible for bidding to host the Olympics in India. The IOA issued a Letter of Intent on 01.10.2024 to the International Olympic Committee (IOC) to host the Summer Olympic and Paralympic Games in India in 2036. The IOC has a dedicated internal body, namely, the Future Host Commission (FHC), which deals with the subject of hosting Olympics by the interested countries. The interested National Olympic Committees (NOCs) are required to initiate a dialogue with the FHC for award of the hosting rights for a specific edition of the Olympic Games. Once a NOC has expressed interest to host the Olympic Games, the dialogue with the FHC moves through various stages, such as the continuous dialogue followed by a targeted dialogue, which is conducted by the FHC. Pursuant to this, the IOC Executive Board selects the host NOC on the basis of voting as per its internal procedure.

(b): At present, the bidding process of the 2036 Olympics has not advanced to the stage where issues concerning venues for the different sports would have been discussed.

(c): Augmentation of sports infrastructure by way of creation of new facilities and upgradation of existing ones for organising sports events, including the Olympics,

is an ongoing process. Moreover, “Sports” being a State subject, the primary responsibility for creation and development of sports infrastructure and facilities is that of the State Governments. However, the State Governments are supported by the Ministry under its Khelo India Scheme for Creation of sports infrastructure, such as, synthetic athletic track, synthetic hockey turf, synthetic turf football ground, multipurpose hall, swimming pool etc.

(d): IOA, being the entity responsible for engaging with the FHC, is taking all necessary steps including enlisting support from concerned international bodies, in pursuit of India's successful bid for 2036 Olympics.

Vacancies in Public Sector Banks

2731. SHRI N. K. PREMACHANDRAN:

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

- (a) whether the Government proposes to fill up the vacancies in the Board of Directors of various public sector banks and if so, the action taken by the Government in this regard;
- (b) the details regarding the total number of Directors and vacancies of Directors in each Public Sector Bank;
- (c) whether the Government is aware that the vacancies of Directors in Maharashtra State Bank/Bank of Maharashtra has not been filled up and if so, the details thereof along with the action taken by the Government to fill up these vacancies;

(d) whether the Government proposes to amalgamate the other public sector banks with SBI and if so, the details thereof; and

(e) whether it has come to the notice of the Government that the functioning of banks are facing difficulty due to such vacancies and if so, the action taken by the Government to reconstitute the Boards?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (c) and (e): Filling up the posts of Directors on the Board of Public Sector Banks (PSBs) including Bank of Maharashtra, is a regular process. PSBs intimate the vacancies on the Board of the bank and difficulties faced by them, if any, from time to time. Government takes all the required action to fill up the vacancies at the earliest possible. At present, the position of Chairman of State Bank of India and all the positions of Managing Director and Chief Executive Officer in nationalised banks are filled. Total number of Directors and vacancies on the Board of all PSBs is given in the enclosed **Statement**.

(d): There is no such proposal under consideration in this regard.

STATEMENT

S. No.	Name of the Bank	Total number of positions of Directors on the Board	Vacant positions
1.	Bank of Baroda	16	6
2.	Bank of India	16	5
3.	Bank of Maharashtra	14	8

4.	Canara Bank	16	5
5.	Central Bank of India	15	7
6.	Indian Bank	16	7
7.	Indian Overseas Bank	14	7
8.	Punjab and Sind Bank	14	8
9.	Punjab National Bank	16	7
10.	UCO Bank	14	6
11.	Union Bank of India	16	5
12.	State Bank of India	19	7

VACANCIES IN CPCB AND SPCBS

2732. SHRI KIRTI AZAD :

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether the Indian Institute of Public Administration in 2016 had recommended the recruitment of an additional 207 officials to address the increased administrative burden on the Central Pollution Control Board;
- (b) if so, the details thereof and the action taken/proposed to be taken by the Government in this regard;
- (c) whether there are any vacancies of the sanctioned posts in the Central Pollution Control Board (CPCB) and State Pollution Control Board (SPCB); and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a) and (b): A detailed work study was conducted by Indian Institute of Public Administration (IIPA) which recommended creation of 207 new posts in Central Pollution Control Board (CPCB). Out of these, 80 posts were created and operationalized in Central Pollution Control Board (deails are given in the enclosed **Statement-I**) with the approval of Department of Expenditure, Ministry of Finance.

(c) and (d): Total 131 posts out of total 603 sanctioned posts are vacant in CPCB, as on 01.03.2025, the details are given in the enclosed **Statement-II**. Total 5671 posts out of 11,562 sanctioned posts are vacant in SPCBs / PCCs. The details are given in the enclosed **Statement-III**.

STATEMENT-I

Details of 80 posts created and operationalised in Central Pollution Control Board

Sl. No.	Name of post	Level of Post	No. of post proposed	No. of posts agreed Created and operationalized in CPCB
1	Scientist G	Level-14	2	0
2	Scientist F	Level-13A	11	0
3	Scientist E	Level-13	3	02
4	Additional Director (Law)	Level-13	1	0
5	Scientist D	Level-12	11	06
6	Senior Law Officer	Level-12	2	0
7	Scientist C	Level-11	20	10
8	Law Officer	Level-11	2	01
9	Scientist B	Level-10	50	20
10	Procurement Officer	Level-10	1	0
11	Accounts Officer	Level-10	3	02
12	Assistant Law Officer	Level-7	10	06

13	Assistant Accounts Officer	Level-7	4	03
14	Senior Scientific Assistant	Level-6	14	07
15	Technical Supervisor	Level-6	2	02
16	Senior Technician	Level-6	5	0
17	Junior Scientific Assistant	Level-6	28	0
18	Junior Technician	Level-4	1	01
19	Senior Laboratory Assistant	Level-4	9	06
20	Junior Lab Assistant	Level-2	14	07
21	Field Attendant	Level-1	14	07
	Total		207	80

STATEMENT-II

Details of Sanctioned Posts and 131 vacant posts in CPCB

S.No.	Name of the Post	Sanctioned Posts	Filled	Vacant Post
1	Scientist 'F'	205	10	-
2	Scientist 'E'		48	-
3	Scientist 'D'		15	-
4	Scientist 'C'		33	-
5	Scientist 'B'		76	23
6	Senior Law Officer	01	01	-
7	Sr. Administrative Officer	01	01	-
8	Administrative Officer	07	07	-
9	Law Officer	03	02	01
10	Assistant Law Officer	08	06	02
11	Assistant Director (OL)	01	01	-
12	Accounts Officer	04	03	01
13	Assistant Accounts Officer	08	06	02
14	Section Officer	10	10	-
15	Private Secretary	19	03	16
16	Senior Technical Supervisor	09	04	05

17	Draughting Supervisor	01	01	-
18	Senior Scientific Assistant	66	58	08
19	Senior Translator	01	01	-
20	Technical Supervisor	16	11	05
21	Assistant	18	11	07
22	Data Processing Assistant	04	04	-
23	Senior Draughtsman	01	00	01
24	Stenographer Grade-I	02	02	-
25	Accounts Assistant	08	04	04
26	Junior Translator	02	01	01
27	Publication Assistant	01	01	-
28	Junior Technician	08	05	03
29	Senior Laboratory Assistant	35	24	11
30	Junior Laboratory Assistant	38	34	04
31	Field Attendant	14	13	01
32	Upper Division Clerk	22	12	10
33	Lower Division Clerk	22	15	07
34	Multi-Tasking Staff Grade-I	16	15	01
35	Driver Special Grade	01	00	01
36	Driver Grade-I	06	02	04
37	Driver Grade-II	02	01	01
38	Driver (Ordinary Grade)	10	08	02
39	Data Entry Operator Grade-I	02	02	-
40	Data Entry Operator Grade-II	06	05	01
41	Stenographer Grade-II	03	-	03
42	Multi-Tasking Staff	22	16	06
	Total	603	472	131

Statement-III**Status of posts sanctioned and vacancy in SPCBs**

S.No.	SPCBs	Posts	
		Sanction	Vacancy
1.	Andhra Pradesh	291	204
2.	Arunachal Pradesh	27	0
3.	Assam	265	31
4.	Bihar	127	30
5	Chhattisgarh	328	204
6	Goa	140	13
7	Gujarat	430	260
8.	Haryana	450	273
9.	Himachal Pradesh	375	149
10	Jharkhand	271	198
11	Karnataka	723	437
12	Kerala	434	25
13	Madhya Pradesh	1228	783
14	Maharashtra	839	366
15	Manipur	119	75
16	Meghalaya	152	71
17	Mizoram	14	4
18	Nagaland	17	0
19	Odisha	463	273
20	Punjab	652	309

S.No.	SPCBs	Posts	
		Sanction	Vacancy
21	Rajasthan	808	488
22	Sikkim	11	11
23	Tamil Nadu	1118	493
24	Telangana	230	104
25	Tripura	28	4
26	Uttarakhand	130	79
27	Uttar Pradesh	732	339
28	West Bengal	308	128
Sub-Total (A)		10710	5351

Status of Posts in Pollution Control Committees

S.No.	PCCs	Posts	
		Sanction	Vacancy
1.	AandN	9	3
2.	Chandigarh	9	1
3.	DNHandDD	12	10
4.	Delhi	344	153
5.	Jammu and Kashmir	445	139
6.	Ladakh	16	11
7.	Lakshadweep	5	0
8.	Puducherry	12	3
Sub-Total (B)		852	320
Total (A+B)		11562	5671

**PLASTIC BAN AND IMPLEMENTATION OF THE GLOBAL PLASTICS
TREATY**

2733: SHRI G. KUMAR NAIK:

SHRI KAUSHALENDRA KUMAR:

SHRI DINESH CHANDRA YADAV:

SHRI RAMPRIT MANDAL:

ADV K. FRANCIS GEORGE:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether the Government has taken any steps to ensure the effective implementation of the plastic ban across the country especially concerning single-use plastic and excessive packaging and if so, the details thereof;
- (b) whether the Government is conducting any review to achieve the goals of single use plastic ban, if so, the status thereof;
- (c) Keeping in view the upcoming global plastics treaty negotiations in 2025, the manner in which Government is preparing for its commitments under this international agreement and the measures considered to reduce plastic production, consumption and waste in the country;
- (d) the details of the enforcement of existing plastic waste management rules and the penalties for non-compliance by manufacturers and local authorities, if so, the details thereof and if not, the reasons therefor; and

- (e) whether the Government is considering/proposed to consider promoting any alternatives for single use plastics, if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a) to (e): The Ministry of Environment, Forest and Climate Change notified Plastic Waste Management Amendment Rules, 2021, on 12th August 2021, prohibiting identified single use plastic items, which have low utility and high littering potential, were prohibited with effect from 1 July 2022.

The following steps have been taken to strengthen implementation of Plastic Waste Management Rules, 2016 and to implement ban on identified Single Use Plastic items:

- (i) All thirty-six States/UTs have constituted the Special Task Force under the chairpersonship of the Chief Secretary / Administrator for elimination of identified single use Plastic items and effective plastic waste management. A National Level Taskforce has also been constituted by the Ministry for taking coordinated efforts to eliminate identified single use plastic items and effective implementation of Plastic Waste Management Rules, 2016.
- (ii) Directions have been issued under Section 5 of the Environment (Protection) Act, 1986 for setting up of institutional mechanism for enforcement of provisions of Plastic Waste Management Rules, 2016 to all State Pollution Control Boards / Pollution Control Committees. Directions have also been issued to E-commerce

companies, leading Single Use Plastic sellers/users, and plastic raw material manufacturers with respect to phasing out of identified single use plastic items. Separately, custom authorities have been asked to stop the import of banned SUP items.

(iii) For effective monitoring of ban on identified Single Use Plastic items and plastic waste management in the country, the following online platforms are in operation:

(a) National Dashboard for monitoring of comprehensive action plan implementation, (b) CPCB Monitoring Module for Compliance on Elimination of Single Use Plastic, and (c) CPCB Grievance Redressal App.

(iv) States and Union Territories have been asked to undertake regular enforcement drives to implement ban on identified single use plastic items and on plastic carry bags having thickness less than one hundred twenty microns covering fruit and vegetable markets, wholesale markets, local markets, flower vendors, units manufacturing plastic carry bags etc. Actions have been taken by concerned authorities on the deviations, which include seizure of banned single use plastic items and levy of penalty. As per details provided by SPCB/PCC and details available at SUP compliance monitoring portal, a total of 8,61,335 inspections have been conducted and 1976 tonnes of banned single use plastic items have been seized and a total of 19.8 crores of fine has been levied.

Central Government, State Governments and local authorities have taken steps on moving towards eco-friendly alternatives. The Department of Science and Technology and Department of Biotechnology support research and development projects for alternatives to banned single-use plastic items, as per scheme

guidelines. The Ministry of Micro, Small and Medium Enterprises has schemes to provide support to MSME units, which include support to such units which were earlier involved in manufacturing of banned single use plastic items for switching over to alternatives / other products. The ban on identified single use plastic items has triggered development of innovative eco-alternatives. In keeping with the development of eco-alternatives, Bureau of Indian Standard has notified Indian Standard IS 18267 for Food Serving Utensil Made from Agri By-Products.

The Indian delegation had participated in the fifth session of the Intergovernmental Negotiating Committee (INC-5) to develop an international legally binding instrument on plastic pollution including in the marine environment, held in Busan, Republic of Korea from 25th November 2024 to 1st December 2024. The negotiations at INC-5 could not reach agreement on the commitments related to plastic production, consumption and plastic waste. The Indian delegation has inter alia emphasized that any commitments under the proposed instrument should address plastic pollution as agreed to in the United Nations Environment Assembly resolution 5/14, based upon the Rio principles and national circumstances and capabilities of the countries.

SPORTS FACILITIES IN JHARKHAND

2734. SHRI CHANDRA PRAKASH CHOUDHARY:

Will the Minister of **YOUTH AFFAIRS AND SPORTS** be pleased to state:

- (a) whether any initiatives being taken by the Government to strengthen the sports administration after a disheartening finish at 71st place in the last Olympics held in Paris 2024 and if so, the details thereof;
- (b) whether the Government has taken any initiatives after the judgement delivered by the Delhi High Court on 16.08.2022 in W.P.(c) 195/2010, index s. no. 3.13 i.e. National Sports Development Code of India 2011 must apply to the Indian Olympic Association and every constituent National Sports Federation/Association, if so, the details thereof;
- (c) whether sports kit (dress and playing kit) has been provided to all 24 Khelo India Centres of Jharkhand, which were opened in 2023 to till date, if so, the details thereof;
- (d) whether any proposals are under consideration of the Government to augment sports facilities in Jharkhand; and
- (e) if so, the details thereof?

THE MINISTER OF LABOUR AND EMPLOYMENT; AND MINISTER OF YOUTH AFFAIRS AND SPORTS (DR. MANSUKH MANDAVIYA):

(a) After conclusion of Paris Olympics 2024, the Mission Olympic Cell comprising of former eminent sportspersons, sports administrators discussed on the learnings from the Paris Olympics and following are the major points that have emerged from deliberations:

- Clear selection policy and training plan of athletes by NSFs.
- Talent identification through strong domestic competition structure.

- Integration of sports science to enhance sporting performances.
- Development of coaches and Technical Officials and improving their competencies.

Preparation for International events including Olympics is an ongoing and continuous process. Plans/Proposals of the National Sports Federations (NSFs) relating to training, competitive exposure, Coaches and support personnel including foreign coaches, for preparing sportspersons/teams for the international events including mega-sports events such as Olympics, Asian Games etc. are deliberated and finalized in the Annual Calendar for Training and Competition (ACTC) meetings.

The Ministry of Youth Affairs and Sports supports the Indian sportspersons/teams through various schemes, such as Scheme of Assistance to National Sports Federations and TOPS. The Ministry of Youth Affairs and Sports, the National Sports Federations (NSFs), including the Indian Olympic Association (IOA), and the Sports Authority of India (SAI) work in close coordination for providing best facilities, training, equipment support as also a wholesome nutritious diet required for preparation of the teams and sportspersons for the forthcoming international sports events, including Olympics.

Furthermore, Government has also established the National Centre of Sports Science and Research (NCSSR) at New Delhi to better integrate sports science into the overall sports ecosystem.

(b): Judgement dated 16.08.2022 passed by Delhi High Court in the matter of Rahul Mehra and Union of India and constitution of the Indian Olympic Association (IOA), as drafted by Mr. Nageswara Rao are sub judice before the Hon'ble Supreme Court in SLP No. 14533/2022 titled "Indian Olympic Association vs. Union of India and Ors." This has created significant challenges in compliance and governance for NSFs. The Ministry of Youth Affairs and Sports is a party to these proceedings.

Recognizing the need for a comprehensive and structured approach, the Ministry has prepared the Draft National Sports Governance Bill, 2025. This legislation aims to resolve governance challenges, ensure ethical practices, safeguard the interests of sportspersons, and promote fair play across all levels. By establishing a robust ecosystem for sports administration, the bill seeks to create a transparent and accountable framework.

(c): Yes Sir, Sports kits are provided to Khelo India Centres (KICs) as part of the Khelo India Scheme.

As per the implementation guidelines for Khelo India Centres (KICs), Rs. 5 lakh per discipline is being provided as a One-Time Non-Recurring Grant for preparation/upgradation of sports field, purchase of sports equipment, CCTV set-up, etc.

Also, an Annual Recurring Grant of Rs. 5 lakh per discipline is provided as a remuneration to coach/past champion athlete, support staff, purchase of sports equipment, sports kit, consumables, competition/event participation, etc. Maximum remuneration permitted per past champion athlete would be INR 3 lakh per year.

The maximum amount allocated for purchase of sports equipment, sports kits, consumables, competition/event participation, etc. is Rs. 2 lakh annually.

The funds are allocated/released by Sports Authority of India (SAI) to the States/UT and its utilization and monitoring is done through Regional Centres of SAI.

(d) and (e): At present, no such proposal is under consideration.

ईएसआईसी अस्पतालों की स्थापना संबंधी मानदंड

2735. श्री हरेन्द्र सिंह मलिक:

क्या **श्रम और रोजगार** मंत्री यह बताने की कृपा करेंगे कि:

- (क) देश के दूरस्थ क्षेत्रों में स्थित चीनी मिलों और अन्य स्थानीय उद्योगों में कार्यरत कामगारों की स्वास्थ्य सुविधाओं के लिए ईएसआईसी अस्पतालों की स्थापना संबंधी मानदंडों का ब्यौरा क्या है;
- (ख) क्या सरकार का मुजफ्फरनगर जिले में ईएसआईसी अस्पताल खोलने का विचार है जहां चीनी मिलों और अन्य मिलों में 50000 से अधिक कामगार कार्यरत हैं;
- (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) यदि नहीं, तो इसके क्या कारण हैं?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) से (घ) : कर्मचारी राज्य बीमा निगम (ईएसआईसी) ईएसआईसी के मानदंडों के अनुसार किसी क्षेत्र में बीमित व्यक्तियों की जनसंख्या के आधार पर नए ईएसआई अस्पताल स्थापित करने की मंजूरी देता है। मानदंडों के अनुसार, 30 बिस्तरों वाले और 100 बिस्तरों वाले ईएसआई अस्पताल की स्थापना के लिए प्रस्तावित स्थान के 25 किलोमीटर के दायरे में क्रमशः 20,000 और 50,000 वर्तमान बीमित

व्यक्ति (आईपी) की न्यूनतम संख्या अथवा आगामी 05 वर्षों में आईपी आबादी की इतनी ही संभावित संख्या की आवश्यकता होती है।

दिनांक 31.03.2024 तक मुजफ्फरनगर जिले में बीमित व्यक्तियों की कुल संख्या 15,125 थी।

ईएसआई अधिनियम, 1948 की धारा 2 (19क) के अनुसार, चीनी मिलें मौसमी कारखाने हैं और यह अधिनियम उन पर लागू नहीं होता है। हालाँकि, अधिसूचित क्षेत्रों में संचालित और 10 या उससे अधिक व्यक्तियों को रोजगार देने वाले गैर-मौसमी कारखाने ईएसआई अधिनियम, 1948 के उपबंधों के अधीन आते हैं।

देश में कौशल से लैस युवाओं की संख्या

2736. श्री आशीष दुबे:

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या विगत पांच वर्षों के दौरान देश में बड़ी संख्या में युवाओं को कौशल से लैस किया गया है;

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

(ग) यदि नहीं, तो इसके क्या कारण हैं?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) से (ग): भारत सरकार, कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) के कुशल भारत मिशन (सिम) के तहत, विभिन्न योजनाओं प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस), राष्ट्रीय शिक्षुता संवर्धन योजना (एनएपीएस) और औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) के माध्यम से शिल्पकार प्रशिक्षण योजना (सीटीएस) के अंतर्गत कौशल विकास केंद्रों के व्यापक नेटवर्क के माध्यम से देश भर में समाज के सभी वर्गों को कौशल, पुनर्कौशल और

कौशल-उन्नयन प्रशिक्षण प्रदान करता है। सिम का उद्देश्य भारत के युवाओं को भविष्य के लिए तैयार करना और उन्हें उद्योग से संबंधित कौशल से लैस करना है।

विगत पांच वर्षों अर्थात् 2019-20 से 2023-24 तक एमएसडीई की कौशल विकास योजनाओं अर्थात् पीएमकेवीवाई, जेएसएस, एनएपीएस और सीटीएस (आईटीआई) के अंतर्गत प्रशिक्षित उम्मीदवारों की राज्य-वार संख्या का ब्यौरा संलग्न **विवरण** में दिया गया है।

विवरण

विगत पांच वर्षों अर्थात् 2019-20 से 2023-24 तक एमएसडीई की कौशल विकास योजनाओं अर्थात् पीएमकेवीवाई, जेएसएस, एनएपीएस और सीटीएस (आईटीआई) के तहत देश भर में प्रशिक्षित उम्मीदवारों की राज्य-वार संख्या:

राज्य	पीएमकेवीवाई	जेएसएस	एनएपीएस	सीटीएस (आईटीआई)
अंडमान और निकोबार द्वीप समूह	4,294	4,500	101	2,522
आंध्र प्रदेश	2,23,489	58,180	61,880	2,49,696
अरुणाचल प्रदेश	81,424	570	128	3,047
असम	6,32,830	48,865	36,496	18,548
बिहार	3,71,629	1,62,171	19,728	5,43,791
चंडीगढ़	15,044	9,056	3,337	4,699
छत्तीसगढ़	84,917	1,03,267	20,090	1,08,764
दिल्ली	2,34,245	29,364	62,294	46,730
गोवा	6,972	9,645	23,472	7,675
गुजरात	2,65,163	92,785	3,31,768	4,19,260
हरियाणा	2,84,624	44,555	2,22,703	2,56,663
हिमाचल प्रदेश	82,093	58,202	26,372	1,06,586
जम्मू एवं कश्मीर	2,39,160	10,899	3,244	36,637
झारखंड	1,83,886	67,430	36,459	1,64,525
कर्नाटक	2,62,901	1,03,485	2,10,104	3,45,878
केरल	1,37,043	86,793	43,679	1,70,289
लद्दाख	3,540	812	118	1,134

लक्षद्वीप	270	3,253	37	1,718
मध्य प्रदेश	4,21,723	2,67,520	77,469	3,50,097
महाराष्ट्र	8,75,388	2,01,811	7,04,202	5,76,628
मणिपुर	73,951	34,474	167	1,750
मेघालय	36,921	3,460	666	2,986
मिजोरम	31,707	5,172	25	1,502
नागालैंड	41,580	10,042	79	1,143
ओडिशा	3,54,068	2,19,725	36,581	2,75,944
पुदुचेरी	14,280	0	5,682	3,698
पंजाब	1,92,659	16,306	49,096	2,11,309
राजस्थान	6,16,016	66,487	53,397	5,42,038
सिक्किम	13,262	0	1,098	1,384
तमिलनाडु	3,29,107	74,580	2,62,307	1,67,081
तेलंगाना	1,78,681	57,286	1,31,699	1,45,463
दादरा और नगर हवेली और दमन और दीव	6,144	11,268	5,860	2,654
त्रिपुरा	1,08,243	14,339	1,687	10,075
उत्तर प्रदेश	10,62,228	4,58,502	1,99,030	14,92,538
उत्तराखंड	1,22,710	67,089	54,329	50,663
पश्चिम बंगाल	3,00,691	68,852	87,957	1,74,341
योग	78,92,883	24,70,745	27,73,341	64,99,456

LOSS OF LOYALTY AND INTEGRITY AMONG LIC AGENTS

2737. SHRI ISHA KHAN CHOUDHURY:

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

- (a) whether the Government has any plans to address the potential loss of loyalty and integrity among LIC agents, who have been trained and mentored by Development Officers;

- (b) whether these agents are selling products of private insurers and if so, the measures taken by the Government to safeguard LIC's market position and workforce stability;
- (c) whether private insurers potentially leveraging LIC-trained agents instead of recruiting new agents, if so, the way by which the Government ensure that overall employment opportunities in the insurance sector are not adversely impacted;
- (d) the safeguards implemented by the Government to prevent job insecurity for Development Officers if the proposed amendments dilute agents focus and performance; and
- (e) whether the Government has conducted a detailed assessment of the potential economic and market consequences of weakening LIC's position in the insurance sector and if so, the steps taken/being taken to ensure the stability of this sector and the continued growth of LIC?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

- (a) to (e): The appointment of Insurance Agents is governed by Insurance Regulatory and Development Authority of India (Appointment of Insurance Agents) Regulation, 2016. As per these regulations an individual can work as insurance agent for two or more insurers subject to the condition that he/she shall not act as insurance agent for more than one life insurer, one general insurer, one health insurer and one each of the mono-line insurers. Therefore,

there is no such provision in present regulation to permit an agent to sell Life Insurance Products of more than one Life Insurance Company.

Development Officers (DOs) are governed by Life Insurance Corporation of India Development Officers (Revision of Certain Terms and Conditions of Service) Rules, 2009, as amended from time to time. LIC has a robust performance appraisal system for DOs and all other category of staff.

The insurance companies engage insurance agents as per their business strategy subject to compliance with the IRDAI regulations.

Performance of LIC is also reviewed at regular intervals by the Government. As on 31.03.2024, LIC was holding a market share of 58.87% on first year premium basis and 69.91% on number of policies basis. LIC is also having encouraging agent strength, which increased by 5% during financial year 2023-24 to 14,14,743.

STEPS TO PROTECT WILDLIFE CORRIDORS FROM INTRUSION

2738. DR. AMAR SINGH:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether the Government is cognizant that rising human-elephant conflicts across the country can be traced to a multitude of factors that include agricultural expansion, industrial intrusion, mining, infrastructural activities and even climate change; and

- (b) if so, the details of the steps taken/proposed to be taken by the Government to ensure that wildlife corridors are safe from intrusion and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

- (a) and There have been reports of human-wildlife conflicts, including those
- (b) involving elephants, from several parts of the country. The Government has undertaken various measures to address these issues, which, *inter-alia*, includes the following:
- i. The Ministry has issued an advisory on 06.02.2021 to all states/UTs to deal with human wildlife situations.
 - ii. The Ministry has issued Guidelines to States/UTs on 3rd June 2022 to manage Human Wildlife conflict.
 - iii. The Ministry has released species-specific guidelines on 21.03.2023 for mitigation of Human Wildlife conflicts involving elephant, Gaur, Leopard, snake, Crocodile, rhesus Macaque, wild Pig, bear, Blue Bull and Blackbuck. The Ministry has also issued guidelines for cross cutting issues such as cooperation with media, occupational health and safety in human-wildlife conflict mitigation,

crowd management and addressing health emergencies arising out of human-wildlife conflict situations.

- iv. The Wild Life (Protection) Act, 1972 has been amended to provide statutory status to management plans of the protected areas, mandating consultations with the concerned Gram Sabha.
- v. The Ministry provides financial assistance to State and Union Territory Governments under the Centrally sponsored Schemes 'Development of Wildlife Habitats' and 'Project Tiger and Elephant' for management of wildlife and its habitat in the country. The activities supported include procurement of early warning systems, construction and erection of physical barriers such as barbed wire fence, solar, powered electric fence, bio-fencing, boundary walls etc. to prevent the entry of wild animals into crop fields.
- vi. Advance technology like radio collaring, digital sensor walls and E-surveillance are also used in human wildlife conflict mitigation.
- vii. The State Forest Departments organizes periodic awareness campaigns to sensitize the general public on human-animal conflict. Further, Forest Departments are

engaging with local communities as animal trackers to monitor the movement of elephants and to caution people in time.

केदारनाथ यात्रा का पर्यावरण पर प्रभाव

2739. श्री त्रिवेन्द्र सिंह रावत:

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार को वार्षिक तीर्थ यात्रा के कारण केदारनाथ क्षेत्र में पर्यावरणीय अवक्रमण, निर्वनीकरण, जैव-विविधता की हानि और कूड़े में वृद्धि की समस्याओं की जानकारी है;
- (ख) यदि हां, तो पर्यावरण पर पड़ने वाले प्रतिकूल प्रभावों को कम करने और क्षेत्र की पारिस्थितिकीय स्थिरता सुनिश्चित करने के लिए सरकार द्वारा क्या विशिष्ट उपाय किए गए हैं;
- (ग) क्या इस क्षेत्र की वहन क्षमता के अनुसार तीर्थ यात्रियों की संख्या को विनियमित करने की कोई योजना है, यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (घ) क्या इस संबंध में पर्यावरण संगठनों के विशेषज्ञों के साथ कोई सहयोग किया गया है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क) से (घ): उत्तराखंड सरकार ने केंद्र सरकार के साथ मिलकर केदारनाथ, हेमकुंड साहिब, यमुनोत्री और गोमुख तीर्थस्थलों के तीर्थ पथों पर पर्यावरण से जुड़े मुद्दों पर कई कदम उठाए हैं। पर्यटकों, घोड़ों, वाहनों, कानून और व्यवस्था, स्वच्छता, स्वास्थ्य और अन्य सामान्य प्रशासन के पंजीकरण के लिए मानक संचालन प्रक्रिया (एसओपी) विकसित की गई है। राज्य सरकार ने अन्य बातों के साथ-साथ वाहनों की संख्या सीमित करने, विशेषकर चरम मौसम के दौरान पर्यटकों की संख्या सीमित करने, वहन क्षमता अध्ययन के आधार पर खच्चरों और घोड़ों की संख्या सीमित करने, अपशिष्ट प्रबंधन के लिए अवसंरचना संबंधी योजना बनाने, उन क्षेत्रों का सीमांकन करने, जहां पर्यावरण के साथ असंगत

कार्यकलाप को प्रतिबंधित/विनियमित किया जाता है, प्लास्टिक में पैक किए गए खाद्य और उत्पादों के उपयोग को हतोत्साहित करने, विनिर्दिष्ट स्थानों पर अपशिष्ट के निपटान प्रोत्साहित करने, निगरानी तंत्र स्थापित करने जैसे उपाय किए हैं।

स्थानीय प्राधिकारियों और ग्राम पंचायतों को ठोस अपशिष्ट प्रबंधन नियमों और प्लास्टिक अपशिष्ट प्रबंधन नियमों के अनुसार ठोस अपशिष्ट और प्लास्टिक अपशिष्ट प्रबंधन करने का अधिदेश दिया गया है। राज्य प्रदूषण नियंत्रण बोर्ड को इन नियमों के प्रावधानों को लागू करने का अधिदेश प्राप्त है। ठोस अपशिष्ट प्रबंधन और प्लास्टिक अपशिष्ट प्रबंधन नियमों के तहत, राज्य स्तरीय समितियां भी इन नियमों के कार्यान्वयन की निगरानी करती हैं। इस योजना के दिशा-निर्देशों के अनुसार, शहरी और ग्रामीण क्षेत्रों में प्लास्टिक अपशिष्ट प्रबंधन सहित ठोस अपशिष्ट प्रबंधन के लिए स्वच्छ भारत मिशन के तहत अतिरिक्त केंद्रीय सहायता भी प्रदान की जाती है। विशेषज्ञों के परामर्श से ठोस अपशिष्ट और प्लास्टिक अपशिष्ट प्रबंधन के विभिन्न पहलुओं को शामिल करते हुए विभिन्न मैनुअल, परमर्शिका और दिशा-निर्देश जारी किए गए हैं।

FINANCIAL TIES BETWEEN INDIA-UK

2740. SHRI TAPIR GAO:

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

- (a) the manner in which the outcomes of the Dialogue aim to strengthen financial ties and bilateral trade between India and the UK;
- (b) whether any initiatives or regulatory reforms discussed between India and the UK to improve cooperation and harmonize financial regulations; and
- (c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHOUDHARY):

(a) to (c): The India-UK Economic and Financial Dialogue contributes to strengthening the financial and economic relationship between India and the UK. It facilitates exchange of views and opportunities for collaboration between the two economies in areas such as investment, infrastructure financing, financial markets reforms, improving regulatory frame-works and international development. Within the ambit of this Dialogue, India-UK Financial Markets Dialogue (FMD) is organised to share expertise, experiences and deepen collaboration between the financial sectors of the two sides. Recently, the third FMD was held on 12 December 2024 in GIFT City, Gujarat. Participants from both India and UK highlighted reforms in respective financial services sectors including capital markets, insurance and reinsurance, pensions, FinTech, sustainable finance and International Financial Services Centre. The discussion helped identify opportunities for inter-regulatory cooperation to increase bilateral trade and investment in financial services.

MEGA SKILL DEVELOPMENT CENTRE IN KANDHAMAL

2741. SHRI SUKANTA KUMAR PANIGRAHI:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

(a) whether the Government plans to establish a Mega Skill Development Centre in Kandhamal Parliamentary Constituency to address the skill gap;

- (b) if so, the details of the proposed centre, including sectors covered, implementation timeline and budgetary provisions;
- (c) if not, the reasons for not establishing such a centre;
- (d) whether any alternative skill development initiatives are planned for the region and if so, the details thereof;
- (e) whether the Government plans to collaborate with industry stakeholders and local authorities and the roadmap for skill development in Kandhamal, Boudh, Nayagarh and Ganjam during the next five years; and
- (f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (d): Under the Government of India's Skill India Mission (SIM), the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill training through an extensive network of skill development centres/ under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Shikshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman Training Scheme (CTS) through Industrial Training Institutes (ITIs), to all the sections of the society across the country including in the state of Odisha. The SIM aims at enabling youth of India to get future ready and equipped with industry relevant skills.

Details of the candidates trained under these schemes of MSDE at the pan India level and in Odisha and Kandhamal District are given below:

	PMKVY (Since 2015-16 to 31.12.2024)	JSS (since 2018-19 to 28.02.2025)	NAPS (since 2018-19 to 28.02.2025)	ITI (Since 2018-19 to 2023-24)
Pan India	1,60,33,081	29,52,539	37,09,218	79,57,128
Odisha	5,98,174	2,65,645	45,285	3,27,281
Kandhamal	10,337	6,240	131	3008

The schemes of MSDE for skill development are demand driven and the training centres (TCs) are set up/engaged on need basis to impart the training across the country. Details of training centres under schemes of MSDE at the pan India level and in Odisha and Kandhamal District are given below:

	PMKVY Centres	JSS Centres	NAPS Establishment	ITIs	
				Govt	Pvt
Pan India	14,844	289	49,788	3,316	11,296
Odisha	307	29	738	73	427
Kandhamal	08	04	13	3	3

(e) and (f): National Skill Development Corporation (NSDC) under the aegis of Ministry of Skill Development and Entrepreneurship has formed 36 Sector Skill Councils (SSCs), led by industry leaders in the respective sectors. These SSCs are mandated to identify the skill development needs of respective sectors as well as to determine skill competency standards. District Skill Committees (DSCs), set

up across all States/UTs including Odisha, are mandated with formulating District Skill Development Plans (DSDPs) to promote decentralized planning for skill development and implementation at the grassroots level. DSDPs for Boudh, Nayagarh and Kandhamal districts of Odisha for the year 2024-25 have been prepared. The DSDPs identify sectors with employment opportunities as well as the associated demand for skilling in the district, and map the available facilities for Skill Training. Skill Development Programmes of the Government are designed and implemented to bridge identified skill gaps across sectors.

To ensure the skills imparted through various scheme of MSDE are aligned with the current industry requirements, the following specific steps have been taken:

(i) National Council for Vocational Education and Training (NCVET) has approved 8151 qualifications as per the industry requirements, out of which 3089 qualifications are valid and active, and 5062 qualifications are archived for being not relevant.

(ii) 36 Sector Skill Councils (SSCs), led by industry leaders in the respective sectors, have been set up which are mandated to identify the skill development needs of respective sectors as well as to determine skill competency standards. NSDC, under the Market led program, provides support to training providers that collaborate and align skill courses with industry demand.

(iii) Director General of Training (DGT) under aegis of MSDE is implementing Flexi MoU Scheme and Dual System of Training (DST) with industry partners. These

are meant to provide training to ITI students in industrial environment as per their requirements.

(iv) Government of India has signed Memorandum of Understanding (MoU)/Memorandum of Cooperation (MoC) in the field of skill development and vocational education and training with twelve countries to align the skilling efforts as per the global requirements.

(v) DGT has signed MoU with IT Tech companies like IBM, CISCO, Future Skill Rights Network, Amazon Web Services (AWS) and Microsoft to ensure industry linkages for the institutes at the state and regional levels under CSR initiatives. These partnerships facilitate the provision of technical and professional skills training in modern technologies.

(viii) Indian Institute of Skills (IIS) established at Ahmedabad and Mumbai, in Public Private Partnership (PPP) Mode, aims to cultivate an industry-ready workforce for Industry 4.0, equipped with cutting-edge technology and hands-on training.

(ix) National Skill Development Corporation under the aegis of MSDE has partnered with several international organizations such as AWS, Microsoft, Intel, Redhat, Pearson VUE, Boston Consulting Group (BCG), Cisco Networking Academy for providing digital courses.

ग्रामीण/शहरी क्षेत्रों में कौशल विकास केन्द्र

2742. श्री बाबू सिंह कुशवाहा:

क्या कौशल विकास और उद्यमशीलता मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने कौशल विकास और उद्यमशीलता को बढ़ावा देने के लिए सभी प्रचालनरत योजनाओं के संबंध में कोई आकलन किया है;

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

(ग) प्रधान मंत्री कौशल विकास योजना (पीएमकेवीवाई), प्रधान मंत्री युवा योजना और स्टार्ट-अप ग्राम उद्यमशीलता कार्यक्रम (एसवीईपी) जैसी योजनाओं के अंतर्गत अब तक कितने लाभार्थियों को प्रशिक्षित किया गया है;

(घ) ग्रामीण और शहरी क्षेत्रों में कौशल विकास केन्द्रों की स्थापना और संचालन के लिए सरकार द्वारा क्या कदम उठाए गए हैं; और

(ङ) कौशल विकास और उद्यमिता योजनाओं के कार्यान्वयन में किन-किन प्रमुख चुनौतियों का सामना करना पड़ रहा है और इससे निपटने के लिए सरकार द्वारा क्या कदम उठाए जा रहे हैं?

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी):

(क) और (ख): भारत सरकार, कौशल विकास और उद्यमशीलता मंत्रालय (एमएसडीई) के कुशल भारत मिशन (एसआईएम) के तहत, विभिन्न योजनाओं अर्थात् प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई), जन शिक्षण संस्थान (जेएसएस), राष्ट्रीय शिक्षुता संवर्धन योजना (एनएपीएस) और औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) के माध्यम से शिल्पकार प्रशिक्षण योजना (सीटीएस), देश भर में समाज के सभी वर्गों को कौशल विकास केंद्रों/संस्थानों के व्यापक नेटवर्क के माध्यम से कौशल, पुनर्कौशल और कौशलान्नेयन प्रशिक्षण प्रदान करता है। मिम का उद्देश्य भारत के युवाओं को भविष्य के लिए तैयार करना और उद्योग प्रासंगिक कौशल युक्त करना है।

कौशल विकास के लिए योजनाओं के प्रभाव का आकलन उनके अन्य पक्ष के स्वतंत्र मूल्यांकन के माध्यम से किया जाता है। एमएसडीई की प्रमुख योजना पीएमकेवीवाई का मूल्यांकन नीति आयोग द्वारा अक्टूबर 2020 में किया गया था। इस अध्ययन के अनुसार, सर्वेक्षण में शामिल लगभग 94 प्रतिशत नियोक्ताओं ने बताया कि वे पीएमकेवीवाई के तहत प्रशिक्षित अधिक उम्मीदवारों को काम पर रखेंगे। इसके अलावा, पूर्णकालिक/अंशकालिक रोजगार में रखे गए और आरपीएल घटक के तहत उन्मुख 52 प्रतिशत उम्मीदवारों को उच्च वेतन मिला या उन्हें लगा कि उन्हें अपने गैर-प्रमाणित साथियों की तुलना में अधिक वेतन मिलेगा। एमएसडीई की अन्य योजनाओं के संबंध में, अन्य पक्ष के मूल्यांकन रिपोर्टों में विभिन्न योजनाओं के तहत प्रशिक्षित उम्मीदवारों की नियुक्ति या आजीविका में सुधार के संदर्भ में सफलता का उल्लेख किया गया है। इसका संक्षिप्त विवरण नीचे दिया गया है:

जेएसएस: वर्ष 2020 में जेएसएस योजना के मूल्यांकन अध्ययन में पाया गया है कि इस योजना ने उन लाभार्थियों की घरेलू आय को लगभग दोगुना करने में मदद की है, जिन्हें जेएसएस प्रशिक्षण के बाद रोजगार मिला या वे स्वरोजगार कर रहे थे। रिपोर्ट में आगे कहा गया है कि इस योजना की उपयोगिता इस तथ्य से और भी स्पष्ट होगी कि 77.05% लाभार्थी शिक्षुओं ने व्यावसायिक बदलाव किए हैं।

एनएपीएस: वर्ष 2021 में एनएपीएस के अन्य पक्ष मूल्यांकन अध्ययन में पाया गया है कि इस योजना ने विभिन्न उद्योगों में शिक्षुओं की भागीदारी में उल्लेखनीय वृद्धि के साथ, संरचित ऑन-द-जॉब प्रशिक्षण प्रदान करके युवाओं की नियोज्यता को सफलतापूर्वक बढ़ाया है। इस योजना के नए संस्करण में, सरकार के हिस्से को सीधे शिक्षुओं के बैंक खातों में स्थानांतरित करने के लिए डीबीटी पद्धति को अपनाया गया है, क्योंकि रिपोर्ट में सुव्यवस्थित प्रतिपूर्ति प्रक्रिया की सिफारिश की गई थी।

आईटीआई: एमएसडीई द्वारा 2018 में प्रकाशित आईटीआई स्नातकों के ट्रेसर अध्ययन की अंतिम रिपोर्ट में उल्लेख किया गया है कि कुल आईटीआई उत्तीर्णों में से 63.5% को रोजगार मिला (जिनमें से 6.7% स्व-रोजगार में) हैं।

(ग) प्रधानमंत्री कौशल विकास योजना (पीएमकेवीवाई) के तहत वर्ष 2015-16 से दिनांक 31.12.2024 तक कुल 5,98,174 लाभार्थियों को प्रशिक्षित किया गया है। एसवीईपी के तहत, आज तक 31 राज्यों और केंद्र शासित प्रदेशों में 429 ब्लॉकों को मंजूरी दी गई है, जो 3.36 लाख उद्यमों का समर्थन कर रहे हैं। इसके अलावा, पीएम-युवा (चरण- I और चरण- II) के तहत, कुल 62,577 लाभार्थियों को विभिन्न गतिविधियों जैसे कि प्रिंसिपल ओरिएंटेशन, उद्यमशीलता जागरूकता कार्यक्रम (छात्रों का ओरिएंटेशन), सामुदायिक जागरूकता कार्यक्रम, उद्यमशीलता विकास कार्यक्रम, प्रशिक्षकों का प्रशिक्षण (संकाय सुविधाकर्ता प्रशिक्षण), संकाय सलाहकार प्रशिक्षण और मेंटरिंग कैंप के तहत कवर किया गया।

(घ) कौशल विकास के लिए एमएसडीई की योजनाएं मांग आधारित हैं और देश भर में प्रशिक्षण देने के लिए प्रशिक्षण केंद्र (टीसी) जरूरत के आधार पर स्थापित/संलग्न किए जाते हैं।

(ङ) कौशल विकास कार्यक्रमों के डिजाइन या कार्यान्वयन में प्रमुख चुनौतियों में से एक यह सुनिश्चित करना है कि कौशल पाठ्यक्रमों की डिलीवरी उद्योग की मौजूदा या उभरती आवश्यकताओं के अनुसार हो। एमएसडीई की विभिन्न योजनाओं के माध्यम से प्रदान किए जाने वाले कौशल वर्तमान उद्योग आवश्यकताओं और तकनीकी प्रगति के साथ संरेखित करना सुनिश्चित करने के लिए, निम्नलिखित विशिष्ट कदम उठाए गए हैं:

(i) वर्ष 2020 से, राष्ट्रीय व्यावसायिक शिक्षा और प्रशिक्षण परिषद (एनसीवीईटी) ने उद्योग की आवश्यकताओं के अनुसार 4387 नई अर्हताओं को मंजूरी दी है और 4419 अर्हताओं को संग्रहीत किया है जो प्रासंगिक नहीं हैं।

(ii) राष्ट्रीय कौशल विकास निगम (एनएसडीसी) द्वारा संबंधित क्षेत्रों में उद्योगपतियों के नेतृत्व में 36 क्षेत्र कौशल परिषदों (एसएससी) की स्थापना की गई है, जिन्हें संबंधित क्षेत्रों की कौशल विकास आवश्यकताओं की पहचान करने के साथ-साथ कौशल अर्हता मानकों को निर्धारित करने का दायित्व

सौंपा गया है। एनएसडीसी, बाजार आधारित कार्यक्रम के तहत, प्रशिक्षण प्रदाताओं को सहायता प्रदान करता है जो उद्योग की मांग के साथ कौशल पाठ्यक्रमों को सहयोग और संरेखित करते हैं।

(iii) डीजीटी फ्लेक्सी एमओयू योजना और प्रशिक्षण की दोहरी प्रणाली (डीएसटी) को लागू कर रहा है, जिसका उद्देश्य आईटीआई छात्रों को उनकी आवश्यकताओं के अनुसार औद्योगिक वातावरण में प्रशिक्षण प्रदान करना है।

(iv) भारत सरकार ने वैश्विक आवश्यकताओं के अनुसार कौशल प्रयासों को संरेखित करने के लिए बारह देशों के साथ कौशल विकास और व्यावसायिक शिक्षा और प्रशिक्षण के क्षेत्र में समझौता ज्ञापन (एमओयू)/सहयोग ज्ञापन (एमओसी) पर हस्ताक्षर किए हैं।

(v) पीएमकेवीवाई के तहत, एआई/एमएल, रोबोटिक्स, मेक्ट्रोनिक्स, ड्रोन टेक्नोलॉजी आदि जैसे क्षेत्रों में उद्योग 4.0 आवश्यकताओं के साथ लगभग 200 नए युग/भविष्य के कौशल वाले जॉब रोलों नौकरी-भूमिकाओं को विशेष रूप से संरेखित किया गया है, ताकि आगामी बाजार मांग और उद्योग की आवश्यकताओं के लिए काम किया जा सके।

(vi) एमएसडीई के तत्वावधान में प्रशिक्षण महानिदेशक (डीजीटी) ने कृत्रिम मेधा, मेक्ट्रोनिक्स, इंटरनेट ऑफ थिंग्स, साइबर सुरक्षा, सेमीकंडक्टर आदि जैसे उभरते क्षेत्रों में प्रशिक्षण प्रदान करने के लिए सीटीएस के तहत औद्योगिक प्रशिक्षण संस्थानों (आईटीआई) और राष्ट्रीय कौशल प्रशिक्षण संस्थानों (एनएसटीआई) में 29 नए युग/भविष्य के कौशल पाठ्यक्रम शुरू किए हैं।

(vii) डीजीटी ने कॉर्पोरेट सामाजिक उत्तरदायित्व (सीएसआर) पहल के तहत राज्य और क्षेत्रीय स्तर पर संस्थानों के लिए उद्योग संपर्क सुनिश्चित करने के लिए आईबीएम, सिस्को, फ्यूचर स्किल राइट्स नेटवर्क, अमेज़न वेब सर्विसेज (एडब्ल्यूएस) और माइक्रोसॉफ्ट जैसी आईटी टेक कंपनियों के साथ समझौता ज्ञापन पर हस्ताक्षर किए हैं। ये भागीदारियां आधुनिक प्रौद्योगिकियों में तकनीकी और पेशेवर कौशल प्रशिक्षण के प्रावधान की सुविधा प्रदान करती हैं।

(viii) अहमदाबाद और मुंबई में सार्वजनिक निजी भागीदारी (पीपीपी) मोड में स्थापित भारतीय कौशल संस्थान (आईआईएस) का उद्देश्य उद्योग 4.0 के लिए उद्योग-तैयार कार्यबल तैयार करना है, जो अत्याधुनिक प्रौद्योगिकी और व्यावहारिक प्रशिक्षण से युक्त हो।

(ix) एमएसडीई के तत्वावधान में राष्ट्रीय कौशल विकास निगम ने डिजिटल पाठ्यक्रम प्रदान करने के लिए एडब्ल्यूएस, माइक्रोसॉफ्ट, इंटेल, रेडहैट, पियर्सन वीयूई, बोस्टन कंसल्टिंग ग्रुप (बीसीजी), सिस्को नेटवर्किंग अकादमी जैसे कई अंतरराष्ट्रीय संगठनों के साथ भागीदारी की है।

झारखंड में संविदा पर कार्यरत और आउटसोर्स किए गए कामगारों की छंटनी

2743. श्रीमती जोबा माझी:

क्या **श्रम और रोजगार मंत्री** यह बताने की कृपा करेंगे कि:

- (क) रोजगार प्रदान करने के प्रति सरकार की प्रतिबद्धताओं के बावजूद विगत दस वर्षों के दौरान सार्वजनिक क्षेत्र के उपक्रमों और निजी क्षेत्रों में संविदा पर कार्यरत और आउटसोर्स किए गए कामगारों में से छंटनी किए गए कामगारों की संख्या का ब्यौरा क्या है;
- (ख) क्या सरकार ने इस तथ्य पर ध्यान दिया है कि झारखंड में स्थित बोकारो इस्पात संयंत्र, सेल, सीमेंट, कोयला और परिवहन कंपनियों में छंटनी से बड़े पैमाने पर बेरोजगारी पैदा हो गई है जो जनजातीय बहुल झारखंड के लिए अच्छा संकेत नहीं है;
- (ग) क्या सरकार का ऐसी कंपनियों को श्रम कानूनों का कड़ाई से अनुपालन करने के लिए उचित कदम उठाने का निदेश देने का विचार है; और
- (घ) यदि हां, तो इसे कब तक निष्पादित किए जाने की संभावना है और यदि नहीं, तो इसके क्या कारण हैं?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारान्दलाजे):

(क) से (घ): औद्योगिक प्रतिष्ठानों में छंटनी से संबंधित मामले औद्योगिक विवाद अधिनियम, 1947 (आईडी अधिनियम) के प्रावधानों द्वारा अभिशासित होते हैं। आईडी अधिनियम के अनुसार, 100 या अधिक व्यक्तियों को रोजगार देने वाले प्रतिष्ठानों को बंद करने या छंटनी या ले-ऑफ करने से पहले समुचित सरकार की पूर्व अनुमति प्राप्त करनी आवश्यक होती है। आईडी अधिनियम छंटनी और ले-ऑफ किए गए श्रमिकों के लिए मुआवजे का अधिकार भी प्रदान करता है और छंटनी किए गए श्रमिकों की पुनः नियुक्ति के लिए उपबंध भी करता है।

एक विषय के रूप में "श्रम" समवर्ती सूची में आता है। आईडी अधिनियम में निर्धारित अपने-अपने संबंधित क्षेत्राधिकार के आधार पर, केंद्रीय और राज्य सरकारें श्रमिकों के मुद्दों को संबोधित करने और उनके हितों की रक्षा करने के लिए कार्रवाई करती हैं। केंद्र सरकार के अधिकार-क्षेत्र में आने वाले प्रतिष्ठानों में, केंद्रीय औद्योगिक संबंध मशीनरी (सीआईआरएम) को अच्छे औद्योगिक संबंध बनाए रखने और श्रमिकों के हितों की रक्षा करने का उत्तरदायित्व सौंपा गया है, जिसमें छंटनी से संबंधित मामले और इसकी रोकथाम शामिल हैं।

भारत इस्पात प्राधिकरण लिमिटेड (एसएआईएल) द्वारा रिपोर्ट किए गए अनुसार, पिछले दस वर्षों में, झारखंड में सीधे नियुक्त ठेके पर काम करने वाले श्रमिकों और दैनिक वेतन श्रमिकों को उनके द्वारा निकाला नहीं गया है।

वनस्पति और जन्तुओं पर खुले खनन के प्रभाव

2744. श्रीमती प्रतिभा सुरेश धानोरकर:

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या यह सच है कि खनन कार्यों से निकलने वाली धूल से वनस्पति और जन्तुओं को नुकसान हो रहा है, यदि हां, तो तत्संबंधी ब्यौरा क्या है और इस पर सरकार का क्या रुख है;

- (ख) क्या खुले खनन के कारण वन क्षेत्र नष्ट हो रहा है, यदि हां, तो सरकार द्वारा इस संबंध में उठाए जाने वाले प्रस्तावित कदमों का ब्यौरा क्या है; और
- (ग) क्या सरकार का वन क्षेत्रों के संरक्षण और पुनरुद्धार के लिए कोई नई योजना लागू करने का कोई प्रस्ताव है और यदि हां, तो तत्संबंधी ब्यौरा क्या है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

(क): वन (संरक्षण एवं संवर्धन) अधिनियम, 1980 और पर्यावरण (संरक्षण) अधिनियम, 1986 के तहत अनुमोदन देने से पहले क्षेत्र की वनस्पतियों और जीवों पर संभावित प्रभाव का मूल्यांकन किया जाता है। खनन कार्यों से उत्पन्न धूल के वनस्पतियों और जीवों सहित पर्यावरण पर अन्य संभावित प्रभाव को कम करने या न्यूनतम करने के लिए कई तरह के उपाय सुझाए गए हैं, जिनमें वनस्पति के नुकसान की भरपाई के लिए प्रतिपूरक वनीकरण, जीवों पर विपरीत प्रभावों को दूर करने के लिए वन्यजीव संरक्षण योजना का कार्यान्वयन, खदान पट्टा क्षेत्र के बाहर धूल के प्रसार को रोकने के लिए सुरक्षा क्षेत्र में हरित पट्टी का विकास और भूमि बहाली के लिए खनन-रहित क्षेत्रों का चरणबद्ध पुनरुद्धार शामिल है। ऐसे सभी उपायों को परियोजना प्रस्तावक द्वारा वहन लागत पर निष्पादित किया जाना अनिवार्य है।

इसके अलावा, पर्यावरण (संरक्षण) अधिनियम, 1986 के अंतर्गत पर्यावरण प्रभाव आकलन (ईआईए) अधिसूचना, 2006 के प्रावधानों के तहत पर्यावरणीय मंजूरी (ईसी) प्रदान की जाती है। ईआईए अधिसूचना, 2006 में पर्यावरण मंजूरी देने से पहले मूल्यांकन के चार चरण अर्थात् स्क्रीनिंग, स्कोपिंग, सार्वजनिक परामर्श और मूल्यांकन शामिल हैं। परियोजनाओं/कार्यकलापों को पर्यावरण प्रभाव आकलन रिपोर्ट (ईआईए)/पर्यावरण प्रबंधन योजना (ईएमपी) तैयार करने के लिए विशेषज्ञ मूल्यांकन समिति (ईएसी) द्वारा स्कोपिंग के आधार पर विचारार्थ विषय सौंपे जाते हैं। इन रिपोर्टों का मूल्यांकन ईएसी द्वारा किया जाता है, जैसा कि ईआईए अधिसूचना, 2006 में अनिवार्य किया गया है। परियोजना प्रस्तावकों

द्वारा मान्यता प्राप्त परामर्शदाताओं के माध्यम से तैयार की गई ईआईए/ईएमपी रिपोर्ट, पारिस्थितिक क्षेत्र, वन्यजीव अभयारण्य/राष्ट्रीय उद्यान आदि जैसी पर्यावरणीय संवेदनशीलता को ध्यान में रखते हुए वैज्ञानिक अध्ययन पर आधारित होती है। ईआईए/ईएमपी रिपोर्ट के मूल्यांकन के आधार पर और गहन चर्चा/विचार-विमर्श के बाद ईएसी वनस्पतियों और जीव-जंतुओं सहित पर्यावरण की सुरक्षा के लिए कुछ विशिष्ट और मानक शर्तों के साथ खनन परियोजनाओं की सिफारिश करती है। इसके अतिरिक्त खनन परियोजनाओं को मंत्रालय के दिनांक 24.07.2024 के कार्यालय ज्ञापन का अनुपालन करने का निर्देश दिया गया है, जिसमें कहा गया है कि वृक्षारोपण अभियान "एक पेड़ माँ के नाम" के हिस्से के रूप में चिन्हित 33% हरित पट्टी क्षेत्र में पौधे लगाए जाएंगे और इसका विवरण मेरी लाइफ पोर्टल पर अपलोड किया जाएगा।

(ख) और (ग): वन (संरक्षण एवं संवर्धन) अधिनियम, 1980 के प्रावधानों के अनुसार किसी भी वन भूमि का गैर-वनीय उद्देश्यों के लिए उपयोग करने के लिए केंद्र सरकार की पूर्व स्वीकृति आवश्यक है। केंद्र सरकार मामले दर मामले के आधार पर वन भूमि के अपवर्तन के प्रस्तावों पर विचार करती है और यदि वन भूमि का उपयोग अपरिहार्य है, तो न्यूनतम वन भूमि का उपयोग उचित उपशमन उपायों के साथ करने की अनुमति दी जाती है, जिसमें प्रतिपूरक वनीकरण (सीए), निवल वर्तमान मूल्य (एनपीवी) का भुगतान, मृदा और नमी संरक्षण कार्य, जलग्रहण क्षेत्र शोधन योजना और वन्यजीव प्रबंधन योजना आदि शामिल हैं। इसके अलावा मंत्रालय द्वारा जारी दिशा-निर्देशों में यह प्रावधान है कि खनित पट्टाधारक को खनन कार्य बंद करने के बाद खनन क्षेत्र तथा अन्य क्षेत्रों में पुनः घास उगानी होगी, जो उनकी खनन कार्यकलापों के कारण प्रभावित हुए हैं, तथा भूमि को ऐसी स्थिति में लाना होगा, जो चारा, वनस्पति, जीव-जंतु आदि के विकास के लिए उपयुक्त हो।

इसके अलावा मंत्रालय वन क्षेत्रों के संरक्षण और पुनरुद्धार के लिए कई योजनाओं को सक्रिय रूप से क्रियान्वित कर रहा है। इनमें जलवायु परिवर्तन संबंधी राष्ट्रीय कार्य योजना के तहत राष्ट्रीय हरित भारत मिशन (जीआईएम) शामिल है, जिसका उद्देश्य वन और गैर-वनीय क्षेत्रों में वनीकरण और पारिस्थितिकी तंत्र की बहाली करना है। नगर वन योजना (एनवीवाई) का उद्देश्य शहरी क्षेत्रों में हरित

स्थान बनाना है ताकि वनों को क्षरण और अतिक्रमण से बचाया जा सके। "स्कूल नर्सरी योजना" पौधों की जैव विविधता के प्रति रुचि को बढ़ावा देकर छात्रों को पर्यावरण संरक्षण में शामिल करती है। इसके अतिरिक्त, सरकार ने भारत के तटीय क्षेत्रों में मैंग्रोव पारिस्थितिकी तंत्र को बहाल करने के लिए "मैंग्रोव इनिशिएटिव फॉर शोरलाइन हैबिटेट्स एंड टैंगिबल इनकम" (मिष्ठी) की शुरुआत की है। इसके अलावा, प्रतिपूरक वनीकरण कोष प्रबंधन और योजना प्राधिकरण (काम्पा) के तहत धन का उपयोग वनीकरण पहल सहित वन और वन्यजीव संरक्षण प्रयासों के लिए किया जाता है। ये उपाय सामूहिक रूप से पर्यावरणीय स्थिरता और जैव विविधता संरक्षण में योगदान करते हैं।

संयुक्त राज्य अमेरिका द्वारा आयात शुल्क में वृद्धि

2745. श्री कौशलेन्द्र कुमार:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार को इस बात की जानकारी है कि अमरीका द्वारा 25 प्रतिशत अतिरिक्ति आयात शुल्क लगाए जाने से देश के इस्पात और एल्युमिनियम क्षेत्र प्रभावित हो रहे हैं;
- (ख) क्या सरकार को इस बात की भी जानकारी है कि फार्मा, ऑटो और सेमीकंडक्टर क्षेत्रों पर इसी प्रकार 25 प्रतिशत या उससे अधिक आयात शुल्क लगाए जाने की संभावना है;
- (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (घ) क्या इस वृद्धि के कारण देश में इन सभी क्षेत्रों के प्रभावित होने की संभावना है?

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी):

(क): जी हां, संयुक्त राज्य अमेरिका (यूएसए) के राष्ट्रपति द्वारा 10 फरवरी, 2025 को जारी उद्घोषणा 10896 और 10895 के अनुसार, संयुक्त राज्य सरकार ने 12 मार्च, 2025 से प्रभावी होने के लिए स्टील और एल्यूमीनियम पर 25% आयात शुल्क लगाया है।

(ख): अमेरिकी राष्ट्रपति द्वारा फार्मा, ऑटोमोबाइल और सेमीकंडक्टर क्षेत्रों पर अभी तक कोई घोषणा जारी नहीं की गई है।

(ग): उपर्युक्त भाग (ख) के उत्तर के मद्देनज़र प्रश्न नहीं उठता।

(घ): वाणिज्य विभाग द्वारा दी गई जानकारी के अनुसार, भारत पर उपरोक्त घोषणाओं के प्रभाव की सावधानीपूर्वक जांच और मूल्यांकन किया जा रहा है।

मजदूरों के पलायन को रोकना

2746. श्री राम शिरोमणि वर्मा:

क्या **श्रम और रोजगार मंत्री** यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार के पास कामगारों के पलायन को रोकने के लिए उत्तर प्रदेश के श्रावस्ती लोक सभा निर्वाचन क्षेत्र और बलरामपुर जिले सहित देश के सभी आकांक्षी जिलों में स्थानीय स्तर पर उद्योग स्थापित करने की कोई योजना है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और
- (ग) श्रावस्ती लोक सभा निर्वाचन क्षेत्र और आकांक्षी जिला बलरामपुर सहित उत्तर प्रदेश के ग्रामीण लोक सभा क्षेत्रों से रोजगार की तलाश में पलायन करने वाले लोगों की संख्या का ब्यौरा क्या है?

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री (कुमारी शोभा कारानन्दलाजे):

(क) से (ग): उद्योग राज्य का विषय है। राज्य अपनी विशिष्ट आवश्यकताओं के अनुसार अपनी औद्योगिक नीतियां बनाते हैं। केन्द्र सरकार समय-समय पर उत्तर प्रदेश सहित देश के विभिन्न भागों में औद्योगीकरण को बढ़ावा देने के लिए अनेक पहल करती है और नीतियां बनती है। सरकार ने राज्यों/केंद्र शासित प्रदेशों में औद्योगिक विकास को बढ़ावा देने और सुविधा प्रदान करने के लिए विभिन्न कदम उठाए हैं, जैसे मेक इन इंडिया, स्टार्ट अप इंडिया, पीएम गति शक्ति, राष्ट्रीय अवसंरचना पाइपलाइन (एनआईपी), राष्ट्रीय औद्योगिक गलियारा कार्यक्रम, उत्पादन से जुड़ी प्रोत्साहन योजना (पीएलआई), व्यापार करने में आसानी (ईओडीबी) को बढ़ावा देना और अनुपालन बोझ को कम करना, राष्ट्रीय एकल खिड़की प्रणाली (एनएसडब्ल्यूएस), भारत औद्योगिक भूमि बैंक (आईआईएलबी), प्रत्यक्ष विदेशी निवेश (एफडीआई) में सुधार, परियोजना निगरानी समूह (पीएमजी) आदि। जो देश भर में प्रमुख बुनियादी ढांचा परियोजनाओं की स्थापना सुसाध्य बनाते हैं। इन सभी उपायों से प्रवासी कामगारों के सामने आने वाली समस्याओं में कमी आएगी।

श्रम और रोजगार मंत्रालय ने असंगठित कामगारों का आधार के साथ जुड़ा एक व्यापक राष्ट्रीय डेटाबेस (एनडीयूडब्ल्यू) तैयार करने हेतु दिनांक 26 अगस्त 2021 को ई-श्रम पोर्टल (eshram.gov.in) आरंभ किया है। ई-श्रम पोर्टल का उद्देश्य असंगठित कामगारों को स्व-घोषणा के आधार पर एक यूनिवर्सल एकाउंट नंबर (यूएएन) प्रदान करके पंजीकृत करना और उनकी सहायता करना है। दिनांक 10.03.2025 तक की स्थिति के अनुसार 30.70 करोड़ से अधिक असंगठित कामगारों ने पहले ही ई-श्रम पोर्टल पर पंजीकरण किया है।

मिथिला क्षेत्र का विकास

2747. श्री गोपाल जी ठाकुर:

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या दरभंगा सहित मिथिला क्षेत्र में दर्जनों ऐतिहासिक और धार्मिक स्थल ऐसे हैं जिनका संरक्षण, संवर्धन किए जाने और उन्हें पर्यटन स्थलों के रूप में विकसित किए जाने की संभावना है;

- (ख) क्या सरकार की मिथिला में प्रमुख ऐतिहासिक और धार्मिक स्थलों को मिथिला सर्किट के रूप में विकसित करने की योजना है; और
- (ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क) से (ग): ऐतिहासिक और धार्मिक पर्यटन सहित पर्यटक गंतव्यों और उत्पादों का विकास एवं संवर्धन संबंधित राज्य सरकार/संघ राज्यक्षेत्र प्रशासन द्वारा किया जाता है। पर्यटन मंत्रालय विभिन्न योजनाओं और पहलों के माध्यम से मिथिला क्षेत्र में ऐतिहासिक और धार्मिक पर्यटन सहित देश के विभिन्न पर्यटन उत्पादों का विकास और संवर्धन करके राज्यों/संघ राज्यक्षेत्रों के प्रयासों को संपूरित करता है।

भारतीय पुरातत्व सर्वेक्षण द्वारा प्रदत्त सूचनानुसार, भारतीय पुरातत्व सर्वेक्षण के पटना मंडल के क्षेत्राधिकार में राजा बलि का गढ़, बलिराजगढ़, जिला-मधुबनी नामक एक केन्द्रीय संरक्षित स्मारक है, जिसका संरक्षण और अनुरक्षण इस कार्यालय द्वारा आवश्यकता और निधि की उपलब्धता के अनुसार किया जाता है। इसके अलावा, दो राज्य संरक्षित स्मारक – अहिल्या स्थान, जिला-दरभंगा और हरेश्वरनाथ मंदिर, द्वारका, जिला – मधुबनी की भी राज्य पुरातत्व विभाग, बिहार सरकार द्वारा देख-रेख की जाती है।

पर्यटन मंत्रालय 'स्वदेश दर्शन', 'राष्ट्रीय तीर्थस्थल जीर्णोद्धार एवं आध्यात्मिक विरासत संवर्धन अभियान मिशन (प्रशाद)' और 'पर्यटन अवसंरचना विकास के लिए केंद्रीय एजेंसियों को सहायता' की योजनाओं के तहत बिहार और झारखंड सहित देश में विभिन्न पर्यटन गंतव्यों पर पर्यटन संबंधी अवसंरचना और सुविधाओं के विकास के लिए राज्य सरकारों/संघ राज्यक्षेत्र प्रशासनों/केंद्रीय एजेंसियों को वित्तीय सहायता प्रदान करता है।

भारत सरकार ने चालू वित्त वर्ष, यानी वर्ष 2024-25 के दौरान 'पूँजी निवेश के लिए राज्यों को विशेष सहायता (एसएससीआई) – वैश्विक स्तर पर प्रतिष्ठित पर्यटन केंद्रों का विकास' नामक योजना के तहत

बिहार और झारखंड सहित देश भर में 40 परियोजनाओं को मंजूरी दी है। सहरसा में मत्स्यगंधा झील के विकास की परियोजना के लिए 97.61 करोड़ रुपये की राशि स्वीकृत की गई है।

बिहार और झारखंड में उपर्युक्त योजनाओं के तहत स्वीकृत परियोजनाओं का ब्यौरा संलग्न **विवरण** में दिया गया है।

इस समय मिथिला में प्रमुख ऐतिहासिक और धार्मिक स्थलों को 'मिथिला परिपथ' के रूप में विकसित करने का कोई प्रस्ताव नहीं है। तथापि, पर्यटन मंत्रालय की विभिन्न योजनाओं के तहत वित्तीय सहायता प्राप्त करने के लिए समय-समय पर राज्यों/संघ राज्यक्षेत्रों से प्रस्ताव प्राप्त होते हैं। इन प्रस्तावों को निर्धारित प्रावधानों के पूर्ण होने एवं निधियों की उपलब्धता के अध्यधीन परियोजनाओं का रूप दिया जाता है।

विवरण

(i). बिहार और झारखंड राज्यों में स्वदेश दर्शन योजना के तहत स्वीकृत परियोजनाओं की सूची निम्नानुसार है:

राशि (करोड़ रु. में)

क्र.सं.	राज्य/संघ राज्यक्षेत्र	परिपथ/स्वीकृति वर्ष	परियोजना का नाम	स्वीकृत राशि
1.	बिहार	तीर्थकर परिपथ 2016-17	वैशाली – आरा – मसाद – पटना – राजगीर – पावापुरी - चंपापुरी का विकास	33.96
2.	बिहार	आध्यात्मिक परिपथ 2016-17	कांवरिया मार्ग: सुल्तानगंज – धर्मशाला - देवघर का विकास	44.76
3.	बिहार	बौद्ध परिपथ 2016-17	बौद्ध परिपथ का विकास - बोधगया में कन्वेंशन सेंटर का निर्माण	95.18
4.	बिहार	ग्रामीण परिपथ 2017-18	भित्तिहरवा – चंद्रिया - तुरकौलिया का विकास	44.27
5.	बिहार	आध्यात्मिक परिपथ	मंदार हिल और अंग प्रदेश का विकास	44.55

		2017-18		
6.	झारखंड	इको परिपथ 2018-19	इको पर्यटन परिपथ: दलमा - बेतला नेशनल पार्क – मिरचैया - नेतरहाट का विकास	30.44

(ii). पर्यटन मंत्रालय की प्रशाद योजना के तहत बिहार और झारखंड में स्वीकृत परियोजनाओं की सूची इस प्रकार है:

राशि (करोड़ रु. में)

क्र.सं.	राज्य/संघ राज्यक्षेत्र	परियोजना का नाम	स्वीकृति वर्ष	अनुमोदित लागत
1.	बिहार	पटना साहिब में विकास	2015-16	29.62
2.	बिहार	विष्णुपद मंदिर में मूलभूत सुविधाओं का विकास	2014-15	3.63
3.	झारखंड	बाबा बैद्यनाथ धाम का विकास	2018-19	36.79

(iii). केन्द्रीय एजेंसियों को सहायता की योजना के तहत बिहार में स्वीकृत परियोजनाओं की सूची

क्र.सं.	परियोजना का नाम	राज्य	एजेंसी	स्वीकृति की तिथि	स्वीकृत राशि (लाख रु. में)
1.	बक्सर, बिहार में एक्वा स्क्रीन प्रोजेक्शन और साउंड शो के साथ 3 डी मैपिंग और राम रेखा घाट, बिहार में डायनामिक लाइटिंग और मोटिफ	बिहार	बीईसीआईएल	10-06-2024	599.96

(iv). पूंजी निवेश के लिए राज्यों को विशेष सहायता (एसएएससीआई योजना) के तहत बिहार और झारखंड में स्वीकृत परियोजनाओं की सूची निम्नानुसार है:

राशि (करोड़ रु. में)

क्र.सं.	राज्य	परियोजना का नाम	स्वीकृत लागत
1.	बिहार	सहरसा में मत्स्यगंधा झील का विकास	97.61
2.	बिहार	करमचट में करमचट इको-पर्यटन और एडवेंचर हब	49.51
3.	झारखंड	कोडरमा में तिलैया का इको-पर्यटन विकास	34.87

NEW AI AND DIGITAL LEARNING INSTITUTES

2748. SHRI E.T. MOHAMMED BASHEER:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

(a) the details of the roadmap for setting up of new Artificial Intelligence (AI) and digital learning institutes; and

(b) whether the Government has made any study on the ethical values and artificial intelligence, if so, the finding of the same, if not whether the Government will take steps in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): Recognising the importance of Artificial Intelligence (AI) and digital learning, the Government of India has taken initiatives for setting up of AI Centres of

Excellence (CoE) in Healthcare, Agriculture, and Sustainable Cities. The Budget 2025-26 further announced a new CoE for AI in education. Also, National Programme on Artificial Intelligence (NPAI) Skilling Framework was prepared by Ministry of Skill Development and Entrepreneurship in September 2023. The framework outlines a comprehensive roadmap aimed at enhancing AI skilling across India.

Under the Government of India's Skill India Mission (SIM), the Ministry of Skill Development and Entrepreneurship (MSDE) delivers skill, re-skill and up-skill training through an extensive network of skill development centres under various schemes, viz. Pradhan Mantri Kaushal Vikas Yojana (PMKVY), Jan Sikhshan Sansthan (JSS), National Apprenticeship Promotion Scheme (NAPS) and Craftsman Training Scheme (CTS) through Industrial Training Institutes (ITIs), to all the sections of the society across the country. The SIM aims at enabling youth of India to get future ready, equipped with industry relevant skills including digital technology and artificial intelligence.

To facilitate the integrated use of Artificial Intelligence (AI) and digital learning programs in SIM, MSDE has taken the following steps:

- (i) New training programs have been introduced under PMKVY 4.0 to enhance digital and technical skills among youth. PMKVY 4.0 has focus on new age skills like AI/ML, Web 3.0, etc.
- (ii) Under NAPS, there are approx. 60 private establishments which are currently providing apprenticeship in AI-related courses.

- (iii) Directorate General of Training (DGT) under MSDE has introduced one course 'Artificial Intelligence Programming Assistant (AIPA)' to impart AI-based skill training through Industrial Training Institutes (ITIs) and National Skill Training Institutes (NSTIs).
 - (iv) A micro-credential course "Introduction to Artificial Intelligence (AI)" of 7.5-hour has been developed for all CTS trainees in Industrial Training Institutes (ITIs), in collaboration with industry and academic experts.
 - (v) MSDE has launched Skill India Digital Hub (SIDH) platform, a comprehensive and accessible platform for skill enhancement, offering industry-relevant skill courses, job opportunities, and entrepreneurship support to youth of the country. SIDH offers an extensive array of AI/ML and Digital Tech courses to cater to varying levels of expertise and application, enabling participants to stay at the forefront of AI/ ML technology.
 - (vi) DGT has collaborated with Microsoft India to implement capacity-building training programs for the students of NSTIs and ITIs in the future skills ensuring better preparedness for upcoming jobs.
- (b): Government has conducted a study on need of ethical AI practices based on global research and best practices. As 'Trust' and 'Algorithm soundness' are going to be two major factors in increased usage of AI, the skilling framework created for National Policy of AI by MSDE ensures that 'Ethical AI' is part of every AI course. The AI skilling framework highlights the critical importance of creating a model of Responsible and Ethical AI, which includes transparency, fairness, and privacy. It also puts emphasis on responsible innovation, human oversight and

mitigating biases in AI systems. Additionally, the framework suggests development of governance mechanisms and legal frameworks to ensure responsible and explainable AI innovation for future.

लंबित वन दावे

2749. एडवोकेट गोवाल कागडा पाडवी:

क्या पर्यावरण, वन और जलवायु परिवर्तन मंत्री यह बताने की कृपा करेंगे कि:

- (क) नंदुरबार लोक सभा निर्वाचन क्षेत्र में वन भूमि पर किए गए कितने दावों का निपटान कर दिया गया है और तत्संबंधी ब्यौरा क्या है;
- (ख) नंदुरबार लोक सभा निर्वाचन क्षेत्र में अभी भी लंबित वन दावों का ब्यौरा क्या है और उक्त दावों को कब तक स्वीकृति प्रदान कर दी जाएगी;
- (ग) महाराष्ट्र राज्य सहित पूरे देश में वन भूमि संबंधी निपटान न किए गए कुल दावों की संख्या का राज्यवार ब्यौरा क्या है; और
- (घ) क्या सरकार वन भूमि संबंधी लंबित दावों के निपटान के लिए कोई कदम उठा रही है और यदि हां, तो इस संबंध में उठाए जा रहे कदमों का ब्यौरा क्या है?

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय में राज्य मंत्री; तथा विदेश मंत्रालय में राज्य मंत्री (श्री कीर्ति वर्धन सिंह):

- (क) : महाराष्ट्र राज्य से प्राप्त जानकारी के अनुसार, नंदुरबार लोकसभा निर्वाचन क्षेत्र में अनुसूचित जनजाति और अन्य परंपरागत वन निवासी (वन अधिकारों की मान्यता) अधिनियम, 2006 के अंतर्गत दावों का विवरण इस प्रकार है:

जिले का नाम	व्यक्तिगत वन अधिकार दावों को मंजूरी दी गई	
	सं.	क्षेत्रफल (हे. में)
नंदुरबार	27,213	37,742.76
धुले	39,069	24288.75
कुल	66,282	62,031.51

(ख) से (घ) : राज्य सरकार से प्राप्त जानकारी के अनुसार, नंदुरबार लोकसभा निर्वाचन क्षेत्र में 1925 वन अधिकार दावे लंबित हैं। देश में लंबित व्यक्तिगत और सामुदायिक वन अधिकार दावों का राज्यवार ब्यौरा क्रमशः संलग्न **विवरण-I और II** में दिया गया है।

अनुसूचित जनजाति और अन्य परंपरागत वन निवासी (वन अधिकारों की मान्यता) अधिनियम, 2006 और उसके अंतर्गत नियमों के अनुसार, अधिनियम के कार्यान्वयन की जिम्मेदारी राज्यों/संघ राज्य क्षेत्रों की है। जनजातीय कार्य मंत्रालय अनुसूचित जनजाति और अन्य पारंपरिक वन निवासी (वन अधिकारों की मान्यता) अधिनियम, 2006 के कार्यान्वयन की निगरानी के लिए नोडल मंत्रालय है। जनजातीय कार्य मंत्रालय ने अधिनियम के प्रभावी कार्यान्वयन के लिए राज्य/संघ राज्य क्षेत्र सरकारों को विभिन्न दिशानिर्देश और सलाह जारी की हैं।

विवरण- I

वन भूमि पर व्यक्तिगत वन दावों की कुल संख्या का राज्य / संघ राज्य क्षेत्रवार ब्यौरा, जिनका निपटारा नहीं किया गया है

(31.01.2025 को समाप्त होने वाली अवधि के लिए)

क्रम सं.	राज्य	प्राप्त व्यक्तिगत वन दावों की संख्या	निपटान हेतु लंबित दावों की संख्या
1.	आंध्र प्रदेश	284,870	1,496
2.	असम	148,965	91,640

3.	बिहार	8,022	3,686
4.	छत्तीसगढ़	888,028	12,046
5.	गोवा	9,758	8,769
6.	गुजरात	182,869	84,580
7.	हिमाचल प्रदेश	4,880	4,313
8.	झारखंड	107,032	20,796
9.	कर्नाटक	288,549	24,508
10.	केरल	44,455	2,635
11.	मध्य प्रदेश	585,326	8,209
12.	महाराष्ट्र	397,897	27,743
13.	ओडिशा	691,757	86,235
14.	राजस्थान	113,162	481
15.	तमिलनाडु	33,119	5,384
16.	तेलंगाना	651,822	328,343
17.	त्रिपुरा	200,557	3,841
18.	उत्तर प्रदेश	92,577	68
19.	उत्तराखंड	3,587	0
20.	पश्चिम बंगाल	131,962	185
21.	जम्मू और कश्मीर	33,233	77
कुल		4,902,427	715,035

विवरण- II

वन भूमि पर सामुदायिक वन दावों की कुल संख्या का राज्य / संघ राज्य क्षेत्रवार ब्यौरा, जिनका निपटारा नहीं किया गया है

(31.01.2025 को समाप्त होने वाली अवधि के लिए)

क्रम सं.	राज्य	प्राप्त सामुदायिक वन दावों की संख्या	निपटान हेतु लंबित दावों की संख्या
1.	आंध्र प्रदेश	3,294	8
2.	असम	6,046	4,569
3.	बिहार	0	0

4.	छत्तीसगढ़	53,949	1,449
5.	गोवा	378	362
6.	गुजरात	7,187	64
7.	हिमाचल प्रदेश	539	393
8.	झारखंड	3,724	117
9.	कर्नाटक	5,940	386
10.	केरल	991	434
11.	मध्य प्रदेश	42,187	2,020
12.	महाराष्ट्र	11,259	447
13.	ओडिशा	28,262	19,500
14.	राजस्थान	5,213	207
15.	तमिलनाडु	1,548	64
16.	तेलंगाना	3,427	1,024
17.	त्रिपुरा	164	0
18.	उत्तर प्रदेश	1,162	0
19.	उत्तराखंड	3,091	0
20.	पश्चिम बंगाल	10,119	179
21.	जम्मू और कश्मीर	12,857	69
कुल		201,337	31,058

IMPROVEMENT IN THE CONDITION OF GOVERNMENT SCHOOLS IN RURAL AREAS OF ASPIRATIONAL DISTRICTS

2750. SHRIMATI MALVIKA DEVI:

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

- (a) the steps being taken by the Government to improve the conditions of the Government schools especially in rural areas of aspirational districts;

- (b) the number of Government schools started in the country during the last year and particularly in Odisha especially in Kalahandi and Nuapada districts;
- (c) the steps being taken by the Government for smart classes in the Government schools; and
- (d) the number of Government schools in Odisha having smart classes including Kalahandi and Nuapada districts?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): The Government is actively working towards strengthening Government schools and improving quality of education in rural areas of aspirational districts through different policy measures and programmes such as the Aspirational Districts Programme (ADP) and Samagra Shiksha Scheme.

The Aspirational Districts Programme (ADP), launched in January 2018, aims at rapid and effective transformation of 112 under-developed districts across sectors which are critical for improving quality of life or economic productivity of citizens. The programme focuses on 49 Key Performance Indicators (KPIs) across five key sectors viz; Health and Nutrition, Education, Financial Inclusion and Skill Development, Agriculture and Water Resources, and Basic Infrastructure. Education consists of eight KPIs focussing on learning outcomes as well as infrastructural and institutional indicators, and accounts for 30% weightage in

composite scores used for ranking and tracking performance of aspirational districts through the Champions of Change Dashboard (<http://championsofchange.gov.in/site/coc-home/>).

The broad strategy of the programme is not to run any additional scheme, but to ensure that development works under the existing schemes of Central and State Governments, are implemented effectively in Aspirational Districts through convergence and collaboration, so as to make improvement in the KPIs. Additionally, to instil a sense of healthy competition among district teams for better performance, top performing districts are given performance grants under the programme.

Besides, the Government through the centrally sponsored scheme of Samagra Shiksha prioritizes strengthening and saturation of school infrastructure and facilities such as Science Labs, ICT labs, Smart Classrooms and other facilities in the Government Schools located in the Aspirational Districts.

Special focus on augmenting schooling infrastructure in rural areas and Educationally Backward Blocks/Aspirational Districts is provided under Samagra Shiksha through extensive support for Kasturba Gandhi Balika Vidyalayas (KGBVs), Netaji Subhash Chandra Bose Awasiya Vidyalayas (NSCBAVs), as also through convergence with schemes such as Pradhan Mantri Janjati Adivasi Nyaya Maha Abhiyan (PM-JANMAN) and Dharti Aaba Janjatiya Gram Utkarsh Abhiyan (DAJGUA).

(b) The number of newly established government schools in the country and Odisha, particularly Kalahandi and Nuapada districts, is given in Table-1.

Table-1 Newly established government schools

	Total Government Schools in 2021	Government Schools Established in 2022	Government Schools Established in 2023
India	10,22,386	1,576	1,056
Odisha	49,072	71	4
Kalahandi - Odisha	2170	-	-
Nuapada - Odisha	904	-	-

Source- UDISE+ various reports

(c) and (d): There is a dedicated provision under the Information and Communication Technology (ICT) component of the Samagra Shiksha Scheme, to impart computer literacy and computer-enabled learning to students, by developing and deploying curriculum-based interactive multimedia, digital books, ICT labs, smart classroom etc. across the country. The scheme supports the establishment of smart classrooms in government schools, including support for hardware, educational software and e-content for teaching, through financial assistance to States/UTs. This includes non-recurring grant of Rs. 2.40 lakh for 2 smart classrooms per school and recurring grant of Rs. 38,000/- per school per annum to cater for e-Content and digital resources, charges for electricity, etc. Number of Government schools in Odisha having smart classrooms including Kalahandi and Nuapada districts is given in Table-2.

Table-2 Number of Government schools in Odisha

	Government Schools with Smart Class facility
Odisha	12,505
Kalahandi - Odisha	282
Nuapada - Odisha	193

Source- UDISE+ 2023-24

मध्य प्रदेश में घोघरा के मंदिरों का विकास**2751. डॉ. राजेश मिश्रा:**

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार मध्य प्रदेश के सीधी संसदीय निर्वाचन क्षेत्र में स्थित प्राचीन चंद्रेह शिव मंदिर, घोघरा स्थित चंडी माता मंदिर तथा बीरबल की जन्मस्थली और आस्था के केंद्र बढौरा स्थित शिव मंदिर को आध्यात्मिक पर्यटन स्थल के रूप में विकसित करने का विचार रखती है; और
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क) और (ख): पर्यटन मंत्रालय अपनी केंद्रीय क्षेत्र की योजनाओं 'स्वदेश दर्शन (एसडी)', 'तीर्थस्थल जीर्णोद्धार एवं आध्यात्मिक, विरासत संवर्धन अभियान (प्रशाद)' और 'पर्यटन अवसंरचना विकास के लिए केंद्रीय एजेंसियों को सहायता' के माध्यम से राज्य सरकारों/संघ राज्यक्षेत्र प्रशासनों/केंद्रीय एजेंसियों को वित्तीय सहायता प्रदान करके देश में पर्यटन अवसंरचना विकास के प्रयासों को संपूरित करता है। इन योजनाओं के तहत परियोजनाओं का प्रस्ताव प्रस्तुत करना एक सतत प्रक्रिया है।

मध्य प्रदेश के सीधी संसदीय क्षेत्र में प्राचीन चंद्रेह शिव मंदिर, बीरबल की जन्मस्थली घोघरा में चंडी माता मंदिर और शिव मंदिर, बढौरा को विकसित करने का कोई प्रस्ताव पर्यटन मंत्रालय के विचाराधीन नहीं है।

तथापि, मध्य प्रदेश में 'प्रशाद', 'स्वदेश दर्शन' और 'अवसंरचना विकास के लिए केंद्रीय एजेंसियों को सहायता' नामक योजनाओं के अंतर्गत स्वीकृत परियोजनाओं का ब्यौरा संलग्न **विवरण** में दिया गया है।

विवरण

मध्य प्रदेश में प्रशाद योजना के तहत स्वीकृत परियोजनाओं का विवरण

(करोड़ रु. में)

परियोजना का नाम	स्वीकृत राशि	जारी की गई राशि
अमरकंटक का विकास	49.99	34.73
ओंकारेश्वर का विकास	43.93	43.93

मध्य प्रदेश में प्रशाद योजना के तहत चिह्नित स्थलों का विवरण

क्र.सं.	स्थल/परियोजना
1.	श्री पीताम्बरा पीठ, दतिया जिला
2.	शनिदेव मंदिर, मुरैना जिला

मध्य प्रदेश में स्वदेश दर्शन योजना के तहत स्वीकृत परियोजनाओं का विवरण

क्र.सं.	परिपथ/वर्ष	परियोजना का नाम	स्वीकृत राशि (करोड़ रु. में)
1.	वन्यजीव परिपथ 2015-16	पन्ना - मुकुंदपुर - संजय - डुबरी - बांधवगढ़ - कान्हा - मुक्की - पेंच में वन्यजीव परिपथ का विकास	92.10
2.	बौद्ध परिपथ 2016-17	साँची - सतना - रीवा - मंदसौर - धार का विकास	74.02

3.	विरासत परिपथ 2016-17	ग्वालियर - ओरछा - खजुराहो - चंदेरी - भीमबेटका - मांडू का विकास	89.82
4.	इको परिपथ 2017-18	गांधीसागर बांध - मंडलेश्वर बांध - ओंकारेश्वर बांध - इंदिरा सागर बांध - तवा बांध - बरगी बांध - भेड़ाघाट - बाणसागर बांध - केन नदी का विकास	93.76

मध्य प्रदेश में स्वदेश दर्शन 2.0. योजना के तहत स्वीकृत परियोजनाओं का विवरण

क्र.सं.	गंतव्य	एक्सपीरियंस का नाम	स्वीकृत लागत (करोड़ रु. में)
1.	ग्वालियर	फूलबाग अनुभव क्षेत्र	16.73
2.	चित्रकूट	चित्रकूट में आध्यात्मिक अनुभव	27.21

मध्य प्रदेश में पर्यटन मंत्रालय की चुनौती आधारित गंतव्य विकास योजना के तहत चिह्नित स्थलों की सूची

क्र.सं.	गंतव्य	श्रेणी
1.	मांडू	संस्कृति और विरासत
2.	ओरछा	आध्यात्मिक पर्यटन

मध्य प्रदेश में एसएससीआई के अंतर्गत स्वीकृत परियोजनाओं की सूची

क्र.सं.	परियोजना का नाम	स्वीकृत लागत (करोड़ रु. में)
1.	ओरछा में एक मध्यकालीन वैभव	99.92
2.	भोपाल में एमआईसीई के लिए अंतर्राष्ट्रीय कन्वेंशन सेंटर	99.38

मध्य प्रदेश में अवसंरचना विकास के लिए केंद्रीय एजेंसियों को सहायता योजना के तहत स्वीकृत परियोजनाओं की सूची

(करोड़ रु. में)

परियोजना का नाम	स्वीकृत राशि	जारी की गई राशि (करोड़ रु. में)
आईटीडीसी द्वारा बेलताल झील, दमोह, मध्य प्रदेश में पर्यटन अवसंरचना	2315.30	1008.27

'देखो अपना देश' पहल

2752. श्री सनातन पांडेय:

क्या पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या सरकार ने "देखो अपना देश" पहल के तहत किए गए विभिन्न प्रचार-प्रयासों के परिणामस्वरूप भारतीय नागरिकों में पर्यटन के प्रति जागरूकता और रुचि में वृद्धि दर्ज की है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;
- (ग) क्या सरकार ने "देखो अपना देश" पहल में पीपुल्स च्वाइस पोल के माध्यम से चयनित विभिन्न श्रेणियों में पर्यटन स्थलों को बढ़ावा देने के लिए कोई विशेष योजना बनाई है; और
- (घ) यदि हां, तो उक्त योजनाओं के राज्यवार और पर्यटन-स्थलवार प्रभाव का ब्यौरा क्या है?

संस्कृति मंत्री; तथा पर्यटन मंत्री (श्री गजेन्द्र सिंह शेखावत):

(क) से (घ): पर्यटन मंत्रालय ने देश में घरेलू पर्यटन को बढ़ावा देने के लिए जनवरी 2020 में 'देखो अपना देश' पहल की शुरुआत की थी। इस पहल के तहत, मंत्रालय वेबिनार, क्विज़, शपथ, सेमिनार, पर्यटन संवर्धनात्मक कार्यक्रम, फैम टूर, वेबसाइट, सोशल मीडिया आदि जैसी विभिन्न गतिविधियों के माध्यम से भारत के पर्यटन स्थलों और उत्पादों का संवर्धन करता है।

पर्यटन मंत्रालय ने डिजिटल, सोशल मीडिया, कार्यक्रम, प्रिंट, आउटडोर, एसएमएस और व्हाट्सएप अभियान सहित विभिन्न प्लेटफार्मों के माध्यम से सबसे पसंदीदा पर्यटक आकर्षणों की पहचान करने के लिए नागरिकों के साथ जुड़ने के लिए 'देखो अपना देश' पीपुल्स च्वाइस पोल शुरू किया।

राज्यवार घरेलू पर्यटक यात्रा (डीटीवी) का ब्यौरा संलग्न **विवरण** में दिया गया है।

विवरण

राज्यों/संघ राज्यक्षेत्र-वार घरेलू पर्यटक यात्रा की सूची (डीटीवी)

क्र.सं. .	राज्य/संघ राज्यक्षेत्र	डीटीवी 2020	डीटीवी 2021	डीटीवी 2022	डीटीवी 2023
1	अंडमान एवं निकोबार द्वीप समूह	1,91,207	1,26,238	2,35,061	3,23,189
2	आंध्र प्रदेश	7,08,28,590	9,32,77,569	19,27,16,721	25,47,06,328
3	अरुणाचल प्रदेश	42,871	1,02,915	2,22,437	10,40,601
4	असम	12,66,898	14,09,161	83,82,003	76,12,720
5	बिहार	56,38,024	25,01,193	2,53,30,364	8,15,85,701
6	चंडीगढ़	4,17,953	2,28,809	30,27,165	3,65,591
7	छत्तीसगढ़	28,10,227	47,47,417	2,36,36,291	2,60,22,069
8	दादरा और नगर हवेली और दमन और दीव संघ राज्यक्षेत्र	4,02,395	6,61,222	7,99,602	10,04,327
9	दिल्ली*	95,83,671	1,06,42,477	2,71,86,209	3,94,14,622
10	गोवा	32,58,715	33,08,089	70,11,992	81,75,460
11	गुजरात	1,94,64,517	2,45,25,210	13,58,11,325	17,80,66,579
12	हरियाणा	21,14,731	20,25,450	21,08,496	20,12,162
13	हिमाचल प्रदेश	31,70,714	56,32,270	1,50,70,944	1,59,42,118

14	जम्मू और कश्मीर	25,19,524	1,13,14,920	1,84,99,332	2,06,79,336
15	झारखंड	25,74,704	33,83,642	3,82,84,379	3,57,76,102
16	कर्नाटक	7,74,53,339	8,13,33,659	18,24,13,203	28,41,20,502
17	केरल	49,88,972	75,37,617	1,88,67,414	2,18,71,641
18	लक्षद्वीप	3,462	13,500	22,844	45,796
19	लद्दाख	6,743	3,03,023	5,10,137	7,59,369
20	मध्य प्रदेश	2,35,19,632	2,55,54,067	3,58,48,781	11,19,46,409
21	महाराष्ट्र*	3,92,34,591	4,35,69,238	11,12,97,624	16,13,59,527
22	मणिपुर	49,669	49,371	1,39,518	57,701
23	मेघालय	24,734	1,54,409	9,37,091	13,71,674
24	मिजोरम	30,890	87,232	2,18,420	2,09,087
25	नागालैंड	10,979	23,968	97,431	99,720
26	ओडिशा	46,22,273	37,42,221	78,67,909	97,25,184
27	पुदुचेरी	11,14,942	12,53,213	17,60,480	20,92,076
28	पंजाब	1,66,92,197	2,66,40,429	2,60,89,425	3,57,07,600
29	राजस्थान	1,51,17,239	2,19,88,734	10,83,28,156	17,90,51,925
30	सिक्किम	3,16,408	5,11,669	16,25,573	13,21,169
31	तमिलनाडु	14,06,51,24 1	11,53,36,71 9	21,85,84,846	28,60,11,515
32	तेलंगाना	3,99,97,001	3,20,00,620	6,07,48,425	5,84,47,573
33	त्रिपुरा	1,27,815	1,77,816	2,35,600	3,66,104
34	उत्तर प्रदेश	8,61,22,293	10,97,08,43 5	31,79,13,587	47,85,25,688
35	उत्तराखंड	70,05,264	1,94,34,475	5,46,42,559	5,81,40,578
36	पश्चिम बंगाल	2,88,41,732	2,43,25,984	8,45,42,195	14,56,69,292
	कुल योग	61,02,16,157	67,76,32,98 1	1,73,10,13,53 9	2,50,96,27,035

*अनुमानित डेटा

स्रोत: राज्य/संघ राज्यक्षेत्र पर्यटन विभाग

CRAFT INSTRUCTOR TRAINING SCHEME (CITS)**2753. DR. RANI SRIKUMAR:**

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) the number of individuals from Tamil Nadu trained under the Craft Instructor Training Scheme (CITS) at National Skill Training Institutes (NSTIs) across the country, particularly at the Chennai NSTI, during the last five years;
- (b) the specific trades and disciplines offered at the Chennai NSTI under CITS and whether these align with the industrial and employment needs of the said State;
- (c) if so, the current staffing levels, including the number of instructors and vacancies at the Chennai NSTI and the manner in which it affects the quality and availability of training programmes in the said State;
- (d) the steps taken by the Government to promote awareness about CITS in said State and to ensure that individuals from under-represented regions of the State benefit from the scheme; and
- (e) whether any assessments or feedback mechanisms implemented to measure the impact of CITS programs on employment outcomes and skill development in said State and if so, the details of the findings thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): The Directorate General of Training (DGT) under the Ministry of Skill Development and Entrepreneurship (MSDE), runs the Crafts Instructor Training Scheme (CITS) with an objective to provide comprehensive training, in both hands-on skills and training methodology to the instructor trainees to make them conversant with techniques for training skilled manpower for the industry. CITS is offered through a network of 33 National Skill Training Institutes (NSTIs) (19 Women and 14 General) and 120 Institute for Training of Trainers (IToTs) (109 State Govts and 11 Private owned) across the country.

National Skill Training Institute, Chennai in the state of Tamil Nadu runs the Craft Instructor Training Scheme (CITS) in 13 different trades. In addition, it also runs some courses in the Craftsman Training Scheme (CTS) and the Advanced Vocational Training Scheme (AVTS).

The details of number of trainees trained under the Craft Instructor Training Scheme (CITS) from NSTIs/Institute of Training of Trainers (ITOTs) across the country and particularly in NSTI, Chennai during the last five years is tabulated below-

Sl. No.	Institutes/No of Trainees	2019-20	2020-21	2021-22	2022-23	2023-24
1	All NSTIs and IToTs	8563	9123	8177	9917	9245
2	NSTI Chennai	729	832	589	510	307
3	No. of trainees from Tamil Nadu State trained in NSTI Chennai	07	21	03	75	34

(b):The following courses are offered under the Craft Instructor Training Scheme (CITS) at NSTI, Chennai.

Sl. No.	Trade	Intake capacity
1.	Computer Software Application	75
2.	Draughtsman Civil	25
3.	Electrician	75
4.	Electronics Mechanic	25
5.	Fitter	75
6.	Mechanic Diesel	50
7.	Mechanic Motor Vehicle	50
8.	Plumber	100
9.	Sewing Technology	50
10.	Surveyor	25
11.	Tool and Die Maker	25
12.	Welder	75
13.	Wood Work Technician	25

In addition to CITS, NSTI Chennai also offers various New Age courses under Craftsman Training Scheme (CTS) to make the trainees industry ready.

The details of CTS courses offered at NSTI, Chennai is given below:

Sl. No.	Trade	Intake capacity
1.	Additive Manufacturing Technician (3D Printing)	20
2.	Drone Technician	20
3.	Solar Technician (Electrical)	20
4.	Artificial Intelligence Programming Assistant	24

Additionally, Advance Vocational Training scheme (AVTS) is being run to train the workforce from the industries, PSUs and local bodies to continuously hone the skills of industrial workforce for higher productivity. Under AVTS, 5621 trainees have been trained during the last five years.

(c) :The current staff position at NSTI Chennai is given below:

Sl. No	Post	Sanctioned	Filled	Vacant
1	Training Officer	39	17	22
2	VI/JTA/SK	27	1	26
3	Sr Draughtsman	2	0	2

In order to fill the vacancy of Training Officers /Vocational Instructors, the recruitment process is already initiated.

(d): In order to make the awareness about CITS programme among the individuals, a brochure is printed and publicity is done through advertisement in all major national newspapers in various languages. The NSTI also advertises the courses locally in order to ensure regional participation. The centralised registration process for admission in CITS courses is done through a portal to ensure transparency. To ensure that all sections benefit from CITS programmes, the central government reservation policy is also followed.

Additionally, CITS programmes under Recognition of Prior Learning (RPL) are also run for the existing instructors/trainers of the State Governments.

(e): Though there is no formal assessments or feedback mechanisms to measure the impact of CITS programs on employment outcomes and skill development, the

institutes have Training and Placement cell, which help trainees for On-the-Job (OJT) training, industrial visits, placement in industries through placement drives.

SETTING UP OF ENVIRONMENTAL REGULATOR

2754. PROF. SOUGATA RAY:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether the Government has any proposal to set up an Environmental Regulator at par with Telecom Regulatory Authority of India (TRAI) to look after the environmental issues of the country,
- (b) is so, the details thereof;
- (c) whether the Hon'ble Supreme Court has issued any direction in this regard, if so, the details thereof;
- (d) the details of various existing Environmental Authorities in the country, and
- (e) whether there is controversy among various Environmental Agencies in the country, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a) to (e): The extant Acts, Rules and Notifications provide the necessary administrative and legal framework for appraisal of projects for Environmental Clearance and adjudication of environmental issues through National Green Tribunal and Hon'ble Courts, besides number of measures undertaken to improve

transparency, efficiency and enhancing ease of doing business. The Ministry has filed its response to the directions of the Hon'ble Supreme Court regarding the proposal of Environment Regulator on the basis of which Hon'ble Supreme Court had disposed of the concerned Interlocutory Applications.

The State level Environmental Impact Assessment Authorities (SEIAAs) and State level Expert Appraisal Committees (SEACs) have been constituted in exercise of the powers conferred by sub-section (3) of section 3 of the Environment (Protection) Act, 1986 for decentralisation of the Environment Clearance process for expeditious clearances at the State level. The SEIAAs and SEACs function based on the provisions of the EIA Notification 2006 as amended from time to time. Further, State Pollution Control Boards in States and Pollution Control Committees in Union Territories have been constituted under the provisions of Water (Prevention and Control of Pollution) Act, 1974.

TRAINING GREEN SKILL UNDER PMKVY-4.0

2755. SHRI P. C. MOHAN:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:-

- (a) the details of the number of individuals trained in green skills under Pradhan Mantri Kaushal Vikas Yojana (PMKVY-4.0) in Karnataka so far;
- (b) the employment outcomes of such training programmes;

(c) whether the Government has identified specific sectors in Bengaluru for the creation of green jobs under PMKVY-4.0; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) and (b): Ministry of Skill Development and Entrepreneurship (MSDE) has been successfully implementing its flagship scheme, Pradhan Mantri Kaushal Vikas Yojana (PMKVY), since 2015 to impart skill development training through Short-Term Training (STT) and up-skilling and re-skilling through Recognition of Prior Learning (RPL) to youth across the country, including Karnataka. The objective is to enhance the employability of youth by equipping them with industry-relevant skills, including those related to green jobs.

Under the PMKVY scheme, placements were tracked in the Short-Term Training (STT) component in the first three versions of the PMKVY Scheme which is PMKVY 1.0, PMKVY 2.0 and PMKVY 3.0 implemented from FY 2015-16 to FY 2021-22. Under PMKVY 4.0, the focus was to empower our trained candidates to choose their varied career path and they are suitably oriented for the same. Further various IT tools like skill India Digital Hub (SIDH) also gives this opportunity.

Under PMKVY 4.0, a total of 56,946 candidates have been trained/ oriented in Karnataka including 753 trained/ oriented in Green Jobs.

(c) and (d): Under PMKVY 4.0, trainings are imparted in NSQF (National Skill Qualification Framework) aligned courses across more than 30 sectors, including Green Jobs. Key job roles covered under Green Jobs include Solar PV Installer, Rooftop Solar Grid Engineer, Small Hydro Power Plant Technician, and Green Hydrogen Plant Technician, among others. The identification of job roles is carried out through a collaborative process involving inputs from awarding bodies, Sector Skill Councils, government ministries, and industry stakeholders, while also taking into account regional requirements and approved by NCVET.

Under PMKVY 4.0, 10,409 candidates have been trained/ oriented in Bengaluru Urban district including 512 candidates trained specifically in Green Jobs as on 31.12.2024.

PRADHAN MANTRI KAUSHALKENDRAS

2756. SHRI THARANIVENTHAN M. S.:

Will the Minister of **SKILL DEVELOPMENT AND ENTREPRENEURSHIP** be pleased to state:

- (a) the features of the Pradhan Mantri Kaushal Kendras (PMKKs) Scheme along with the number of PMKKs currently operational in the Tamil Nadu State;
- (b) the total number of candidates trained and certified under the PMKKs in Tamil Nadu along with the sectors offered these training programmes;
- (c) the financial allocation for the establishment and operation of PMKKs in Tamil Nadu and the extent to which these funds utilized so far;

- (d) the steps taken by the Government to ensure that the PMKKs are equipped with the necessary infrastructure, trainers and industry-relevant curricula to provide quality skill development; and
- (e) the impact of the PMKKs in improving the employability and employment rates of candidates who have undergone training in Tamil Nadu?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a): The Pradhan Mantri Kaushal Kendra (PMKK) has been set up as a state-of-the-art model training center, providing aspirational and high-quality skill training. These centers focus on industry-driven training aligned with the National Skills Qualifications Framework (NSQF). PMKKs are designed to maintain standard infrastructure, including smart classrooms, biometric attendance systems, and dedicated counselling and placement support. At present, a total of 23 PMKKs are operational in the Tamil Nadu State.

(b): Under Pradhan Mantri Kaushal Vikas Yojna (PMKVY), 89,411 candidates have been trained/oriented by PMKKs in Tamil Nadu, whereas 69,105 candidates have been certified in the State. These training have been conducted in 24 sectors such as Apparel, Automotive, Construction, Electronics and Hardware, Green Jobs, Healthcare, IASC, Iron and Steel, IT-ITeS, Leather, Life Sciences, Logistics, Telecom and Tourism and Hospitality.

(c): To establish 31 PMKKs in Tamil Nadu, financial support of ₹14.15 Crore has been provided in the form of loans.

(d): The extant guidelines for setting up of PMKK provides certain parameters which ensure that PMKKs are equipped with the necessary infrastructure, modern training labs and upgraded facilities. Additionally, mandatory Accreditation and Affiliation (AandA) is also in place to ensure the adherence of required infrastructure at the PMKKs. To enhance the quality of trainers, each trainer has to undergo mandatory Training of Trainers (ToT) program. The curricula is designed and updated in collaboration with industry experts to align market demands, covering emerging skills and sector-specific needs.

(e): Under PMKVY scheme, placements were tracked in the Short-Term Training (STT) component in the first three versions of the Scheme which is PMKVY 1.0, PMKVY 2.0 and PMKVY 3.0 implemented from FY 2015-16 to FY 2021-22. The placement rate of STT certified candidates trained under PMKVY 2.0 by PMKKs in Tamil Nadu was 56%. However, the same was decreased to 47% under PMKVY 3.0 because of wide spread disruption in economy due to COVID 19 pandemic.

Under PMKVY 4.0, the focus is to empower our trained candidates to choose their varied career path and they are suitably oriented for the same.

PENDING ENVIRONMENTAL CLEARANCE

2757. SHRI K. GOPINATH:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether the Government is aware that several environmental clearances have been delayed due to legal hurdles, particularly in cases involving violations;
- (b) if so, the details of the projects which have been impacted in the last three years and the current year;
- (c) the steps proposed by the Government to address these delays and resolve the legal hurdles promptly; and
- (d) whether the Government has adopted any specific measures or policy reforms to streamline the clearance process and prevent such delays in the future and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a)to(d): The Government of India has issued Environment Impact Assessment (EIA) Notification, 2006 under the powers conferred by sub-section (1) and clause (v) of sub-section (2) of section 3 of the Environment (Protection) Act, 1986. As per the aforesaid notification dated 14th September, 2006, construction of new projects or activities or the expansion or modernization of existing projects or activities listed in the Schedule of the Notification entailing capacity addition with

change in process and or technology shall be undertaken in any part of India only after prior environmental clearance from the Central Government or as the case may be, by the State level Environment Impact Assessment Authority, duly constituted by the Central Government under sub-section (3) of section 3 of the Environment (Protection) Act, 1986. The environmental clearances granted by the Central Government or by the State Environmental Impact Assessment Authorities (SEIAAs) are issued only after following the detailed procedure laid down in the aforesaid notification which, *interalia*, involves screening (only for category 'B' projects and activities), scoping, public consultation and appraisal at the Central level or at the State level as the case may be, before placing to the competent authority for final decision.

The Government of India has also enacted the National Green Tribunal Act, 2010 for effective and expeditious disposal of cases relating to environmental protection and conservation of forests and other national resources including enforcement of any legal right relating to environment and giving relief and compensation for damages to persons and property and for matters connected there with or incidental thereto. The appeal against the decision of the competent authority at the Central and or at the State level regarding grant of prior environmental clearance or otherwise lies primarily with the NGT which has its Principal Bench at Delhi and Benches at Pune, Chennai, Bhopal and Kolkatta. Writ Petitions/ PIL/ Appeals etc. are also filed before the Hon'ble High Court and Hon'ble Supreme Court regarding various projects and activities forming part of the EIA Notification, 2006 as amended which have impact on the related Project Activities. As of now,

there are 199 cases which have been filed in the NGT; 32 cases in Supreme Court and 70 cases in High Court. These cases also include cases pertaining to non-compliance of the provisions of EIA Notification, 2006, as amended in respect of projects/ activities, which are otherwise eligible for grant of prior EC. The procedure laid down by the Ministry to deal with such cases of non-compliance of EIA Notification, 2006, as amended, is currently sub-judice.

The Government has been taking necessary steps as per the due procedure to resolve the legal hurdles. In addition, Ministry has, in recent past, undertaken many systemic reforms to streamline the clearance process both through the technological intervention, upgrading the PARIVESH (Single Window Portal providing end to end online solution) portal and Policy reforms through amendments in the EIA Notification 2006 such as delegating powers to SEIAAs for Mining, Irrigation and Power projects, standardizing Terms of Reference (ToR), increasing the validity of ToR/EC, allowing flexibility in baseline data collection before ToR approval, and reforms in Public Hearing process.

EDUCATION PROPOSALS RECEIVED FROM MAHARASHTRA

2758. SHRI ANUP SANJAY DHOTRE:

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

- (a) the total number of proposals received by the Government from the State Government of Maharashtra relating to education during the last three years;
- (b) the total number of proposals approved/lying pending out of them; and

(c) the time by which the pending proposals are likely to be approved by the Government?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP; AND MINISTER OF STATE IN THE MINISTRY OF EDUCATION (SHRI JAYANT CHAUDHARY):

(a) to (c): Education is in the concurrent list of the Constitution, and, majority of the schools and implementation of intervention/activities in schools comes under the domain of respective State and UT Governments.

Under the scheme of Samagra Shiksha, PM Shri, PM Poshan, STARS and ULLAS the annual plans are prepared by the States and UTs based on their requirements and priorities as per the components mentioned in the Samagra Shiksha framework and this is reflected in their respective Annual Work Plan and Budget (AWP and B) Proposals. These plans are then appraised and approved/estimated by the Project Approval Board (PAB) in the Department of School Education and Literacy in consultation with the States and UTs as per the programmatic and financial norms of the respective scheme, and physical and financial progress of the State for the interventions approved earlier. Based on the approved AWP and B, the Central Share under Samagra Shiksha is released to the respective State Government in two or more instalments as per financial norms and not district-wise or component-wise. Furthermore, it is upon the State to use the fund as per its priority and needs. The proposals for 2025-26 are being approved currently. Details of the scheme of this Ministry is as under:

Samagra Shiksha

Department had launched Samagra Shiksha – an Integrated Scheme for School Education by subsuming the erstwhile Centrally Sponsored Schemes of Sarva Shiksha Abhiyan (SSA), Rashtriya Madhyamik Shiksha Abhiyan (RMSA) and Teacher Education (TE) from 2018-19. The Samagra Shiksha scheme has now been aligned with the recommendations of NEP 2020 and has been continued for a period of five years with effect from 01.04.2021 to 31.03.2026. The details of Centre share released under Samagra Shiksha Scheme in the State of Maharashtra for the last three years and current year are as follows:

The details of central share of approved PAB proposal and Centre share released under Samagra Shiksha Scheme in the State of Maharashtra for the last three years and current year are as follows:

(Rs. in Crore)

State	Year	Approval(Central Share)	Central Share Releases
Maharashtra	2021-22	1013.70	693.02
	2022-23	1234.18	900.00
	2023-24	1317.43	998.79
	2024-25	1321.89	769.12

Strengthening Teaching-Learning and Results for States (STARS)

The Strengthening Teaching-Learning and Results for States (STARS) Program is being implemented as a centrally sponsored scheme in six states namely Himachal Pradesh, Madhya Pradesh, Rajasthan, Maharashtra, Odisha, and Kerala over a

period of 5 years, i.e., from F.Y. 2020-21 to F.Y. 2024-25. The project envisages improving student outcomes in the selected States and the governance of school education the selected States. The targeted beneficiaries of the project are the children from the age of 3 to 18 years (pre-school to class XII) Education institutions and Teachers.

The details of approved PAB proposal and Centre share released under STARS Scheme in the State of Maharashtra for the last three years and current year are as follows:

(Figures in INR Crores)

State	Year	Approval	Approval(Central Share)	Central Releases
Maharashtra	2021-22	129.80	77.88	24.71
	2022-23	155.15	93.09	22.46
	2023-24	335.45	201.27	156.26
	2024-25	532.4	319.44	75.36

PM SHRI Schools

PM SHRI Schools are set up by strengthening the existing schools from amongst schools managed by Central government/State/UT Government/local bodies. These schools are to showcase all the initiatives of National Education Policy 2020 and emerge as exemplar schools over a period of time, and also offer leadership to other schools in the neighbourhood. They provide leadership in their respective regions in providing high-quality education in an equitable, inclusive and joyful school environment that takes care of the diverse background, multilingual needs,

and different academic abilities of children and makes them active participants in their own learning process as per the vision of NEP 2020.

Under the PM SHRI Scheme, a total number of 827 schools are selected from the state of Maharashtra which includes 207 primary schools, 468 elementary schools, 110 secondary schools and 42 senior secondary schools.

The details of approved PAB proposal and Centre share released for PM SHRI Scheme in the state of Maharashtra for FY 2023-24 and FY 2024-25 are as follows:

(Rs. in Crores)

State	Year	Approval	Approval(Central Share)	Central Releases as on (03/03/2025)
Maharashtra	2023-24	211.35	126.81	63.42
	2024-25	504.63	302.77	71.00

PM USHA (erstwhile (Rashtriya Uchchatar Shiksha Abhiyan (RUSA))

The government has launched the third phase of Rashtriya Uchchatar Shiksha Abhiyan (RUSA) in June 2023 in the form of Pradhan Mantri Uchchatar Shiksha Abhiyan (PM-USHA) with an outlay of Rs. 12926.10 crore for the period 2023-24 to 2025-26 to cater to needs of educationally unserved/underserved areas.

Under PM-USHA, the proposals were submitted by the State of Maharashtra after due diligence and consideration of the proposals received from the state funded universities and colleges. All the proposals received from the state were placed before Project Approval Board (PAB) for its consideration and approval. After due deliberation and discussion, the PAB approved 61 proposals under various

components for an amount of Rs.814.24 crore. Currently, there is no pending proposal of the state under the scheme.

ULLAS – New India Literacy Programme (NILP)

ULLAS, which stands for Understanding of Lifelong Learning for All in Society, is centrally sponsored scheme, aligns with the National Education Policy (NEP) 2020 and to implemented from 2022-23 to 2026-27. It aims to provide educational opportunities to persons aged 15 and above who have missed formal schooling and are non-literates.

The details of central share of approved PAB proposal and Centre share released under ULLAS Scheme in the State of Maharashtra for the year 2022-23 to 2024-25 are as follows:

(Rs. in Lakh)

State	Year	Approval (Central Share)	Central Share Releases
Maharashtra	2022-23	756.69	567.52
	2023-24	1398.17	Nil*
	2024-25	1398.17	Nil

*Due to low pace of expenditure

PM-POSHAN

Pradhan Mantri Poshan Shakti Nirman (PM POSHAN) Scheme is one of the foremost rights based Centrally Sponsored Schemes implemented in partnership with the States and UTs. The overall responsibilities for providing cooked and nutritious meal to the eligible children lies with the State Governments and Union

Territory Administrations. The States and UTs fix their menu as per their local needs, in order to meet the prescribed nutritional content.

The details of central share of approved PAB proposal and Centre share released under PM POSHAN Scheme in the State of Maharashtra for the last three years and current year are as follows:

(Rs. in Lakh)

State	Year	Approval(Central Share)	Central Releases as on (07/03/2025)
Maharashtra	2021-22	121547.20	49075.07
	2022-23	106981.63	159240.67
	2023-24	109955.50	79372.10
	2024-25	132919.98	42744.56

PULPWOOD PLANTATIONS BY MYSORE PAPER MILLS LTD.

2759. SHRI B. Y. RAGHAVENDRA:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether the Government has received any proposal for approval of Management Plan for managing pulpwood plantations raised by Mysore Paper Mills Ltd. in forest area leased to the company from Karnataka State Government, if so, the details thereof;
- (b) whether the Government is aware of loss of revenue to Mysore Paper Mills Ltd., due to not approving the Management plan;

- (c) if so, whether the management plan has been approved by the Government, if so, the details in this regard, if not, the specific reasons for its rejection or delay; and
- (d) the steps proposed by the Government to resolve this issue and to ensure that Mysore Paper Mills Ltd. can manage and utilise the pulpwood plantations in the leased forest area?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

- (a) to (d): A Management Plan for managing pulpwood plantations raised by Mysore Paper Mills Ltd. for the period 2022-23 to 2028-29 was submitted by State Government of the Karnataka, vide letter dated 26.08.2024, to the Regional Office (Southern Zone), Ministry of Environment Forest and Climate Change for approval.

On receipt of the proposal, the Regional Office (Southern Zone), vide letter dated 5.11.2024, requested the State Government of Karnataka to take necessary approval of the Central Government for renewal of lease under Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 prior to said management plan. The proposal for diversion of forest land for non-forestry purpose/grant the lease is processed online through PARIVESH (Pro Active a Responsive facilitation by

Interactive and Virtuous Environmental Single window Hub) portal. As per the information available on the said portal, the Central Government has not received any proposal for ex-post facto renewal of lease of forest land given to the Mysore Paper Mills Ltd. (MPM) Bhadravathi from the Government of Karnataka. As of now, the Mysore Paper Mills Ltd. (MPM) is required to submit the proposal on PARIVESH portal.

The State Government of Karnataka has also informed that harvest of plantation is not possible on account of non-approval of the management plan.

BAN ON CHINESE MANJHA

2760. SHRI GURJEET SINGH AUJLA:

Will the Minister of **ENVIRONMENT, FOREST AND CLIMATE CHANGE** be pleased to state:

- (a) whether the Government is aware of the continued use and availability of banned sharp kite-flying threads/Chinese Dor/Manjha, in the State of Punjab and other parts of the country despite the notification prohibiting their manufacture, sale, storage, supply, import and use;
- (b) the number of human deaths/accidents due to Chinese Dor/Manjha;
- (c) the steps taken by the Government to ensure strict enforcement of ban hazardous kite-flying threads and to prevent violations by manufacturers, distributors and retailers in the country including Punjab;

- (d) whether the Government has issued any specific guidelines or directives to States for promotion of eco-friendly alternatives like biodegradable cotton threads and establishment of monitoring mechanisms to prevent accidents, deaths and environmental damage, if so, the details thereof;
- (e) the details of number of cases registered/penalties imposed for violations of ban during the last three years, State-wise including Punjab; and
- (f) whether the Government has any plans to introduce any nationwide awareness campaigns to curb this menace effectively, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE; AND MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI KIRTI VARDHAN SINGH):

(a) to (f): 18 States/ UTs have issued prohibitory orders under Environment (Protection) Act, 1986, Prevention of Cruelty to Animal Act, 1960, the Wildlife (Protection) Act, 1972 and Indian Penal Code, etc to ban manufacturing, sale, storage, purchase and use of Chinese manjha/ nylon/glass coated/synthetic thread for kite flying. 05 States/UTs have confirmed that no manufacturing unit is available in their respective States pertaining to Chinese manjha/ nylon/synthetic/glass-coated thread.

The Ministry of Environment, Forest and Climate Change (MoEFandCC) vide letter dated 23.02.2023 has requested the Chief Secretaries of the remaining 18 States/UTs to take appropriate measures and issue prohibitory orders for banning

the manufacture, sale, storage, purchase and use of Chinese manjha/ nylon/synthetic/ glass-coated thread for kite flying. Further, MoEFandCC vide letter dated 23.02.2023 has also requested Central Pollution Control Board (CPCB) to take appropriate measures and issue prohibitory orders in this regard. Implementation of the directions are undertaken by respective States/UTs.

CPCB, vide letter dated 27.03.2023, issued the following directions to all State Pollution Control Boards (SPCBs) / Pollution Control Committees (PCCs) under Section 18 (1) (b) of the Water (Prevention and Control of Pollution) Act, 1974 and the Air (Prevention and Control of Pollution) Act, 1981 to ensure strict enforcement of ban of use of Chinese Manjha and to prevent violation by manufacturers:

- i. to prohibit the manufacture, sale, storage, purchase and use of Chinese Manjha/nylon/ synthetic material/ glass coated thread used for kite flying;
- ii. to ensure that existing units with valid Consent to Operate (CTO) shall not manufacture or produce Chinese Manjha/nylon/synthetic/glass-coated thread for kite flying;
- iii. to ensure submission of Annual Self-declaration statement by "Synthetic fibre including rayon, tyre cord, polyester filament yarn" manufacturing units that they are supplying their product only to valid users and not to any entity involved in manufacturing Chinese manjha/nylon/ synthetic material/ glass coated thread for kite flying; and
- iv. to give wide publicity about ban on manufacture, sale, storage, purchase and use of Chinese Manjha/nylon/ synthetic material/ glass coated thread used for kite flying through local newspaper/media etc.

Department of Science, Technology and Environment, Government of Punjab, vide notification no. 3/25/23-STE4/293 dated 05.07.2023, has issued directives under Section 5 of the Environment (Protection) Act, 1986 regarding complete ban on the manufacture, sale, storage, purchase, supply, import, and use of flying threads made from nylon, plastic, or any other synthetic material, including Chinese Manjha within the State of Punjab. The ban also extends to any synthetic kite flying thread coated with non-biodegradable substances, as well as any kite flying thread that is sharp or made sharp by coating with glass, metal, or other sharp materials.

Punjab Pollution Control Board (PPCB), vide letter dated 24.11.2023, has written to various Departments, namely requested Police, Home Affairs, Local Government, Rural Development and Panchayat, Personnel, Forests and Wildlife Preservation and Deputy Commissioners, to direct the authorised/ officials to ensure the implementation of the notification dated 05.07.2023 and to take cognizance of the violation regarding usage of Chinese Manjha, its manufacturing, sale and storage.

There is no unit in the State of Punjab manufacturing or producing Chinese Manjha/nylon/synthetic material/glass coated thread for kite flying. There are 2 industries which are manufacturing synthetic fibre including rayon, tyre cord, polyester filament yarn and all the industries have submitted Annual Self Declaration that they are supplying their product only to valid users and not to any entity involved in manufacturing Chinese Manjha, nylon/synthetic material/glass coated thread for kite flying. CPCB directions dated 27.03.2023 and State Government Notification dated 05.07.2023 have been circulated among all the

industrial associations and micro/ small scale/ tyre cord/ polyster filament yarn manufacturing units for compliance in the State of Punjab.

Director General of Police has been requested to make necessary arrangements for vigorous checking/ inspection at Inter-State border to eliminate any possibility of entry of banned Chinese Manjha in the State of Punjab from the neighbouring States.

12.00 hrs

माननीय अध्यक्ष : माननीय सदस्यगण, मुझे कई माननीय सदस्यों द्वारा कुछ विषयों पर स्थगन प्रस्ताव की सूचनाएं प्राप्त हुई हैं।

... (व्यवधान)

माननीय अध्यक्ष : माननीय सदस्य, आप अपनी सीट पर आकर बोलें।

... (व्यवधान)

माननीय अध्यक्ष : जिन माननीय सदस्यों की स्थगन-प्रस्ताव की सूचनाएं प्राप्त हुई हैं, उनमें श्री राजेश रंजन, श्री इमरान मसूद, श्रीमती कनिमोझी करुणानिधि, श्री बी. मणिकम टैगोर, श्री विजयकुमार उर्फ विजय वसंत, श्री कोडिकुन्नील सुरेश, श्री नीरज मौर्य, श्री सौगत राय, श्री के. सी. वेणुगोपाल, श्री बैन्नी बेहनन, डॉ. मोहम्मद जावेद के नाम हैं। मैंने स्थगन प्रस्ताव की किसी भी सूचना के लिए अनुमति प्रदान नहीं की है।

... (व्यवधान)

SHRI KODIKUNNIL SURESH (MAVELIKKARA): Speaker Sir, you should at least allow the Zero Hour. ... (*Interruptions*)

माननीय अध्यक्ष : सुरेश जी, आप मणिकम टैगोर जी के जैसा मत बनिए, आप सीनियर व्यक्ति हैं।

... (व्यवधान)

12.02 hrs

PAPERS LAID ON THE TABLE

माननीय अध्यक्ष: अब पत्र सभा पटल पर रखे जाएंगे।

आइटम नम्बर - 2, श्री गजेन्द्र सिंह शेखावत।

THE MINISTER OF CULTURE; AND MINISTER OF TOURISM (SHRI GAJENDRA SINGH SHEKHAWAT): I rise to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Salar Jung Museum, Hyderabad, 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 Salar Jung Museum, Hyderabad, for the year 2023-2024.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT2276/18/25]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of The Asiatic Society Kolkata, Kolkata, 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 Asiatic Society Kolkata, Kolkata, for the year 2023-2024.
- (4) Statement (Hindi and English versions) showing reasons for delay in

laying the papers mentioned at (3) above.

[Placed in Library, See No. LT2277/18/25]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of The Asiatic Society of Mumbai and The Library of the Asiatic Society of Mumbai, Mumbai, 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 Asiatic Society of Mumbai and The Library of the Asiatic Society of Mumbai, Mumbai, for the year 2023-2024.

[Placed in Library, See No. LT2278/18/25]

**THE MINISTER OF STATE OF THE MINISTRY OF LAW AND JUSTICE; AND
MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI
ARJUN RAM MEGHWAL):** I rise to lay on the Table a copy each of the following Statements (Hindi and English versions) showing Action Taken by the Government on the assurances, promises and undertakings given by the Ministers during various Sessions of Sixteenth, Seventeenth and Eighteenth Lok Sabhas:-

SIXTEENTH LOK SABHA

1. Statement No. 28 Ninth Session, 2016

[Placed in Library, See No. LT2279/18/25]

2. Statement No. 25 Tenth Session, 2016

[Placed in Library, See No. LT2280/18/25]

3. Statement No. 27 Twelfth Session, 2017
[Placed in Library, See No. LT2281/18/25]
4. Statement No. 20 Fourteenth Session, 2018
[Placed in Library, See No. LT2282/18/25]

SEVENTEENTH LOK SABHA

5. Statement No. 19 Sixth Session, 2021
[Placed in Library, See No. LT2283/18/25]
6. Statement No. 13 Seventh Session, 2021
[Placed in Library, See No. LT2284/18/25]
7. Statement No. 11 Ninth Session, 2022
[Placed in Library, See No. LT2285/18/25]
8. Statement No. 8 Tenth Session, 2022
[Placed in Library, See No. LT2286/18/25]
9. Statement No. 9 Eleventh Session, 2023
[Placed in Library, See No. LT2287/18/25]
10. Statement No. 6 Twelfth Session, 2023
[Placed in Library, See No. LT2288/18/25]
11. Statement No. 6 Fourteenth Session, 2023
[Placed in Library, See No. LT2289/18/25]
12. Statement No. 5 Fifteenth Session, 2024
[Placed in Library, See No. LT2290/18/25]

EIGHTEENTH LOK SABHA

13. Statement No. 3

Second Session, 2024

[Placed in Library, See No. LT2291/18/25]

14. Statement No. 2

Third Session, 2024

[Placed in Library, See No. LT2292/18/25]

कौशल विकास और उद्यमशीलता मंत्रालय के राज्य मंत्री; तथा शिक्षा मंत्रालय में राज्य मंत्री (श्री जयंत चौधरी) : अध्यक्ष जी, मैं, निःशुल्क और अनिवार्य बाल शिक्षा का अधिकार अधिनियम, 2009 की धारा 38 की उप-धारा (3) के अंतर्गत निःशुल्क और अनिवार्य बाल शिक्षा का अधिकार (संशोधन) नियम, 2024 जो दिनांक 21 दिसंबर, 2024 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 777(अ) में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ।

[Placed in Library, See No. LT2293/18/25]

वित्त मंत्रालय में राज्य मंत्री (श्री पंकज चौधरी) : अध्यक्ष महोदय, मैं निम्नलिखित पत्र सभा पटल पर रखता हूँ : -

(1) विदेशी मुद्रा प्रबंध अधिनियम, 1999 की धारा 48 के अंतर्गत निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-

(एक) विदेशी मुद्रा प्रबंध (निक्षेप) (पांचवां संशोधन) विनियम, 2025 जो दिनांक 15 जनवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या फेमा 5(आर)(5)/2025-आरबी में प्रकाशित हुए थे।

(दो) विदेशी मुद्रा प्रबंध (भारत में निवासी व्यक्ति द्वारा विदेशी मुद्रा खाते) (पांचवां संशोधन) विनियम, 2025, जो दिनांक 15 जनवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या फेमा 10(आर)(5)/2025-आरबी में प्रकाशित हुए थे।

- (तीन) विदेशी मुद्रा प्रबंध (भुगतान माध्यम और गैर-ऋण लिखतों की रिपोर्टिंग) (तीसरा संशोधन) विनियम, 2025 जो दिनांक 15 जनवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या फेमा 395(3)/2025-आरबी में प्रकाशित हुए थे।
- (चार) विदेशी मुद्रा प्रबंध (प्राप्ति और भुगतान की रीति) (संशोधन) विनियम, 2025 जो दिनांक 10 फरवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या फेमा 14(आर)(1)/2025-आरबी में प्रकाशित हुए थे।

[Placed in Library, See No. LT2294/18/25]

- (2) भारतीय प्रतिभूति और विनियम बोर्ड अधिनियम, 1992 की धारा 31 के अंतर्गत निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-
- (एक) भारतीय प्रतिभूति और विनियम बोर्ड (भेदिया व्यापार का प्रतिषेध) (तीसरा संशोधन) विनियम, 2024 जो दिनांक 5 दिसंबर, 2024 के भारत के राजपत्र में अधिसूचना संख्या सेबी/एलएडी-एनआरओ/जीएन/2024/215 में प्रकाशित हुए थे।
- (दो) भारतीय प्रतिभूति और विनियम बोर्ड (निवेश सलाहकार) (दूसरा संशोधन) विनियम, 2024 जो दिनांक 16 दिसंबर, 2024 के भारत के राजपत्र में अधिसूचना संख्या सेबी/एलएडी-एनआरओ/जीएन/2024/219 में प्रकाशित हुए थे।
- (तीन) भारतीय प्रतिभूति और विनियम बोर्ड (अनुसंधान विश्लेषक) (तीसरा संशोधन) विनियम, 2024 जो दिनांक 16 दिसंबर, 2024 के भारत के राजपत्र में अधिसूचना संख्या सेबी/एलएडी-एनआरओ/जीएन/2024/220 में प्रकाशित हुए थे।
- (चार) अधिसूचना संख्या सेबी/एलएडी-एनआरओ/जीएन/2025/223, जो 3 जनवरी, 2025 के भारत के राजपत्र में प्रकाशित हुई थी तथा जिसके द्वारा उसमें उल्लिखित भारतीय प्रतिभूति और विनियम बोर्ड (प्रतिभूति बाजारों में सहयोजित

व्यक्तियों का प्रमाणीकरण) विनियम, 2007 में यथापरिभाषित सहयोजित व्यक्तियों की किसी भी श्रेणी के लिए, प्रमाणन की आवश्यकता को अधिसूचित किया गया है।

(पांच) भारतीय प्रतिभूति और विनियम बोर्ड (निक्षेपागार और सहभागी) (संशोधन) विनियम, 2025 जो दिनांक 10 फरवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या सेबी/एलएडी-एनआरओ/जीएन/2025/225 में प्रकाशित हुए थे।

(छह) भारतीय प्रतिभूति और विनियम बोर्ड (मध्यवर्ती) (संशोधन) विनियम, 2025 जो दिनांक 10 फरवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या सेबी/एलएडी-एनआरओ/जीएन/2025/226 में प्रकाशित हुए थे।

[Placed in Library, See No. LT2295/18/25]

(3) भारतीय प्रतिभूति और विनियम बोर्ड अधिनियम, 1992 की धारा 31 तथा प्रतिभूति संविदा (विनियमन) अधिनियम, 1956 की धारा 31 की उप-धारा (3) के अंतर्गत प्रतिभूति संविदा (विनियमन) (स्टॉक एक्सचेंज और समाशोधन निगम) (संशोधन) विनियम, 2025 जो 10 फरवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या फा.सं. सेबी/एलएडी-एनआरओ/जीएन/2025/227 में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT2296/18/25]

(4) भारतीय प्रतिभूति और विनियम बोर्ड अधिनियम, 1992 की धारा 31 के अंतर्गत, निक्षेपागार अधिनियम, 1996 की धारा 27 के अंतर्गत तथा प्रतिभूति संविदा (विनियमन) अधिनियम, 1956 की धारा 31 की उप-धारा (3) के अंतर्गत भारतीय प्रतिभूति और विनियम बोर्ड (निवेशक चार्टर) (संशोधन) विनियम, 2025, जो दिनांक 10 फरवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या फा.सं. सेबी/एलएडी-एनआरओ/जीएन/2025/228 में

प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) ।

[Placed in Library, See No. LT2297/18/25]

- (5) निक्षेप बीमा और प्रत्यय गारंटी निगम अधिनियम, 1961 की धारा 50 की उप-धारा (4) के अंतर्गत निक्षेप बीमा और प्रत्यय गारंटी निगम साधारण (संशोधन) विनियम, 2024 जो दिनांक 3 फरवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या फा.सं. 2275/01.01.013/2024-25 में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) ।

[Placed in Library, See No. LT2298/18/25]

- (6) सीमाशुल्क अधिनियम, 1962 की धारा 159 के अंतर्गत निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण):-

(एक) सा.का.नि. 136(अ) जो दिनांक 13 फरवरी, 2025 के भारत के राजपत्र में प्रकाशित हुए थे तथा जिनके द्वारा दिनांक 01 फरवरी, 2021 की अधिसूचना संख्या 11/2021-सीमाशुल्क में कतिपय संशोधन किए गए हैं तथा एक व्याख्यात्मक ज्ञापन ।

(दो) सा.का.नि. 141(अ) जो दिनांक 20 फरवरी, 2025 के भारत के राजपत्र में प्रकाशित हुए थे तथा जिनके द्वारा दिनांक 30 जून, 2017 की अधिसूचना संख्या 50/2017-सीमाशुल्क में कतिपय संशोधन किए गए हैं तथा एक व्याख्यात्मक ज्ञापन ।

(तीन) का.आ. 590(अ) जो दिनांक 31 जनवरी, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो अंतर्राष्ट्रीय मूल्यों के आधार पर खाद्य तेलों, सोना, चांदी, पीतल-स्क्रेप और सुपारी पर टैरिफ मूल्य के संशोधन के बारे में है तथा एक व्याख्यात्मक ज्ञापन ।

- (चार) का.आ. 817(अ) जो दिनांक 14 फरवरी, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो अंतर्राष्ट्रीय मूल्यों के आधार पर खाद्य तेलों, सोना, चांदी, पीतल-स्क्रेप और सुपारी पर टैरिफ मूल्य के संशोधन के बारे में है तथा एक व्याख्यात्मक ज्ञापन।
- (पांच) का.आ. 1065(अ) जो दिनांक 28 फरवरी, 2025 के भारत के राजपत्र में प्रकाशित हुआ था तथा जो खाद्य तेलों, सोना, चांदी, पीतल-स्क्रेप और सुपारी पर अंतर्राष्ट्रीय मूल्यों के आधार पर टैरिफ मूल्य में संशोधन के बारे में है तथा एक व्याख्यात्मक ज्ञापन।
- (छह) समुद्री कार्गो मैनीफेस्ट और ट्रांसशिपमेंट (पहला संशोधन) विनियम, 2025, जो दिनांक 15 जनवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. संख्या 35(अ) में प्रकाशित हुए थे, तथा एक व्याख्यात्मक ज्ञापन।
- (7) उपर्युक्त (6) की मद संख्या (तीन, चार और पांच) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलंब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library, See No. LT2299/18/25]

- (8) सीमाशुल्क टैरिफ अधिनियम, 1975 की धारा 9क की उप-धारा (7) के अंतर्गत अधिसूचना संख्या सा.का.नि.146(अ), जो दिनांक 25 फरवरी, 2025 के भारत के राजपत्र में प्रकाशित हुई थी तथा जिसका आशय डीजीटीआर द्वारा जारी सनसेट समीक्षा अंतिम निष्कर्ष के अनुसरण में चीन जनवादी गणराज्य में उद्भूत अथवा वहां से निर्यातित 'सभी रूपों में सक्करीन' के आयात पर 5 वर्षों के लिए प्रतिकारी शुल्क के उद्ग्रहण को जारी रखना है, की एक प्रति (हिंदी तथा अंग्रेजी संस्करण) तथा एक व्याख्यात्मक ज्ञापन।

[Placed in Library, See No. LT2300/18/25]

(9) आयकर अधिनियम, 1961 की धारा 296 के अंतर्गत निम्नलिखित अधिसूचनाओं की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) :-

- (एक) आयकर (पहला संशोधन) नियम, 2025 जो दिनांक 21 जनवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि.67(अ) में प्रकाशित हुए थे।
- (दो) आयकर (दूसरा संशोधन) नियम, 2025 जो दिनांक 27 जनवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 76(अ) में प्रकाशित हुए थे।
- (तीन) आयकर (तीसरा संशोधन) नियम, 2025 जो दिनांक 7 फरवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 121 (अ) में प्रकाशित हुए थे।
- (चार) आयकर (चौथा संशोधन) नियम, 2025 जो दिनांक 9 फरवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 125 (अ) में प्रकाशित हुए थे।
- (पांच) आयकर (पांचवां संशोधन) नियम, 2025 जो दिनांक 24 फरवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 145 (अ) में प्रकाशित हुए थे।

[Placed in Library, See No. LT2301/18/25]

सूक्ष्म, लघु और मध्यम उद्यम मंत्रालय में राज्य मंत्री; तथा श्रम और रोजगार मंत्रालय में राज्य मंत्री

(कुमारी शोभा कारान्दलाजे) : अध्यक्ष जी, मैं निम्नलिखित पत्र सभा पटल पर रखती हूँ :-

- (1) कर्मचारी भविष्य निधि संगठन, नई दिल्ली के वर्ष 2021-2022 और 2022-2023 के समेकित वार्षिक लेखाओं की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) तथा उन पर लेखापरीक्षा प्रतिवेदन।
- (2) उपर्युक्त (1) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलम्ब के कारण दर्शाने वाला

विवरण (हिन्दी तथा अंग्रेजी संस्करण) ।

[Placed in Library, See No. LT2302/18/25]

- (3) कर्मचारी भविष्य निधि संगठन, नई दिल्ली के वर्ष 2023-2024 के वार्षिक प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) ।
- (4) उपर्युक्त (3) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलम्ब के कारण दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण) ।

[Placed in Library, See No. LT2303/18/25]

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI SUKANTA MAJUMDAR): I rise to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Central Sanskrit University, 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 Central Sanskrit University, New Delhi, for the year 2023-2024.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT2304/18/25]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the National Sanskrit University, Tirupati, for the year 2023-2024.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of

the National Sanskrit University, Tirupati, for the year 2023-2024, together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Sanskrit University, Tirupati, for the year 2023-2024.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT2305/18/25]

- (5)
 - (i) A copy of the Annual Report (Hindi and English versions) of the Maharshi Sandipani Rashtriya Vedavidya Pratishthan, Ujjain, for the year 2023-2024.
 - (ii) A copy of the Annual Accounts (Hindi and English versions) of the Maharshi Sandipani Rashtriya Vedavidya Pratishthan, Ujjain, for the year 2023-2024, together with Audit Report thereon.
 - (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Maharshi Sandipani Rashtriya Vedavidya Pratishthan, Ujjain, for the year 2023-2024.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, See No. LT2306/18/25]

- (7)
 - (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Information Technology, Una, 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 Indian Institute of Information Technology, Una, for the year 2023-2024.
- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, See No. LT2307/18/25]

- (9) (i) A copy of the Annual Report (Hindi and English versions) of the National Commission for Minority Educational Institutions, New Delhi, for the year 2023-2024.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the National Commission for Minority Educational Institutions, New Delhi, for the year 2023-2024, together with Audit Report thereon.
- (iii) Memorandum of Action Taken (Hindi and English versions) on the recommendations contained in the Annual Report of the National Commission for Minority Educational Institutions, New Delhi, for the year 2023-24.

[Placed in Library, See No. LT2308/18/25]

- (10) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Bhunaneswar, Khordha, for the year 2023-2024.

- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Bhunaneswar, Khordha, for the year 2023-2024, together with Audit Report thereon.
 - (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Bhunaneswar, Khordha, for the year 2023-2024.
- (11) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (10) above.

[Placed in Library, See No. LT2309/18/25]

- (12) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Kharagpur, Kharagpur, for the year 2023-2024.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Kharagpur, Kharagpur, for the year 2023-2024, together with Audit Report thereon.
 - (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Kharagpur, Kharagpur, for the year 2023-2024.
- (13) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (12) above.

[Placed in Library, See No. LT2310/18/25]

- (14) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Kanpur, Kanpur, for the year 2023-2024.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Kanpur, Kanpur, for the year 2023-2024, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Kanpur, Kanpur, for the year 2023-2024.
- (15) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (14) above.

[Placed in Library, See No. LT2311/18/25]

- (16) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Hyderabad, Hyderabad, for the year 2023-2024.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Hyderabad, Hyderabad, for the year 2023-2024, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Hyderabad, Hyderabad, for the year 2023-2024.
- (17) Statement (Hindi and English versions) showing reasons for delay in

laying the papers mentioned at (16) above.

[Placed in Library, See No. LT2312/18/25]

- (18) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Guwahati, Guwahati, for the year 2023-2024.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Guwahati, Guwahati, for the year 2023-2024, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Guwahati, Guwahati, for the year 2023-2024.
- (19) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (18) above.

[Placed in Library, See No. LT2313/18/25]

- (20) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Mandi, Kamand, for the year 2023-2024.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Mandi, Kamand, for the year 2023-2024, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology

Mandi, Kamand, for the year 2023-2024.

- (21) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (20) above.

[Placed in Library, See No. LT2314/18/25]

- (22) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Information Technology Tiruchirappalli, Tiruchirappalli, 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 Indian Institute of Information Technology Tiruchirappalli, Tiruchirappalli, for the year 2023-2024.

- (23) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (22) above.

[Placed in Library, See No. LT2315/18/25]

- (24) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology, Rourkela, 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 Technology, Rourkela, for the year 2023-2024.

- (25) Statement (Hindi and English versions) showing reasons for delay in

laying the papers mentioned at (24) above.

[Placed in Library, See No. LT2316/18/25]

- (26) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Goa, Goa, 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 Technology Goa, Goa, for the year 2023-2024.
- (27) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (26) above.

[Placed in Library, See No. LT2317/18/25]

- (28) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology, Raipur, 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 Technology, Raipur, for the year 2023-2024.
- (29) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (28) above.

[Placed in Library, See No. LT2318/18/25]

- (30) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Arunachal Pradesh, Jote, 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 Technology Arunachal Pradesh, Jote, for the year 2023-2024.

- (31) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (30) above.

[Placed in Library, See No. LT2319/18/25]

कॉरपोरेट कार्य मंत्रालय में राज्य मंत्री; तथा सड़क परिवहन और राजमार्ग मंत्रालय में राज्य मंत्री (श्री हर्ष मल्होत्रा) : आदरणीय अध्यक्ष जी, मैं कंपनी अधिनियम, 2013 की धारा 469 के अंतर्गत कंपनी (प्रोस्पेक्टस और प्रतिभूतियों का आबंटन) संशोधन नियम, 2025 जो 12 फरवरी, 2025 के भारत के राजपत्र में अधिसूचना संख्या सा.का.नि. 131(अ) में प्रकाशित हुए थे, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ।

[Placed in Library, See No. LT2320/18/25]

12.03 hrs

STANDING COMMITTEE ON DEFENCE

7th to 10th Reports

श्री राधा मोहन सिंह (पूर्वी चम्पारण) : महोदय, मैं रक्षा संबंधी स्थायी समिति के निम्नलिखित प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूँ : -

- (1) 'सामान्य रक्षा बजट, सीमा सड़क संगठन, भारतीय तटरक्षक, रक्षा सम्पदा संगठन, भूतपूर्व सैनिक कल्याण तथा रक्षा अनुसंधान और विकास संगठन (मांग सं. 19, 20 और 21)' के बारे में रक्षा मंत्रालय की वर्ष 2025-26 की अनुदानों की मांगों के संबंध में रक्षा संबंधी

स्थायी समिति का 7वां प्रतिवेदन (18वीं लोक सभा) ।

- (2) 'थल सेना, वायु सेना, नौ सेना, संयुक्त स्टाफ, भूतपूर्व सैनिक अंशदायी स्वास्थ्य योजना और सशस्त्र बल चिकित्सा सेवाएं महानिदेशालय (मांग सं. 20 और 21)' के बारे में रक्षा मंत्रालय की वर्ष 2025-26 की अनुदानों की मांगों के संबंध में रक्षा संबंधी स्थायी समिति का 8वां प्रतिवेदन (18वीं लोक सभा) ।
- (3) 'रक्षा सेवाओं, रक्षा आयोजना, खरीद नीति और रक्षा पेंशन संबंधी पूंजीगत परिव्यय (मांग सं. 21 और 22)' के बारे में रक्षा मंत्रालय की वर्ष 2025-26 की अनुदानों की मांगों के संबंध में रक्षा संबंधी स्थायी समिति का 9वां प्रतिवेदन (18वीं लोक सभा) ।
- (4) 'सरकारी क्षेत्र के रक्षा उपक्रमों, आयुध निदेशालय (समन्वय और सेवाएं – नए डीपीएसयू), गुणवत्ता आश्वासन महानिदेशालय, वैमानिकी गुणवत्ता आश्वासन महानिदेशालय और राष्ट्रीय कैडेट कोर (मांग सं. 20 और 21)' के बारे में रक्षा मंत्रालय की वर्ष 2025-26 की अनुदानों की मांगों के संबंध में रक्षा संबंधी स्थायी समिति का 10वां प्रतिवेदन (18वीं लोक सभा) ।

12.3½ hrs

STANDING COMMITTEE ON EXTERNAL AFFAIRS

5th Report

SHRI ARUN GOVIL (MEERUT): I rise to present the Fifth Report (Hindi and English versions) of the Standing Committee on External Affairs (Eighteenth Lok Sabha) on "Demands for Grants of the Ministry of External Affairs for the year 2025-26".

12.04 hrs

**STANDING COMMITTEE ON SOCIAL JUSTICE AND EMPOWERMENT
5th and 6th Reports**

SHRI P. C. MOHAN (BANGALORE CENTRAL): I rise to present the following Reports (Hindi and English versions) of the Standing Committee on Social Justice and Empowerment (2024-25):-

1. Fifth Report of the Standing Committee on Social Justice and Empowerment (2024-25) on “Demands for Grants (2025-26)” of the Ministry of Social Justice and Empowerment (Department of Social Justice and Empowerment).
2. Sixth Report of the Standing Committee on Social Justice and Empowerment (2024-25) on “Demands for Grants (2025-26)” of the Ministry of Social Justice and Empowerment (Department of Empowerment of Persons with Disabilities).

12.4½ hrs

**ELECTION TO COMMITTEE
Court of University of Delhi**

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION; AND MINISTER OF STATE IN THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI SUKANTA MAJUMDAR): On behalf of Shri Dharmendra Pradhan, I rise to move the following:-

“That in pursuance of Statute 2(1)(xix) and (3) of Statutes of the University of Delhi, the members of this House do proceed to elect, in such manner, as the Speaker may direct, two members from amongst themselves to serve as members of the Court of University of Delhi subject to the other provisions of the Statutes.”

माननीय अध्यक्ष : प्रश्न यह है :

“कि दिल्ली विश्वविद्यालय के परिनियमों के परिनियम 2 (1) (उन्नीस) और (3) के अनुसरण में, इस सभा के सदस्य, ऐसी रीति से, जैसा कि अध्यक्ष निदेश दें, परिनियमों के अन्य उपबंधों के अध्यक्षीन दिल्ली विश्वविद्यालय की कोर्ट के सदस्यों के रूप में कार्य करने के लिए अपने में से दो सदस्य निर्वाचित करें।”

प्रस्ताव स्वीकृत हुआ।

माननीय अध्यक्ष : माननीय सदस्यगण, रेल मंत्रालय के माननीय कैबिनेट मंत्री जी को राज्य सभा में जवाब देना है, इसलिए शून्य काल 12 बजे से साढ़े 12 बजे तक चलेगा। साढ़े 12 बजे के बाद कुछ देर माननीय मंत्री जी रुकेंगे, उसके बाद राज्य मंत्री जी रुकेंगे और राज्य सभा में जवाब देने के बाद वापस कैबिनेट मंत्री जी यहां पर आ जाएंगे। इसलिए आज शून्य काल में एक-एक मिनट में अपनी बात कहिए। ... (व्यवधान) आज अपनी बात एक-एक मिनट में समाप्त कर लीजिए और शून्य काल में दिए गए विषयों पर ही बोलें। अगर आपको विषय को परिवर्तन करना है तो चेयर को दें और चेयर अगर आपको सहमति देती है तो ही आप उस विषय को उठा सकते हैं।

अब शून्य काल - प्रो. वर्षा एकनाथ गायकवाड़।

प्रो. वर्षा एकनाथ गायकवाड़ (मुम्बई उत्तर-मध्य) : अध्यक्ष महोदय, मैं महाबोधि महाविहार अधिनियम, 1949 को रद्द कर गया स्थित महाबोधि मंदिर का प्रबंधन बौद्ध समाज को सौंपने के संबंध में शून्य काल

में अपनी बात कहना चाहती हूँ।

माननीय अध्यक्ष महोदय, बिहार राज्य के गया में स्थित महाबोधि महाविहार बौद्ध धर्म का अत्यंत पवित्र तीर्थस्थल है, जहाँ भगवान गौतम बुद्ध जी को बोधि प्राप्त हुई थी। यह स्थान न केवल भारत बल्कि पूरे विश्व के बौद्ध समाज के लिए आस्था और श्रद्धा का केंद्र है। महाबोधि महाविहार प्रबंधन अधिनियम, 1949 के तहत इस महाविहार का प्रबंधन एक ट्रस्ट बोर्ड करता है, जहां महाबोधि मंदिर प्रबंधन बोधगया टेंपल मैनेजमेंट कमेटी (BTMC) के माध्यम से चलाया जाता है। इसमें चार बौद्ध प्रतिनिधि और चार अन्य समाज के प्रतिनिधि होते हैं तथा अध्यक्ष पद पर जिलाधिकारी नियुक्त होते हैं। यह व्यवस्था अन्य धार्मिक स्थलों की तुलना में अनुचित और बौद्ध समाज के प्रति अन्यायपूर्ण प्रतीत होती है।

महोदय, मुझे यह कहना है कि देश में स्थित सभी मस्जिदों का प्रबंधक मुस्लिम समाज के लोग होते हैं, चर्च के प्रबंधक ईसाई समाज के होते हैं, गुरुद्वारों के प्रबंधक सिख समाज के होते हैं तथा मंदिरों का प्रबंधन हिंदू समाज द्वारा किया जाता है तो फिर बौद्धों के सबसे पवित्र स्थल महाबोधि महाविहार का प्रबंधन पूरी तरह से बौद्ध समाज को क्यों नहीं सौंपा जा सकता? महाबोधि मंदिर बौद्ध धर्म का स्थल है, इस स्थिति में प्रबंधन का अधिकार बौद्ध समुदाय को मिलना चाहिए। ... (व्यवधान)

श्री राजकुमार रोट (बांसवाड़ा) : अध्यक्ष महोदय, वर्तमान में मनरेगा योजना मूल उद्देश्यों से भटक रही है। पिछले चार-पांच सालों के अंदर मनरेगा योजना के तहत जो नियम लागू किए गए हैं, वे कहीं न कहीं मनरेगा योजना को कमजोर करने के लिए लाए गए हैं। महोदय, मनरेगा योजना के अंदर मेट कारीगरों का भुगतान नहीं हो रहा है। जो नियम लागू किए गए हैं, उनकी वजह से रोजगार गारंटी अधिनियम के तहत जो लाभार्थी हैं, वे लाभ नहीं ले पा रहे हैं। महोदय, आप तो भलीभांति जानते हैं कि हमारा कल्चर रहा है कि जेठ और ससुर के सामने बहू घूंघट नहीं हटाती है। लेकिन मनरेगा योजना में यह लाया गया है कि आँखों से स्क्रीनिंग किया जाएगा और महिलाओं का घूंघट उठा कर आँखों द्वारा हाज़िरी ली जाती है। यह हमारी संस्कृति को खत्म करने का नियम लागू किया गया है। महोदय, मेरा मूल रूप से अनुरोध है कि मेट कारीगरों का छह से सात माह तक वेतन भुगतान नहीं किया गया है उनका भुगतान समय पर किया जाए। ... (व्यवधान)

SHRI M. K. RAGHAVAN (KOZHIKODE): Sir, NITC being one of the country's premier institutions, decisions concerning it must be made with utmost transparency. I would like to highlight that the individual appointed as Dean, bypassing the level of HoD, had made a controversial public statement in 2024, praising the assassin of Mahatma Gandhi. I quote: "Proud of Godse for saving India". This statement led to an FIR being registered against the person and an investigation is currently underway. Unfortunately, she was elevated for this critical statement of hers. I wish to know what message this will give to the nation as a whole.

श्री आनंद भदौरिया (धौरहरा) : अध्यक्ष महोदय, मैं अपने लोक सभा क्षेत्र धौरहरा के विधान सभा क्षेत्र हरगांव और धौरहरा में हर वर्ष आ रही विनाशकारी बाढ़ की विभीषिका के स्थायी समाधान की तरफ सरकार का ध्यान आकृष्ट करना चाहता हूँ।

अध्यक्ष महोदय, आखिर क्या कारण है कि आजादी के बाद लगातार बाढ़ की विभीषिका का कोई स्थायी समाधान नहीं निकाला जाता है? हर वर्ष मुआवजे के नाम पर प्रशासनिक अधिकारी बंटर्बांट करते हैं। उसमें हजारों करोड़ों रुपये की लूट होती है। तटबंध बनाने के नाम पर हर वर्ष हजारों करोड़ों रुपये की लूट होती है। क्या सरकार को इसके स्थायी समाधान की तरफ नहीं बढ़ना चाहिए?

अध्यक्ष जी, हमारे क्षेत्र में एक बांध है, जिसका निर्माण कार्य हो रहा है। वहां तटबंध का निर्माण हो रहा है। जो पुराना अलाइनमेंट था, हमारा आपसे अनुरोध है कि उसी अलाइनमेंट को रखा जाए, जिससे क्षेत्र के तमाम लोगों को लाभ मिल सके।

अध्यक्ष जी, स्थायी समाधान के लिए डैम बनाने का काम हो, बिजली का काम हो, नदी को चैनलाइज करने का काम हो, इसके साथ ही बांध का निर्माण किया जाए।

अध्यक्ष जी, इतने कम समय में पूरी बात नहीं आ पा रही है। लेकिन, आपसे मेरा अनुरोध है कि बाढ़ का स्थायी समाधान के लिए सरकार प्रयास दिया। आपने मुझे समय दिया, इसके लिए बहुत-बहुत

धन्यवाद ।

CAPTAIN VIRIATO FERNANDES (SOUTH GOA): Hon. Speaker Sir, in 1989, the then Prime Minister Shri Rajiv Gandhi brought the 89th Amendment. It was passed in the Lok Sabha, but not in the Rajya Sabha. The idea was to strengthen the Panchayati Raj institution. Subsequently, in 1992, the 73rd Amendment was passed. The subjects that were there in the 11th Schedule of the Amendment were: health, education, fisheries, drinking water and sanitation. But till today, the 73rd Amendment has not been implemented in Goa. Gram Sabhas are passing resolutions against the ill-conceived laws that are being brought in Goa. Our rivers, forests and agricultural land are getting converted for crony capitalists. Goa is getting converted into a coal hub. I request the Government to implement the 73rd Amendment at the earliest.

श्री अरुण गोविल (मेरठ) : माननीय अध्यक्ष महोदय, आज यह चिंता का विषय है कि बैंकों में डिपॉजिट बढ़ने की रफ्तार क्यों कम हो रही है । देश की आम जनता बैंकों को कुबेर का खजाना मानती रही है । ऐसे में जब नवभारत टाइम्स जैसा प्रतिष्ठित अखबार 20 अगस्त, 2024 को यह खबर छापता है कि रिजर्व बैंक के गवर्नर शक्ति कांत दास ने बैंकों में घटते डिपॉजिट पर हाल ही में चिंता जतायी । जब केंद्रीय वित्त मंत्री श्रीमती निर्मला सीतारमण ने भी इस बात पर चिंता जताते हुए बैंकों से डिपॉजिट बढ़ाने के लिए विशेष अभियान चलाने को कहा तो देश की जनता हैरानी में डूब गई । अब रिजर्व बैंक ऑफ इंडिया देश के बैंकों की मदद के लिए एक लाख करोड़ रुपये के बॉण्ड जारी कर रहा है, ताकि फाइनेंशियल मार्केट में लिक्विडिटी बढ़े ।... (व्यवधान)

माननीय अध्यक्ष: आपकी मांग क्या है?

श्री अरुण गोविल (मेरठ) : महोदय, मेरी यही डिमांड है कि बैंकों का जो डिपॉजिट है, उसके बारे में अब बैंकों में यह कहा जा रहा है कि आप इंश्योरेंस ले लीजिए । बैंकों का डिपॉजिट इंश्योरेंस की वजह से कम

होते चला जा रहा है। इश्योरेंस वालों को बैंक्स बहुत सारी सुविधाएं दे रही हैं। मैं आदरणीय वित्त मंत्री जी से अनुरोध करता हूं कि बैंकों से बैंक का काम कराया जाए और इश्योरेंस कंपनियों से इश्योरेंस का काम कराया जाए। बैंकों पर इश्योरेंस का लोड बढ़ने के कारण बैंक डिपॉजिट बढ़ने की रफ्तार कम हो गई है। इससे भविष्य में आदरणीय प्रधानमंत्री जी की महत्वाकांक्षी योजनाओं को फाइनैस करने में समस्या आ सकती है। इसलिए बैंकों को बीमा के काम से अविलंब मुक्त करा दिया जाए। धन्यवाद।

***SHRI THARANIVENTHAN M. S. (ARANI):** Hon. Speaker Sir, Vanakkam.

Arani, referred as king among Silk hubs, is situated in Tiruvannamalai district of Tamil Nadu. Arani remains a district headquarters as well as an important industrial hub of Tamil Nadu. Arani is known for silk weaving mills and agriculture. Arani is also called as the 'Silk City'. Major source of income of Arani is from rice production and by weaving of silk sarees. There are more than 300 rice mills in this area which are engaged in rice production. Silk weavers having expertise in silk saree production live in large scale in this Arani city. As a result of mechanization, people have changed to use of powerloom. Arani is also a city earning more revenue in Tiruvannamalai district. Arani silk is world famous.

Due to the negative impact in the livelihood of weaving sector, many people do not even prefer their children in getting married to a family of weavers. Arani is also known for handlooms. Besides pure silk is used for weaving high quality silk sarees. GST is levied for the raw material used in this traditional silk production. GST is also levied for rice sold in retail sector, whereas GST is not levied for procurement of rice sold under wholesale. I therefore urge upon the Union

* English translation of the speech originally delivered in Tamil.

Government that GST should not be levied for 25 kg rice bags meant for public purpose. Thank you.

***SHRI G. SELVAM (KANCHEEPURAM):** Hon. Speaker Sir, Vanakkam.

Tamil Nadu has been deprived of funds for the last 3 years under the Mahatma Gandhi National Rural Employment Guarantee (MGNREGA) Scheme. As per the demand of Hon. Chief Minister of Tamil Nadu and respectable leader of Dravidian Model of Government, I urge upon you that the man-days under this MNREGA Scheme should be increased from the present 100 to 150 man-days. I also urge upon you that the wages per day under MNREGA should be increased from Rs.300 to Rs.400. There is a pending amount of Rs.120 crore under MNREGA to be released to Kanchipuram and Chengalpattu districts in my Kanchipuram parliamentary constituency. I therefore request the Union Government to immediately release Rs.120 Crore which is pending under MNREGA for Kanchipuram and Chengalpattu districts of Tamil Nadu. Thank you.

एडवोकेट गोवाल कागडा पाडवी (नन्दुरबार) : स्पीकर सर, आपने मुझे बोलने का अवसर दिया, इसके लिए मैं आपको धन्यवाद देता हूँ। हम विकसित भारत की बात करते हैं। हम बात करते हैं कि देश बदलना है। मुझे लगता है कि देश बदलता जा रहा है। मेरा वह विषय नहीं है। मैं इस बात पर बात करना चाहता हूँ कि विदेश में नस्लीय नफरत और नस्लीय रुढ़िवादिता भारतीय नागरिकों के बारे में बढ़ गई है। 6 महीने पहले एक कनाडियन महिला का एक वीडियो आया था, जिसमें एक भारतीय मूल निवासी के खिलाफ उसने कहा था कि वापस अपने देश चले जाओ। इसी तरह, 3 महीने पहले एक महिला ने वीडियो बनाया था, जिसमें उस महिला ने दीवाली मनाने की बात पर भारतीयों लोगों के बारे में अभद्र

* English translation of the speech originally delivered in Tamil.

टिप्पणी की थी। आस्ट्रेलियन क्रिकेट स्टेडियम में भी ऐसी ही एक बात हुई थी। ... (व्यवधान)

श्री दरोगा प्रसाद सरोज (लालगंज) : आदरणीय अध्यक्ष महोदय, मैं सदन के माध्यम से आपसे, आपकी अनुमति से एक सवाल करना चाहूंगा।

माननीय अध्यक्ष : सवाल मत करिए।

श्री दरोगा प्रसाद सरोज : मैं आपकी जानकारी में लाना चाहता हूँ।

माननीय अध्यक्ष : एक मिनट, बैठिए। सदन में कभी भी स्पीकर से सवाल नहीं पूछते हैं। अब आप बोलिए।

श्री दरोगा प्रसाद सरोज : मान्यवर, मैं क्षमा चाहूंगा। आपके माध्यम से 7/8/2024 को संसद भवन में मेरे द्वारा नियम 377 के तहत एक प्रश्न विद्युत आपूर्ति के बारे में पूछा गया। सदन को गुमराह किया गया कि मैं 48 घंटे के अंदर ट्रांसफार्मर लगा देता हूँ। यह बिल्कुल असत्य है।

माननीय अध्यक्ष : बिजली का ट्रांसफार्मर लगवाना राज्य का विषय है। केन्द्र सरकार थोड़े न ही ट्रांसफार्मर लगाने जाएगी।

... (व्यवधान)

श्री दरोगा प्रसाद सरोज : अनेक स्थानों पर दो से तीन महीनों में ट्रांसफार्मर लगाए जाते हैं।... (व्यवधान) ट्रांसफार्मर लगाने के लिए केंद्र सरकार की ओर से क्या अलग से कोई पैसा दिया जाता है? मंडल अभियंता कहता है कि... (व्यवधान) फिर मैं ट्रांसफार्मर लगाऊंगा।... (व्यवधान)

माननीय अध्यक्ष : श्री बिद्युत बरन महतो।

श्री बिद्युत बरन महतो (जमशेदपुर) : अध्यक्ष महोदय, मैं आज इस सभा में झारखंड राज्य के सुवर्णरेखा बहुउद्देशीय परियोजना के संबंध में एक महत्वपूर्ण विषय को रखना चाहता हूँ। यह परियोजना प्रधानमंत्री कृषि सिंचाई योजना के अंतर्गत AIBP के तहत भारत सरकार द्वारा वित्त पोषित की जा रही है। इस परियोजना की कुल लागत 14,959 करोड़ रुपये है और इसका उद्देश्य झारखंड राज्य के किसानों को सिंचाई सुविधा प्रदान करना है, जो कि राज्य के अधिकांश गरीब आदिवासी और स्थानीय छोटे किसानों की जनसंख्या के लिए अत्यंत महत्वपूर्ण है। सुवर्णरेखा परियोजना को वर्ष 2011-12 में PMKSY के

तहत केंद्र सरकार ने स्वीकृति दी थी। इसके लिए केंद्रीय राशि 616 करोड़ रुपये जारी की जानी है। हालांकि, परियोजना की लागत में वृद्धि के कारण, राज्य सरकार को अतिरिक्त राशि की आवश्यकता है। ... (व्यवधान)

माननीय अध्यक्ष : श्री इमरान मसूद।

श्री इमरान मसूद (सहारनपुर) : माननीय अध्यक्ष जी, आपका धन्यवाद। जनपद सहारनपुर में नेफ्रोलॉजी और ऑन्कोलॉजी विभाग से संबंधित मरीजों की संख्या में निरंतर वृद्धि हो रही है। वर्तमान में मरीजों को निकटतम चंडीगढ़ या दिल्ली जाना पड़ता है। मेरा आपसे अनुरोध है कि किसी भी योजना के अंदर इसको शामिल किया जाए, क्योंकि बेसिक इन्फ्रास्ट्रक्चर वहां पर मौजूद है। वहां पर नेफ्रोलॉजी, ऑन्कोलॉजी, आर्थोपैडिक और कार्डियक सर्जरी आदि सुविधाओं के लिए शेख-उल-हिंद मौलाना महमूद हसन मेडिकल कॉलेज में इन्फ्रास्ट्रक्चर पहले से मौजूद है। इन सुविधाओं को सम्मिलित करने के लिए आप सरकार को निर्देशित करने का काम करें कि किसी योजना में इसका समावेश किया जाए, ताकि वहां पर मरीजों को इन सुविधाओं का लाभ मिल सके। ... (व्यवधान)

SHRI LAVU SRIKRISHNA DEVARAYALU (NARASARAOPET): Sir, I want to place on record five datapoints. The first one is this. There is a huge amount of FDI coming into the healthcare system. The second datapoint is this. We are the largest producer and consumer of sugar. The third datapoint is this. The ultra-processed food is growing at almost 13 per cent every year. The fourth datapoint is this. We are becoming the cancer capital. The fifth datapoint is this. We are having the highest number of diabetic patients. Even the Prime Minister has mentioned about it.

The gist of it is that our country as whole is becoming unhealthy because of huge consumption of processed food with the highest sugar content. My request is this. UK has done a layered tax system. It is because of that, in the last three

years, they put down sugar content in the foods and beverages by 29 per cent. So, I request the Health Ministry and also the Finance Ministry to look at it so that zero sugar drinks and foods can have 12 per cent GST, low to moderate sugar drinks can have 18 per cent GST plus cess, and high sugar drinks and high-processed foods can have 28 per cent GST plus cess. Thank you, Sir.

श्री मनीष जायसवाल (हजारीबाग) : माननीय अध्यक्ष महोदय, मैं आपके माध्यम से सरकार का ध्यान झारखंड के एक बहुत ही विशेष परियोजना की ओर दिलाना चाहता हूं। इस डैम का निर्माण वर्ष 1955 में हुआ। तिलैया डैम और कोनार डैम की वजह से हजारों गांव विस्थापित हुए, चौपारण, बरही, विष्णुगढ़ और चंदवाड़ में बहुत सारे लोग विस्थापित हुए, जिनका आज तक पुर्नस्थापन नहीं हुआ। मेरी मांग है कि इनको पुर्नस्थापित किया जाए।

कोनार डैम से नहर की परियोजना वर्ष 1978 में चालू हुआ। आज 50 वर्ष के करीब हो गए हैं, लेकिन अभी तक यह पूर्ण नहीं हुआ है। एक भी गांव को पानी नहीं मिला है। मेरी मांग है कि इस सिंचाई परियोजना को केन्द्र सरकार पूरा करे और यहां हाइडल पॉवर लगाए। यहां टूरिज्म डेवलप करे जिससे लोगों को रोजगार मिले। इस परियोजना से 85 गांवों को पानी मिलना था, लगभग 63 हजार एकड़ भूमि को सिंचित होना था, लेकिन यह परियोजना पिछले पचास सालों से लंबित है। मेरी केन्द्र सरकार से मांग है कि इसे जल्द पूरा करे।

SHRI RAJABHAU PARAG PRAKASH WAJE (NASHIK): Sir, I wish to draw the attention of this House to an urgent matter concerning my Nashik constituency, that is, the need for a dedicated truck terminal on the outskirts of the city. Nashik, being a major industrial and agricultural hub, already witnesses a significant truck movement carrying goods such as grapes, onions and industrial materials. In the light of the massive preparations required for the Kumbh Mela and the growing logistical needs of Nashik, I urge the Ministry of Road Transport and Highways to

prioritise the construction of a modern truck terminal urgently.

DR. RANI SRIKUMAR (TENKASI): Sir, Tenkasi district was formed in the year 2019. As of now, there are around 6,000 to 7,000 ex-servicemen and family members in the Tenkasi district. As per the Government norms, the ECHS, CSD and the Assistant Director of Ex-Servicemen Welfare office are made available in each District for the welfare of ex-servicemen and Veer Naris.

The Ex-servicemen Welfare Association has been trying to get the CSD facilities in Tenkasi since 2004. For this, recently they approached all the offices concerned. But till now, there is no progress in establishing the CSD Canteen for the veterans. During the ex-servicemen welfare grievances meeting at Tenkasi Collector office, in March 2023, a request for the same had been made. The District authorities had forwarded the request of the ex-servicemen to the General Officer Commander, Dakshin Bharat. But till now, no progress has been made.

I request the Government to take necessary steps.

SHRI HIBI EDEN (ERNAKULAM): Sir, I would like to draw the attention of the House to a very important matter related to the poor conditions of the gig workers in the country.

The gig economy in India has seen a significant growth, with millions of workers employed by digital platforms such as Swiggy, Zomato, Uber, Ola, Amazon, and Flipkart. However, these workers remain deprived of their basic social security benefits, fair wages and legal protections. Such gig workers are classified as independent contractors instead of employees, denying them rights such as minimum wages, accident insurance, provident fund, and pension benefits.

Many gig workers face arbitrary pay cuts, excessive working hours and a lack of grievances redressal mechanisms. Additionally, algorithm-driven employment models often lead to unfair suspensions and wage deductions, worsening their financial instability.

My request to the Government of India is to recognize gig workers as employees under the labour laws, establish a Gig Workers' Social Security Fund, ensure PF, ESI, health insurance and pension benefits, enforce fair pay structures and transparent algorithmic policies, create a grievance redressal body, and Mandate digital platforms to contribute to workers' social security.

Given the urgency of the situation, I request the Government to take immediate action by introducing legislation or amendments to safeguard the rights of gig workers.

***SHRI BHASKAR MURLIDHAR BHAGARE (DINDORI):** Hon'ble Speaker Sir, Simhastha Kumbh Mela, 2027 is going to be organized at Trimbakeshwar, Nashik. During this, the pilgrims take a holy dip in Godawari River. But, water of Godawari is totally contaminated as sewage water and industrial waste water is being released in the river ravine. In the eastern part of Nashik city and villages like Chandori, Saykheda, Nandur, Madhaneshwar, the river water quality is extremely deteriorated and it has a foul smell too. The aquatic animals like fish etc. are dying in this river and we have to save and conserve it immediately.

This Kumbh Mela will be organized during monsoon. So, we have to be

* English translation of the speech originally delivered in Marathi.

cautious about the mud, flood and heavy rains. We should also ensure the basic infrastructure like hospitals, roads, bridges, and other amenities needed for tourism activities there.

Thank you

SHRIMATI SUPRIYA SULE (BARAMATI): Sir, I stand here to raise the issue of the IDBI bank.

सर, आईडीबीआई बैंक के 20 हजार एम्पलॉइज हैं। जब यशवंत सिन्हा जी वित्त मंत्री थे तो उन्होंने वायदा किया था कि इसको कभी प्राइवेटाइज नहीं करेंगे और 51 परसेंट शेयर सरकार के साथ रहेगा। आज हम पेपर में पढ़ रहे हैं कि एलआईसी ने आईडीबीआई के बहुत सारे शेयर्स लिये हैं। अगर ऐसा हुआ और उन्होंने मार्केट में बेच दिया तो 61 परसेंट शेयर्स प्राइवेट प्लेयर्स के साथ बाहर चले जाएंगे। सारे ऑफिसर्स और आईडीबीआई के 20 हजार एम्पलॉइज की मांग है कि इस बैंक का प्राइवेटाइजेशन न किया जाए। एनपीए बहुत कम आया है और बैंक बहुत अच्छी चल रही है। यह सारी जिम्मेदारी सरकार की है कि आईडीबीआई बैंक जैसे चल रही है, उसको वैसे ही चलने दे, ऐसी मेरी विनम्र विनती है। धन्यवाद।

MD. RAKIBUL HUSSAIN (DHUBRI): Hon. Speaker Sir, I rise to draw the attention to the issue of recurring river erosion and floods caused by the Brahmaputra River and its tributaries in Assam.

Due to river erosion, Assam loses approximately 8,000 hectares of fertile land annually. In the past 50 years, nearly 4,000 square kilometres or 7.4 per cent of the State's area has been lost. The floods worsen the situation affecting over 30 per cent of Assam's population annually. In 2023 alone, 20 districts and over 1,00,000 people were impacted. Despite its severity since ages, river erosion in Assam was recently recognized as a natural calamity by the 15th Finance

Commission. However, bureaucratic inefficiencies often hinder the effective distribution of the funds to beneficiaries.

Therefore, I urge the Ministry of Home Affairs (Disaster Management Division) and the Ministry of Jal Shakti to take immediate, coordinated action to mitigate its impact and declare the flood and erosion problem of Assam as a national problem.

***SHRI GURJEET SINGH AUJLA (AMRITSAR):** Thank you, Hon. Speaker Sir. I draw your attention towards the deteriorating law and order situation in Punjab. In Amritsar, there have been 13 bomb blasts and IED attacks in recent past. Grenade attacks have occurred. Over 18 grenades have been thrown. Sir, two days ago, a grenade attack took place at Thakurdwara Temple located on Sher Shah Suri Road. Sir, Amritsar is a tourist city. Such terror attacks cause panic and rate of tourists coming to Amritsar dips. Thirdly, Sir, the Punjab Govt. has failed utterly in maintaining law and order in Punjab. The Chief Minister of Punjab is a weak CM.

I urge upon the Punjab Govt. to bring the culprits responsible for these grenade attacks to book. They should be arrested and punished. Thank you.

* English translation of the speech originally delivered in Panjabi.

**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।
Adv. Gowaal Kagada Padavi	Dr. Prashant Yadaorao Padole
Shri Hibi Eden	Dr. Prashant Yadaorao Padole Shri Saptagiri Sankar Ulaka Shri B. Manickam Tagore
Captain Viriato Fernandes	Shri Saptagiri Sankar Ulaka
Shri Imran Masood	Shri Saptagiri Sankar Ulaka
Shrimati Supriya Sule	Shri Saptagiri Sankar Ulaka Shri Bhaskar Murlidhar Bhagare Shri Nilesh Dnyandev Lanke Shri Vishaldada Prakashbapu Patil Shri Bajrang Manohar Sonwane
Md. Rakibul Hussain	Shri Saptagiri Sankar Ulaka
Shri Tharaniventhan M. S.	Shri Arun Nehru
Shri G. Selvam	Shri Arun Nehru Shri B. Manickam Tagore
Shri Rajabhau Parag Prakash Waje	Shri Bhaskar Murlidhar Bhagare
Shri Bhaskar Murlidhar Bhagare	Shri Nilesh Dnyandev Lanke

12.29 hrs**UNION BUDGET (2025-2026) – DEMANDS FOR GRANTS****Ministry of Railways**

माननीय अध्यक्ष: माननीय सदस्यगण, अब सभा में रेल मंत्रालय से संबंधित अनुदानों की मांग संख्या-85 को चर्चा तथा मतदान के लिए लिया जाएगा। सभा में उपस्थित जिन माननीय सदस्यों के रेल मंत्रालय से संबंधित अनुदान की मांग पर कटौती प्रस्ताव परिचालित किए गए हैं, यदि वे अपने कटौती प्रस्ताव प्रस्तुत करना चाहते हैं तो 15 मिनट के भीतर सभा पटल पर पर्चियां भेज दें, जिनमें उन कटौती प्रस्तावों की संख्याएं लिखी हों, जिन्हें वे प्रस्तुत करना चाहते हैं।

इस प्रकार प्रस्तुत की गई कटौती प्रस्ताव की क्रम संख्याओं को दर्शाने वाली सूची कुछ समय पश्चात् सूचना पटल पर लगा दी जाएगी। यदि सदस्यों को उस सूची में कोई विसंगति मिले, तो उसकी सूचना तत्काल सभा पटल पर मौजूद अधिकारियों को बताएं।

प्रस्ताव प्रस्तुत हुआ:

“कि कार्य-सूची के दूसरे स्तंभ में रेल मंत्रालय से संबंधित मांग संख्या 85 के सामने प्रविष्ट मांगों के शीर्षों के संबंध में 31 मार्च, 2026 को समाप्त होने वाले वर्ष के दौरान भुगतान पर किए जाने वाले खर्चों को चुकाने के निमित्त, आवश्यक धनराशियों को पूरा करने के लिए, संबंधित धनराशियां, जो कार्य-सूची के तीसरे स्तंभ में दिखाई गई राजस्व रेखा और पूंजी लेखा की रकमों से अधिक न हों, भारत की संचित निधि में से राष्ट्रपति को प्रदान की जाएं।”

Demands for Grants of Union Budget for 2025-2026 submitted to the vote of Lok Sabha No. and Title of the Demand Amount of Demands for Grants submitted to the vote of the House

85 – Ministry of Railways	Revenue	Capital
	375536,49,00,000	443974,81,00,000

माननीय अध्यक्ष : माननीय सदस्यगण, आज रेल मंत्रालय पर देर रात्रि तक चर्चा हो सकती है। मेरा आग्रह है कि इसमें अधिक से अधिक माननीय सदस्य भाग लें और अधिक से अधिक माननीय सदस्य सदन में बैठें।

प्रो. वर्षा एकनाथ गायकवाड़ जी।

प्रो. वर्षा एकनाथ गायकवाड़ (मुम्बई उत्तर-मध्य) : सम्माननीय अध्यक्ष महोदय, मैं रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांगों पर चर्चा करने के लिए खड़ी हुई हूँ। आपने मुझे बोलने का अवसर दिया है, इसलिए मैं सबसे पहले आपके प्रति बहुत सारा धन्यवाद व्यक्त करना चाहती हूँ। हम भारतीयों के लिए रेल सिर्फ एक यात्रा का साधन नहीं है, वह हम सबकी यादों से जुड़ी है, हम सबकी जरूरतों का हिस्सा है और भारतीय रेल हम सबके जीवन का अविभाज्य अंग है।

सम्माननीय अध्यक्ष महोदय, जब बड़े पैमाने पर चर्चा होती है, तो हमने देखा है कि यह जो सरकार है, वह नामकरण करने में बहुत होशियार है और बहुत बड़े-बड़े नाम देती है। इस सरकार ने रेल मंत्रालय के इस बजट को रिकॉर्ड बजट देने का काम किया है। हमने देखा है कि निपुण भारत, विकसित भारत, आत्मनिर्भर भारत, मेक इन इंडिया, स्टार्ट अप इंडिया इत्यादि नाम देने का काम इस सरकार के माध्यम से होता है। अगर हम जमीनी हकीकत की बात करें, तो मैं यह कहूंगी कि यह रिकॉर्ड बजट नहीं है, बल्कि यह पूरी तरह से फेल बजट है, मैं आपके माध्यम से सबसे पहले यह कहना चाहती हूँ। आज इस बजट में बड़े-बड़े आंकड़ों को बताया गया है, बड़ी-बड़ी और नई ट्रेन्स की घोषणाओं की बात की गई है, लेकिन अगर आप जमीनी स्तर की बात करें, तो इसने किसी भी समस्या का समाधान नहीं किया है

। आज भी वह समस्या जस की तस है ।...(व्यवधान)

माननीय अध्यक्ष : माननीय सदस्य, कोई बजट फेल नहीं होता है । आप बजट की आलोचना करिए, लेकिन इसको फेल या पास करने का काम नहीं है ।

... (व्यवधान)

प्रो. वर्षा एकनाथ गायकवाड़ (मुम्बई उत्तर-मध्य) : अध्यक्ष महोदय, आप मुझे संरक्षण दें । मैं बुनियादी ढांचे पर बात करना चाहती हूँ ।

12.32 hrs

(Shri Krishna Prasad Tenneti *in the Chair*)

महोदय, जब से मैं इस संसद में आई हूँ, तब से मैं यह देख रही हूँ । मुझे ऐसा लग रहा है कि वर्ष 2014 के बाद से ही हर काम हुआ है । जैसा आप सबको मालूम है कि जब भी हम चर्चा करते हैं, तो किसी ने कहा है कि वर्ष 2014 में भारतीय रेल का उगम हुआ है । जैसे किसी सदस्य ने कहा था कि वर्ष 2014 से स्वतंत्रता मिली है । मुझे यह कहना पड़ेगा कि तथाकथित गौतम बुद्ध जी ने कहा था कि 'सूर्य, चन्द्र और सत्य न कभी छुपा है और न ही कभी छुपेगा' । यह सत्य बिल्कुल सामने आया । आप इसको कितना भी रिकॉर्ड ब्रेक बजट कहिए, लेकिन यह बजट बिल्कुल भी रिकॉर्ड ब्रेक नहीं है, बल्कि यह फेल बजट है ।

महोदय, ऐसा क्यों है, वह मैं आपको बताना चाहती हूँ । ढाई लाख करोड़ रुपये का बजट है और वह भी कैपिटल एक्सपेंडिचर है । मैं यहां एक बात बताना चाहती हूँ, अंग्रेजी में एक कहावत है – 'The Devil is in the details' . इसका मतलब क्या है? अगर आप इस बजट के प्रावधानों को देखेंगे, अगर आपने रेल मंत्रालय का पूरा बजट देखा होगा, तब आपको पता चलेगा कि 8,20,000 करोड़ रुपये का बजट है, जिसमें से भारत सरकार की बजटरी सप्लाय के माध्यम से रेलवे को 2,55,000 करोड़ रुपये का बजट मिला है और जो 5,65,000 करोड़ रुपये का बजट है, वह उन्होंने अपने रेवेन्यू से जोड़ा है । आप इसका क्या मतलब समझ रहे हैं कि भारत सरकार ने रेल मंत्रालय को कितनी मदद दी है । भारत सरकार ने रेल मंत्रालय को जो सपोर्ट किया है, वह लगभग 25 प्रतिशत है । रेल मंत्रालय अपने आप ही चलने का काम कर रहा है । रेल मंत्रालय खुद अपना रेवेन्यू बढ़ाने का काम कर रहा है ।

महोदय, मैं एक आश्चर्य की बात बताना चाहती हूँ कि इसमें जो कैपिटल एक्सपेंडिचर आया है, जो पिछले साल का कैपिटल एक्सपेंडिचर था, अगर आप इस साल के कैपिटल एक्सपेंडिचर से उसकी तुलना करेंगे, तो इसमें एक रुपया भी नहीं बढ़ाया गया है। फिर आप क्यों कहते हैं कि यह रिकॉर्ड ब्रेक बजट है, मैं सबसे पहले यह कहना चाहती हूँ। रेल हम सबके जीवन की जीवन रेखा है। हम सुबह से शाम इस बात को मानते हैं, क्योंकि इससे हमारा जीवन चलता है। आज क्या परिस्थिति है? आज यह परिस्थिति है कि जो हमारी जीवन रेखा है, वह आईसीयू में भर्ती है, वह वेंटिलेटर पर पड़ी हुई है। दुर्भाग्यवश इन्होंने रेल की ऐसी अवस्था करने का काम किया है।

महोदय, मैं आपको एक बात बताऊँ, अगर आप ऑपरेटिंग रेशियो देखेंगे, तो वह 98.43 प्रतिशत तक पहुंच गया है। मैं आपको इसका मतलब बताना चाहती हूँ। इसका मतलब यह है कि रेलवे जितना पैसा कमाती है, वह उतना पैसा खर्च करने का काम करती है।

सभापति महोदय, मैं एक कहानी बताना चाहूंगी। एक इंसान पूरे महीने काम करता है और पूरे महीने काम करने के बाद सैलरी लाता है। वह पूरी सैलरी को खर्च कर देता है और ईएमआई भरने के लिए उधार लेता है और जोर से कहता है कि मैं आत्मनिर्भर हूँ। वैसी ही अवस्था इस रेलवे की हुई है। मैं यहां से बताना चाहती हूँ और मेरा दूसरा मुद्दा रेलवे की वित्तीय सेहत के बारे में है। अब हमें इसकी सेहत की भी चिंता करने की बहुत जरूरत है। अगर आप आज इसकी वित्तीय सेहत देखें तो आपको पता चल जाएगा कि वर्ष 2022-23 में 4,300 करोड़ रुपये का इन्होंने लक्ष्य रखा था, लेकिन इनको 3,400 करोड़ रुपये मिले। इसका मतलब है कि इनको 900 करोड़ रुपए का नुकसान हुआ। वर्ष 2023-24 की बात करें तो इनका बजट 3,000 करोड़ रुपये था, लेकिन इनको 2,943 करोड़ रुपये मिले। इसका मतलब है कि इनको 57 करोड़ रुपये का नुकसान हुआ। वर्ष 2024-25 की बात करें तो इनका बजट लक्ष्य 3,000 करोड़ रुपये का था। जनवरी, 2025 तक 767 करोड़ रुपये हो गया। आप समझ सकते हैं कि वर्ष 2025-26 का लक्ष्य 3,000 करोड़ रुपये का है। अगर हम पिछला रिकॉर्ड देखें तो ये हर बार नुकसान में गए हैं, हर बार इनकी कमाई गिरी है। मेरा इनसे यह सवाल है कि यह चमत्कार कहां से होने वाला है? अचानक ऐसा कौन सा जादू चलने वाला है कि इनके बजट में जो लक्ष्य रखा है, वह

पाने वाले हैं? क्या रेल मंत्रालय खुद कमाने वाला है या यह रील के माध्यम से होने वाला है? हम रेलवे डिपार्टमेंट की रील्स देखते हैं।

अब मैं रेलवे की कमाई के बारे में आपको बताना चाहती हूँ। रेलवे की जो कमाई है, वह 2025-26 में कुल अनुमानित राजस्व 3041.31 करोड़ रुपये है। अगर पिछले तीन सालों में आप देखें तो यह 3041.31 करोड़ रुपये उसी स्थान पर स्थिर है। इसमें यात्री 92,800 करोड़ रुपये किराया देते हैं। इनकी सबसे बड़ी आमदनी कहां से आती है? इनकी सबसे बड़ी आमदनी माल ढुलाई से आती है। इनको 1,88,000 करोड़ रुपये माल ढुलाई से मिलता है। रेलवे भी खुद यह एक्सेप्ट करता है। अगर इनकी इनकम का कोई सोर्स है और इनका बिजनेस किसी चीज से चलता है तो माल ढुलाई से चलता है। मैं इसमें भी कुछ बताना चाहती हूँ, क्योंकि इसमें भी जमीनी हकीकत कुछ अलग है। अगर आप देखेंगे तो जमीनी हकीकत यह है कि रेलवे का फ्रेट ट्रैफिक वर्ष 1951 में 85 परसेंट था। वर्ष 1991 में वह 85 परसेंट से 60 परसेंट तक आ गया और वर्ष 2022 में वह 60 परसेंट से 27 परसेंट पर आ गया है। अगर आप देखेंगे तो माल ढुलाई में भी उन्होंने रेलवे से पूरा मुंह मोड़ लिया है। वह भी सोच रहे हैं कि सड़क का परिवहन अच्छा है, जल का परिवहन अच्छा है, लेकिन रेलवे का परिवहन अच्छा नहीं है। आज सरकार ने नेशनल प्लान बनाया है। वर्ष 2030 के रेलवे के नेशनल प्लान में उन्होंने लक्ष्य रखा है। उन्होंने इस लक्ष्य में यह रखा है कि इसको 45 परसेंट तक बढ़ाना है। अगर आप पिछले सालों, वर्ष 1951 से अब तक का रिकॉर्ड देखें, जो 85 परसेंट था, वह अभी 27 परसेंट तक आ गया है। यह बात कर रहे हैं कि वर्ष 2030 में हमें 45 परसेंट तक जाना है। यह आप कैसे कर सकते हैं, इसके बारे में भी मुझे आपसे पूछना है? आज मैं रेलवे मंत्री को इस मापदंड से प्रश्न पूछना चाहती हूँ।

मैंने रेलवे का हाल देखा है। रेलवे का हाल ऐसा चल रहा है कि हम देख रहे हैं कि वह अकेली दौड़ रही है, लेकिन फिर भी दूसरे नंबर पर चल रही है। मुझे यहां से यह कहना पड़ रहा है कि इस परिस्थिति में रेलवे को लाने का काम केंद्र सरकार ने किया है। पिछले 11 सालों में मैंने यह देखा है और पिछले 11 सालों का मेरा यह अनुभव रहा है कि सरकारी कंपनियों को घाटे में दिखाओ, घाटे में दिखाकर आहिस्ता-आहिस्ता बंद करो और आहिस्ता आहिस्ता अपने मित्रों के हाथों में दे दो। यह मित्रों की

सरकार बनकर आई है, इस मामले में मुझे यह कहना है कि अगर आप कैंग की रिपोर्ट देखेंगे तो आपको पता चल जाएगा कि कैंग ने क्या कहा है। रेलवे ने 2,604 करोड़ रुपये का घाटा झेला है।

यह आपको समझना पड़ेगा कि आहिस्ता-आहिस्ता घाटा दिखाया जा रहा है। मैं आपको बताना चाहती हूँ कि 3200 करोड़ रुपये पर इन्होंने 834.72 करोड़ रुपये का अतिरिक्त ब्याज दिया है। मेरा सवाल यह है कि यह आहिस्ता-आहिस्ता घाटा दिखाकर और अतिरिक्त ब्याज देकर रेलवे को प्राइवेट सेक्टर को दे दिया जाए? हमारा अनुभव रहा है कि बीएसएनएल खत्म हो गयी, एमटीएनएल खत्म हो गयी, एयर इंडिया खत्म हो गयी, एयरपोर्ट्स खत्म हो गए और आहिस्ता-आहिस्ता करके सब मित्रों को चले गए, आने वाले दिनों में क्या रेलवे भी मित्रों को चली जाएगी? हम यह भी कह सकते हैं कि क्या यह निजी हाथों में बेची जाएगी? यह भी एक बड़ा षड्यंत्र इस माध्यम से तो नहीं चल रहा है? यह मैं सरकार से पूछना चाहती हूँ।

सभापति महोदय, मैं यह कहना चाहती हूँ कि ट्रेन हमारे लिए सिर्फ एक धातू नहीं है। ट्रेन हमारा दिल है, ट्रेन हमारी धड़कन है और ट्रेन हमारी जान है। आज एक गांव से मजदूर अपने परिजनों को छोड़कर कमाने के लिए ट्रेन के माध्यम से जाता है। अगर छात्रों की बात करें तो एक छात्र अपना गांव छोड़कर पढ़ने के लिए ट्रेन के माध्यम से जाता है। अगर हम आम यात्रियों की बात करें तो लोग त्योहार पर अपने परिवार से मिलने जाने के लिए ट्रेन का इस्तेमाल करते हैं। महाकुंभ की बात करें तो महाकुंभ पहुंचने के लिए करोड़ों लोगों ने ट्रेन से प्रयागराज पहुंचने की कोशिश की है। मैं यह कहना चाहती हूँ कि जब हम ट्रेन से इतने जुड़े हुए हैं, लेकिन ट्रेन की क्या परिस्थिति है? आज ट्रेन के जनरल डिब्बे में लोगों को जानवरों की तरह खड़ा होकर यात्रा करने पर मजबूर किया जाता है। यह बहुत ही गलत बात हो रही है। हम ट्रेन के एसी कोच में यात्रा कर रहे थे और हमने देखा कि ऊपर से पानी टपक रहा है। पीने के लिए पानी नहीं मिलेगा, लेकिन एसी कोच में ऊपर से पानी टपकता मिलेगा। 12-12 घंटे आपको ट्रेन का इंतजार करना पड़ता है। बैठने की व्यवस्था नहीं है, खाने की व्यवस्था नहीं है, पीने के पानी की व्यवस्था नहीं है। प्लेटफॉर्म पर गंदगी के अंबार लगे हैं। सुरक्षा की बात हम क्या करें? हमारी लड़कियां सुबह सात बजे जाती हैं तो उनका बलात्कार होता है। आपकी सुरक्षा की व्यवस्था कैसी है? मैं एक बात

बताना चाहती हूँ कि जहां भी स्टेशन पर भीड़ होती है, वहां भगदड़ के कारण मौत होती है। आप दिल्ली रेलवे स्टेशन की घटना को देख लीजिए। दिल्ली में भगदड़ की घटना के बाद रेलवे के अधिकारी बचाव कार्य छोड़कर सरकार को बचाने में जुटे हुए थे। उनकी बात पत्रकारों तक नहीं जानी चाहिए। उसको उनको नकारना है, बताना नहीं है और छुपाना है, यह बचाव कार्य रेलवे प्रशासन के द्वारा किया गया। जिनकी मौत हुई और जो लोग घायल हुए, उनको आनन-फानन में रात के समय में मुआवजा दिया गया, लेकिन उस घटना की वजह आज तक लोगों के सामने नहीं आयी। ऐसी ही स्थिति हमने अयोध्या स्टेशन पर देखी, प्रयागराज स्टेशन पर देखी। यह सब क्या चल रहा है? यह मैं आपके माध्यम से सरकार से जानना चाहती हूँ। जब वक्त आता है तो अपनी पीठ खुद थपथपाते हैं। जब वक्त आता है तो रील बनाकर सोशल मीडिया पर डालते हैं, लेकिन जब ऐसी कोई घटना होती है तो चुप्पी क्यों साध लेते हैं? यह भी मेरा आपके माध्यम से सवाल है और इनको इस पर जवाब देना चाहिए।

पिछले दिनों महाराष्ट्र के जलगांव में घटना हुई। जिसमें पुष्पक एक्सप्रेस मुंबई की तरफ जा रही थी और अचानक भगदड़ मच गयी। लोगों को कहा गया कि ट्रेन में आग लग गयी है। लोग ट्रेन से बाहर कूद गए। लेकिन दूसरी तरफ से बेंगलोर एक्सप्रेस आ रही थी जिसके नीचे लोग कुचले गए। 13 लोगों की मौत हो गयी। इस घटना का जिम्मेदार कौन है? यह मुझे आपके माध्यम से मंत्री जी से पूछना है। अगर वहां कम्यूनिकेशन का कोई माध्यम नहीं है तो ट्रेन की दुर्घटना को आप कैसे रोकेंगे? आप प्लेन में देखेंगे तो कभी हवा के दबाव की वजह से कोई टरब्यूलेंस आता है और प्लेन में ऑक्सीजन का लेवल कम होता है तो ऑक्सीजन मास्क नीचे आ जाता है। कोई टरब्यूलेंस होता है तो आपके पास सीट बेल्ट होती है। आपसे कोई कम्यूनिकेट करता है, लेकिन जब ट्रेन में कोई घटना घटती है तो आपसे कौन कम्यूनिकेट करता है, यह मेरा सवाल है? हमारे परेल में एक घटना हुई। प्लेटफॉर्म पर एक अफवाह फैली और लोग भागते-भागते एक दूसरे पर चढ़ गए। ऐसी घटनाओं में होने वाली मौतों के लिए सरकार को जिम्मेदारी लेनी चाहिए, यह मैं यहां से कहना चाहती हूँ।

माननीय सभापति जी, मेरा आपके माध्यम से यह कहना है कि वर्ष 2024 में पिछले 8 महीनों में कितनी घटनाएं हुईं? 29 ट्रेनों में दुर्घटनाएं घटी हैं। कितने यात्रियों की मौत हुई? 3 यात्रियों की मौत हुई,

4 रेलवे कर्मचारियों की मौत हुई। आज रेलवे की हालत यह है कि बहुत सारी जगहों पर दुर्घटनाएं हुईं। बालासोर में, पश्चिम बंगाल में दुर्घटना हुई। हमें कुछ तो सीखना होगा। आप सुरक्षा कवच की बात करते हैं। मंत्री जी अभी नहीं हैं, उन्होंने सुरक्षा कवच की बात कही। हमें तो लगा कि सुरक्षा कवच ट्रेन के लिए आएगा, लेकिन दुर्भाग्य से सुरक्षा कवच तो मंत्री महोदय को देने का काम हुआ है। आप कुछ तो भूतकाल से सीखिए, लाल बहादुर शास्त्री जी से सीखिए। जब ट्रेन दुर्घटना हुई थी, तो स्वयं जिम्मेदारी लेकर लाल बहादुर शास्त्री जी ने त्याग-पत्र दे दिया था, लेकिन ये मंत्री महोदय ऐसे हैं कि इनके 11 महीनों के कार्यकाल में 29 रेल दुर्घटनाएं हुई हैं, फिर भी ये टस से मस होने का काम नहीं करते, यह सबसे बड़ी बात मैं कहना चाहती हूं।

महोदय, अगर रेल की बात हो व हालात कहने की बात हो, तो मुझे मुंबई के बारे में तो कहना ही होगा। हम सबको मालूम है कि मुंबई रेल से चलती है। मुंबई की लाइफ लाइन रेल को कहा जाता हो। आज मुंबई की रेलों के क्या हालात हैं? हमारी रेल, जो लाइफ लाइन थी, वह आज लाइफ सपोर्ट पर आ गई है। मंत्री जी महोदय नहीं हैं, नहीं तो मैं उनसे आह्वान करना चाहती थी कि आप सुबह 7 बजे मेरे साथ चर्च गेट स्टेशन के बाहर चलिए। आप विरार से चर्च गेट आइए, आप कल्याण से सीएसटी आइए। शाम को मेरे साथ आप उसी ट्रेन में चलिए। आप देखें कि लोगों की क्या स्थिति है? लोगों को बैठने के लिए तो छोड़िए, खड़े होने की जगह नहीं है। आज पहली बार मैं यह भी कहना चाहती हूं कि हमारे मुंबई में क्या हो रहा है? मुंबई की लोकल ट्रेन में लगभग 2 हजार 468 लोगों की मौत होती है। उसके साथ ही 1 हजार 151 लोग पटरी पर चलते हुए, पटरी बदलते हुए मरते हैं। आज भी हमारी समस्या यह है कि हमारे पास ओवरहेड ब्रिज नहीं है। आज भी 12-15 घंटे ट्रेन लेट हो जाती है, तो लोग पटरियों से चलकर जाते हैं। इनकी सुरक्षा कौन करेगा?

महोदय, मुंबई ट्रेन के आघात से 2 हजार 697 लोग घायल होते हैं। यह मुंबई की स्थिति है, जो देश की आर्थिक राजधानी है। देश के सभी लोग मुंबई को देखते हैं। इस मामले में मैं कहना चाहती हूं कि सरकार एक लाख करोड़ रुपये सुरक्षा के लिए देती है। यह सुरक्षा किसकी होती है? जब लोग पटरी पर सुरक्षित नहीं, स्टेशन पर सुरक्षित नहीं, अगर हम बाहर गांव में जाएं तो हर ट्रेन में दरवाजे होते हैं,

हमारी ट्रेन में दरवाजे नहीं होते हैं, लोग गिरते हैं। जब लोग सुरक्षित नहीं हैं, तो सरकार किसके लिए 1 लाख रुपये खर्च करती है, इसकी भी जांच होनी चाहिए।

महोदय, आपको समझना ही होगा कि एक-एक जान अनमोल है। इंसान घर से बाहर निकलता है तो परिवार यह सोचता है कि मेरा बच्चा घर आएगा या नहीं आएगा? क्या सरकार इस बारे में थोड़ा अहसास करती है या नहीं? मेरा आपके माध्यम से सरकार से सवाल है कि आप थोड़ा तो संवेदनशील हो जाइए। आप थोड़ा तो लोगों के बारे में सोचिए, यह मेरा कहना है। हम कहते हैं कि भारतीय ट्रेन का नेटवर्क देश में ही नहीं, बल्कि पूरी दुनिया में चौथे नंबर पर है। सबसे बड़ी आबादी हमारे देश में है, लेकिन आज स्थिति ऐसी है कि 140 करोड़ लोग हमारे देश में हैं और ट्रेनें 13 हजार हैं। अगर इसको कैलकुलेट करें तो पता चलेगा कि हर ट्रेन पर 1 लाख सात हजार लोगों का भार है। आप समझ सकते हैं कि एक ट्रेन पर कितने लोगों की जिम्मेदारी है? हमारे यहां मराठी में एक डायलॉग है। *Should I speak in Marathi or explain it in English?* मराठी इंग्लिश में समझते हैं कि नहीं? अब मुझे बोलना पड़ेगा कि यह हिंदी का सफर है या इंग्लिश का सफर है। Suffer इंग्लिश का सफर है, लोगों को इससे तकलीफ सहनी पड़ती है। दूसरी तरफ आप दाम की बात करें, अगर फ्लाइट से हम जाएं और दो महीने पहले मुंबई से दिल्ली की फ्लाइट लें, तो उसकी प्राइस 4 हजार 5 सौ रुपये है। अब यदि हम 15 घंटे ट्रेवल करके तेजस एक्सप्रेस या राजधानी एक्सप्रेस से जाएं, तो सेकेंड एसी की टिकट 4 हजार 3 सौ रुपये की और अगर फर्स्ट क्लास की टिकट लूं तो 5 हजार 3 सौ रुपये की।

सर, मैं पहली वक्ता हूँ इसलिए आप मुझे बोलने दीजिए। ... (व्यवधान) इसका मतलब है कि आप छः गुना ज्यादा टाइम लेते हैं और प्राइस भी ज्यादा लेते हैं। मेरा यही कहना है कि न हमें स्पा चाहिए, न हमें मार्केट चाहिए और न ही हमें सेल्फी पॉइंट चाहिए। हमें जो चाहिए, उसके बारे में मैं आपको बताना चाहती हूँ। हमें स्वच्छ टॉयलेट्स, पानी, अच्छा भोजन, सुरक्षा और टाइम की पाबंदी चाहिए। ये हमारे सबसे बड़े विषय हैं। हमें स्टेशन के बाहर एंबुलेंस चाहिए। ... (व्यवधान) मेरा यही कहना है कि

* English translation of this part of speech originally delivered in Marathi.

आप राजनीति से ऊपर उठिए। ... (व्यवधान)

सर, मैं अपना भाषण एक शायरी से समाप्त करना चाहूंगी। आज वंदे भारत और शताब्दी ट्रेन्स की बात है तो मैं उस पर कहना चाहती हूँ :

“वंदे भारत पर मत आंको, रेलवे की तस्वीर
वंदे भारत पर मत आंको, रेलवे की तस्वीर
जनरल डिब्बे की हालत देखो, बहुत है गंभीर
सफाई, सुरक्षा, सुविधा सब अधूरी है यहां
झूठे प्रचार से नहीं बदलेगी रेलवे की तकदीर।”

CUT MOTIONS

(TOKEN)

कि रेल मंत्रालय शीर्ष के अंतर्गत मांग (पृष्ठ 282) में 100 रुपये कम

किये जाएँ।

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श्री राजेश रंजन (पूर्णिया) : मैं प्रस्ताव करता हूँ:

उत्तर पूर्व सीमांत रेल के अंतर्गत पूर्णिया कोर्ट बनमनखी होते हुए जोगबनी से नई दिल्ली और सहरसा से नई दिल्ली तक नई वंदे भारत/अमृत भारत रेलगाड़ियों को चलाए जाने की आवश्यकता। (1)

उत्तर पूर्व सीमांत रेल और पूर्व मध्य रेल के अंतर्गत पूर्णिया, पूर्णिया कोर्ट, सहरसा और मुंगेर गंगा रेल ब्रिज होते हुए जोगबनी से हैदराबाद, चेन्नई, राची, पुरी और कोलकाता अमृत भारत रेलगाड़ियां, चलाए जाने की आवश्यकता। (2)

पूर्णिया जंक्शन रेलवे स्टेशन के उन्नयन क्षमता में वृद्धि किए जाने तथा इसे एक आदर्श रेलवे स्टेशन के में विकसित किए जाने की आवश्यकता। (3)

उत्तर पूर्व सीमांत रेल के अंतर्गत रानीपतरा रेलवे स्टेशन के निकट - मटिया रेलवे

क्रॉसिंग पर रेल ओवर ब्रिज (आरओबी) के निर्माण की आवश्यकता । (4)

पूर्णिया रेलवे स्टेशन जंक्शन के निकट वाशिंग पिट का निर्माण किए जाने की आवश्यकता । (5)

पूर्णिया रेलवे स्टेशन जंक्शन तथा पूर्णिया कोर्ट रेलवे स्टेशन के निकट रेल नीर संयंत्र की स्थापना किए जाने की आवश्यकता । (6)

उत्तर पूर्व सीमांत रेल के अंतर्गत किशनगंज से जलालगढ़ तक नई रेल लाइन के निर्माण के लिए धनराशि आवंटित किए जाने की आवश्यकता । (7)

उत्तर पूर्व सीमांत रेल के अंतर्गत गंगा नदी पर तेजनारायणपुर (बिहार) से साहिबगंज (झारखंड) तक रेल-सह-सड़क पुल का निर्माण किए जाने की आवश्यकता । (8)

पूर्व मध्य रेल के अंतर्गत पूर्णिया कोर्ट रेलवे स्टेशन के निकट रेल नीर संयंत्र स्थापित किए जाने की आवश्यकता । (9)

बिहार के सहरसा में रेल मण्डल कार्यालय स्थापित किए जाने की आवश्यकता । (10)

SHRI SUDHAKAR SINGH (BUXAR): I beg to move:

Need to introduce more Amrit Bharat Trains for Bihar, ensuring better rail connectivity for underserved districts and easing passenger congestion on existing routes. (20)

Need to include Buxar Railway Station under the Amrit Station Scheme for ensuring modernization, improved passenger amenities, better sanitation, and world-class infrastructure. (21)

Need to provide for stoppage of all long-distance trains

at Buxar Railway Station, addressing the demands of thousands of passengers as Buxar serves as a crucial railway hub for travelers between eastern and northern India. (22)

SHRI N. K. PREMACHANDRAN (KOLLAM): I beg to move:

Need to provide special funds to construct Rail over Bridge (RoB) at Kundara Mukkada and Kundara Elamballoor in Kollam Parliamentary constituency. (23)

Need to provide concession to senior citizens for railway journey. (24)

Need to increase the number and frequency of MEMU train services. (25)

Need to establish a new railway zone exclusively for State of Kerala. (26)

Need to provide special funds for better passenger amenities in railways. (27)

Need for introduction of more trains on Kollam Schenkottah route. (28)

Need to provide special funds for the construction of Rail over Bridges (RoB) in Kollam Parliamentary constituency. (29)

Need to provide funds for strengthening the safety and security of railway passengers. (30)

Need to formulate a scheme for providing 3AC season tickets. (31)

Need to provide more funds for re-development of railway stations in a time bound manner. (32)

DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN

(CHENNAI SOUTH): I beg to move:

Need for increased budget allocation for track maintenance and safety to prevent derailments and accidents. (43)

Need to ensure timely completion of high-speed rail projects and address cost overruns. (44)

Need to increase budget allocation for passenger amenities, including clean drinking water, sanitation and waiting lounges at railway stations. (45)

Need to improve freight logistics efficiency to achieve the targeted modal share of 45 *per cent.* by 2030. (46)

Need to accelerate the deployment of KAVACH (Automatic Train Protection) system to improve railway safety. (47)

Need to address overcrowding in passenger trains and ensure additional coaches in high-demand routes. (48)

Need to improve electrification of railway tracks to enhance

energy efficiency and reduce carbon footprint. (49)

Need to increase investment in suburban railway networks to decongest urban transport systems. (50)

Need to improve accessibility in railway stations with better facilities for senior citizens and differently-abled passengers. (51)

12.52 hrs

MATTERS UNDER RULE 377*

माननीय सभापति : जिन माननीय सदस्यों को आज नियम 377 के अधीन मामलों को उठाने की अनुमति प्रदान की गई है, वे अपने मामलों के अनुमोदित पाठ को तुरंत व्यक्तिगत रूप से सभा पटल पर रख दें।

(i) Need to set up Integrated Textile Park in Jaipur, Rajasthan

श्रीमती मंजू शर्मा (जयपुर) : सरकार द्वारा टैक्सटाइल इंडस्ट्री को इंटीग्रेटेड इकोसिस्टम प्रदान करने के लिये पीएम मित्र योजना चलाई जा रही है, इस योजना में देश के अलग-अलग राज्यों में 20 टैक्सटाइल पार्क बनाये जाने का प्रावधान है, इनमें से 7 टैक्सटाइल्स पार्क स्वीकृत भी हो चुके हैं। इन पार्कों में स्पिनिंग, बुनाई, प्रोसेसिंग, डाई एवं प्रिंटिंग से लेकर कपड़ों की मैन्युफैक्चरिंग तक का काम किया जाएगा। योजना में फार्म टू फाइबर टू फैक्ट्री टू फैशन टू फॉरेन थीम के तहत भारतीय टैक्सटाइल उद्योग के विकास को गति मिलेगी। इसके लिये मैं माननीय प्रधानमंत्री जी एवं माननीय कपड़ा मंत्री जी को धन्यवाद

* Treated as laid on the Table.

प्रेषित करती हूँ। मैंने संसदीय क्षेत्र जयपुर में सांगानेर कस्बा स्थित है, जहाँ आजादी के पूर्व से ही परम्परागत रूप से कपड़ा रंगाई, छपाई, डाई, सिलाई, विक्रय आदि का कार्य किया जाता है। सांगानेर क्षेत्र में लगभग 3000 छोटे-बड़े कारखानों में तकरीबन 3.50 लाख लोग प्रत्यक्ष-परोक्ष रूप से रोजगार पा रहे हैं। मेरा सरकार से आग्रह है कि जयपुर, राजस्थान में इंटीग्रेटेड टैक्सटाइल पार्क की स्थापना की जाये, इससे स्थानीय कारीगरों-श्रमिकों को रोजगार के अवसरों में वृद्धि के साथ- ही टैक्सटाइल्स क्षेत्र का समग्र विकास होगा।

(ii) Regarding revival of Ginning Mill in Aska, Odisha

SHRIMATI ANITA SUBHADARSHINI (ASKA): Thousands of cotton growing farmers are affected due to the closure of ASKA Ginning mill Aska Parliamentary Constituency. People are forced to leave their villages in search of jobs in other states. The revival of Aska Ginning mill will definitely Provide job to local youths as well as encourage farmers to grow Cotton Cultivation which has high return value. I urge the Central Government to allocate Rs. 500 crores financial package for the revival of Aska Ginning mill during current Financial year.

(iii) Need to extend Regional Rapid Transit System (RRTS)

upto Kurukshetra

SHRI NAVEEN JINDAL (KURUKSHETRA): Kurukshetra is known for its religious and historic importance since the time of Mahabharata. This is the birthplace of Srimad Bhagwad Gita. The Government has taken a number of initiatives to develop Kurukshetra as tourist hub and efforts are underway to bring Kurukshetra on International map. The Solar Eclipse Fair and the Celebration of International

Gita Mahotsav in Kurukshetra also attracted lakhs of people. A large number of people across the country, as well as foreigners visit Kurukshetra by different mode of conveyance i.e. by road, through public transport as well as private vehicles and trains. etc. The Government has introduced the Regional Rapid Transit System (RRTS) from Delhi to Karnal. The RRTS will greatly help people traveling from Delhi to Haryana and vice versa. Keeping in view the immense religio-cultural importance of Kurukshetra and the avowed aim of government about bringing Kurukshetra on International Map as a tourist hub, it is essential to extend the scope of RRTS from Karnal to Kurukshetra. The running of RRTS up to Kurukshetra will not only increase manifold, the number of tourists due to Delhi connectivity but also greatly facilitate the regular commuters on the route. It is, therefore, urgently requested that the RRTS may kindly be extended up to Kurukshetra in national interest.

iv) Need to declare Mangarh Dham as National Memorial

डॉ. मन्ना लाल रावत (उदयपुर) : स्वाधीनता आंदोलन के दौरान बीसवीं सदी के आरंभ में संत गोविंद गुरु जी के नेतृत्व में राजस्थान, गुजरात व म.प्र के भीलों ने मानगढ़ धाम आन्दोलन किया। सन् 1913 में अंग्रेजों द्वारा तोपों एवं गोलियों से भूनकर 1507 सनातनी भील भक्तों को भून डाला तथा गोविंद गुरु जी को गिरफ्तार कर आजीवन कारावास दिया गया। इस आंदोलन में भारत के स्व के संपूर्ण राष्ट्रवादी तत्व एवं हमारी ज्ञान परम्परा की युग सेवा के मौलिक तत्व रहे हैं। भगवान बिरसा मुंडा की शहादत के 13 वर्ष उपरांत हुए इस क्रांति के शहादत स्थल पर माननीय प्रधानमंत्री जी भी पधारे हैं एवं यहां राष्ट्रीय स्मारक बनाने के भाव व्यक्त किए हैं। आजादी के अमृत कालखंड में महाराष्ट्र सहित चार राज्यों के आदिवासियों के सामाजिक समरसता पूर्ण बलिदान को चिरस्थायी करने के लिए मानगढ़ धाम को राष्ट्रीय स्मारक बनाए जाने हेतु भावपूर्ण आग्रह है।

**(v) Regarding participation of Members of Parliament in Boards
of various Institutions of Higher Education**

श्री विजय बघेल (दुर्ग) : केंद्र संचालित समस्त शैक्षणिक संस्थान चाहे वह एन.आई.टी. हो या आई.आई.टी हो या अन्य शैक्षणिक संस्थाएं इनके अधिनियम के परिषद में पूर्व में दो लोकसभा सांसद व एक राज्य सभा सांसद का प्रावधान था। परंतु बाद में इसे संशोधित कर इसे विलोपित कर दिया गया। जिस वजह से कुछ डायरेक्टर व अधिकारीगण स्वयं से शैक्षणिक संस्था का संचालन कर रहे हैं जो कि नियम के अनुरूप नहीं है ऐसी कई शिकायतें हम जनप्रतिनिधियों को प्राप्त होती हैं, सत्रहवीं लोकसभा में भी मेरे द्वारा इस विषय पर मांग की गई गई थे परन्तु आज दिनांक तक किसी भी सकारात्मक कार्यवाही की सुचना प्राप्त नहीं हुई है। अतः माननीय शिक्षा मंत्री जी से मेरा अनुरोध है उपरोक्त वर्णित अधिनियम को पुनः लागू किया जाये। जिससे कि विद्यार्थी हित में सही निर्णय लेते हुए केंद्र संचालित शैक्षणिक संस्था का सञ्चालन पारदर्शिता पूर्वक व सुचारू रूप से विद्यार्थी हित में हो सके।

**(vi) Regarding railways related issues of Jalore Parliamentary Constituency,
Rajasthan**

श्री लुम्बाराम चौधरी (जालौर) : मैं मेरे संसदीय क्षेत्र जालौर, राजस्थान के रेलवे से संबंधित निम्नलिखित महत्वपूर्ण मुद्दों को सरकार के ध्यान में लाना चाहता हूँ: –

1. जालौर से क्रमशः बेंगलुरु, हैदराबाद कोयम्बटूर चेन्नई से जोधपुर वाया समदडी भीलडी गर्मियों की छुटियों के लिए समर स्पेशल रेल चलाई जाए।
2. कोयम्बटूर-भगत की कोठी स्पेशल 06181/82 को पुनः शुरूकर इसे नियमित किया जाए।
3. सालासर एक्सप्रेस 22421/22422 तथा भगत की कोठी कामाख्या एक्सप्रेस 15623/15624 को गोंधीधाम वाया समदडी -भीलडी तक विस्तार किया जाए।

4. बाडमेर - यशवंतपुर एसी एक्सप्रेस 14805/14806 को सप्ताह में सातों दिन चलाया जाए ।
5. चेन्नई - अहमदाबाद 22919/22920 का हिसार तथा नवजीवन एक्सप्रेस 12655/12656 जोधपुर तक विस्तार (वाया समदडी भीलडी) तक किया जाए ।
6. जयपुर-जोधपुर एक्सप्रेस 22977-78 को भीलडी तक विस्तार किया जाए ।
7. पिंडवाडा रेलवे स्टेशन पर आश्रम एक्सप्रेस, गरीबरथ एक्सप्रेस , वन्देभारत एक्सप्रेस, अहमदाबाद - गोरखपुर एक्सप्रेस तथा JU SBC EXP. 16507/16508 तथा स्वरूपगंज स्टेशन पर हरिद्वार मेल, आश्रम एक्सप्रेस, गरीबरथ एक्सप्रेस का ठहराव दिया जाए ।
8. ट्रेन संख्या 19735/36 को जयपुर से अहमदाबाद तक पुनः संचालित किया जाए ।
9. डी0एम0यू0 (79437/79438,79431/79432) को फालना तक विस्तारित किया जाए।
10. अहमदाबाद - गोरखपुर एक्सप्रेस 19409/10 को प्रतिदिन चलाया जाए ।
11. आकांक्षी जिला सिरोही जिला केन्द्र को पिण्डवाडा या स्वरूपगंज से बागरा तक नई रेलवे लाइन से जोड़ा जाए ।
12. स्वरूपगंज रेलवे स्टेशन के समीप फुट ओवर ब्रिज का निर्माण किया जाए ।

अतः मेरा माननीय रेल मंत्री जी से निवेदन है कि उपरोक्त मुद्दों पर जल्द से जल्द कार्रवाई करने के आदेश जारी करें ।

(vii) Need to include Rajbanshi language in 8th Schedule to the Constitution

SHRI RAJU BISTA (DARJEELING): There is a long-standing demand of the Rajbangshi people for inclusion of the Rajbanshi (or Kamatapuri) language in the 8th Schedule to the Constitution. Rajbanshi language, culture, and heritage is

followed by about 3 crores people across India, Bangladesh, Nepal, and Bhutan. Rajbangshi is a trans-national community residing in India, Nepal, Bhutan, and Bangladesh, maintaining a common cultural and linguistic identity. Rajbangshi is an official language by the Government of West Bengal and also the Government of Nepal. Eminent personalities from Rajbangshi community include: - Sahitya Akademi Awardee - Dr. Girija Shankar Roy. - Padma Shri awardees - Dr. Dharma Narayan Barma, Nagendra Nath Roy, Pratima Barua, Gita Roy Barman, Mangalakanti Roy. - 'Kamata Ratna' - Late Ambika Charan Choudhury, renowned author. Freedom fighters - Thakur Panchanan, Vir Chila Ray, Maharaja Nara Narayan, Maharaja Nripendra Narayan, and Maharaja Jagadwipendra Narayan have contributed to the Indian independence struggle. Upendra Nath Barman worked with Dr. B.R. Ambedkar in drafting the Constitution and is one of the signatories. Given the historical and cultural contributions, Rajbangshi language must be recognized in 8th Schedule to the Indian Constitution. This will help in the preservation, promotion, and development of the Rajbangshi language for future generations.

(viii) Need to declare Bilgram-Mallawan State Highway as National Highway

श्री अशोक कुमार रावत (मिश्रिख) : मैं माननीय सड़क परिवहन एवं राजमार्ग मंत्री जी का ध्यान अपने संसदीय क्षेत्र मिश्रिख की ओर आकर्षित करना चाहता हूँ। मेरे संसदीय क्षेत्र अंतर्गत बिलग्राम- मल्लावां उन्नाव एक स्टेट हाईवे संख्या 38 है। यह हरदोई जिला होते हुए एक तरफ जिला उन्नाव और दूसरी तरफ जिला शाहजहांपुर के राष्ट्रीय राजमार्ग संख्या 730 (फोर लेन) में जुड़ती है, जिला हरदोई और उन्नाव में इस सड़क की चौड़ाई बहुत कम है। जिसके चलते आए दिन भीषण दुर्घटनाएं होती रहती है,

अभी कुछ दिन पहले ही मल्लावां के नगर पालिका अध्यक्ष और यहां के 15 लोगों की मौत इसी सड़क पर 25 नवंबर 2024 को हो चुकी है। माननीय प्रधानमंत्री जी ने ट्वीट करके इस हादसे पर दुख जताया था तथा प्रधानमंत्री राहत कोष से मृतक के परिवारों को दो-दो लाख रुपये की सहायता राशि दी गई थी। मैं माननीय सड़क परिवहन एवं राजमार्ग मंत्री जी से मांग करता हूं कि बिलग्राम मल्लावां स्टेट हाईवे को राष्ट्रीय राजमार्ग में शामिल करने की स्वीकृति एवं सड़क को फोरलेन बनाने के लिए राष्ट्रीय राजमार्ग के अधिकारियों को निर्देश देने की कृपा की जाये। जिससे भविष्य में होने वाली दुर्घटनाओं को रोकने में मदद मिल सकेगी।

**(ix) Regarding establishment of Multi-Product Special Economic Zone
in Chhindwara Parliamentary Constituency, Madhya Pradesh**

श्री बंटी विवेक साहू (छिन्दवाड़ा) : मेरी लोकसभा क्षेत्र छिन्दवाड़ा-पान्दुर्ना के सौंसर में छिन्दवाड़ा प्लस डेव्ह प्रा. लि., नागपुर द्वारा मल्टी प्रोडक्ट स्पेशल ईकोनामिक जोन की स्थापना के लिये सौंसर में शा.भू. 190.175 हैक्टेयर तथा निजी क्षेत्र से 2583.095 हैक्टेयर भूमि कुल 3398.425 हैक्टेयर भूमि पर 1800 करोड़ रुपये की लागत से एस. ई. जेड़. की स्थापना होनी थी जिसका उद्देश्य औद्योगिक क्षेत्र का निर्माण एवं आर्थिक एवं औद्योगिक विकास था। इसमें मक्का के उत्पाद एवं कपास से वस्त्र उद्योग को स्थापित कर किसानों को लाभ दिलाना था। छिन्दवाड़ा प्लस औद्योगिक पार्क से विकास तथा रोजगार के अवसरों के सृजन से प्रदेश को लाभ मिलने की उम्मीद थी। मैं सरकार से अनुरोध करना चाहता हूँ कि उक्त एस.ई.जेड़. के लिये प्रायोजकों द्वारा शासकीय भूमि का अधिग्रहण एवं निजी भूमि क्रय कर अब तक औद्योगिक क्षेत्र की स्थापना नहीं की गई है जिसकी वजह से जिन किसानों की भूमि क्रय की गई थे वे बेरोजगार हो गये हैं और वहीं शासकीय भूमि जो कि सस्ती दरों पर अधिग्रहित की गई थी उससे शासन को आर्थिक नुकसान हुआ है। भूमि को व्यावसायिक प्रयोजनों से बिक्रय किया जा रहा है। आपके माध्यम से अनुरोध करना चाहता हूँ कि इस परियोजना को क्रियान्वित कराया जाये। अधिग्रहित एवं क्रय की गई भूमि को भूमि मालिकों को वापिस कराया जावे।

(x) Need for restoration and holistic development of Kuchipudi village, the birthplace of Kuchipudi dance, in Andhra Pradesh

SHRIMATI DAGGUBATI PURANDESWARI (RAJAHMUNDRY): I wish to draw attention to the urgent need for restoration and holistic development of Kuchipudi village in Andhra Pradesh—the birthplace of India's renowned classical dance form, Kuchipudi—transforming it into a global cultural heritage destination. Kuchipudi village, home to numerous hereditary artists and historical landmarks dating back to the 16th century, currently lacks adequate infrastructure and preservation measures. Establishing modern facilities like state-of-the-art performing arts centres, museums, recording studios, and visitor amenities will protect this invaluable heritage. Empowering the local community, particularly women and youth, through skill development in costume-making, jewellery design, and other related crafts, will promote sustainable livelihoods and economic growth. Additionally, digitization of manuscripts, archival material, audio-visual recordings, and cultural artefacts is essential to preserve Kuchipudi's rich legacy for future generations. Recognition as a UNESCO World Heritage Site would significantly enhance global visibility, tourism opportunities, and international appreciation of India's vibrant culture. I, therefore, strongly urge the Central Government to extend its full support, including financial assistance and necessary infrastructural backing, to turn Kuchipudi village into a global cultural attraction. This initiative aligns perfectly with our nation's vision of preserving heritage, boosting tourism, and fostering inclusive economic empowerment at the grassroots level.

(xi) Need to demolish dilapidated building of Railway Department**in Sabale Nagar, Kurla East, Mumbai**

प्रो. वर्षा एकनाथ गायकवाड़ (मुम्बई उत्तर-मध्य) : मैं सरकार का ध्यान महाराष्ट्र के मुंबई शहर के कुर्ला (पूर्व) स्थित साबळे नगर की ओर आकर्षित करना चाहती हूँ, जहाँ रेलवे विभाग की खाली एवं जर्जर इमारत बीते 15 वर्षों से खतरनाक स्थिति में है। इस इमारत की संरचना अत्यंत जर्जर हो चुकी है, इसके स्लैब कमजोर पड़ चुके हैं और इसमें दरारें आ गई हैं, जिससे यह कभी भी गिर सकती है। यह स्थिति बेहद चिंताजनक है और आसपास रहने वाले नागरिकों के जीवन को गंभीर खतरा उत्पन्न कर रही है। मैं सरकार से आग्रह करती हूँ कि इस गंभीर विषय पर तुरंत कार्रवाई करते हुए स्थानीय नागरिकों की सुरक्षा एवं उनके जीवन की रक्षा के लिए इस खतरनाक इमारत को तुरंत गिराने के लिए आवश्यक कदम उठाए जाएं, जिससे किसी भी संभावित दुर्घटना को रोका जा सके।

(xii) Need to set up a separate High Court for Nagaland

SHRI S. SUPONGMEREN JAMIR (NAGALAND): I would like to request the Union Government for setting up of separate High Court for the state of Nagaland and Amendment of the North Eastern Areas (Re Organisation) Act 1971.

(xiii) Need to take strict action against production and smuggling of drugs**in Barmer Parliamentary Constituency, Rajasthan**

श्री उम्मेदा राम बेनीवाल (बाड़मेर) : अंतराष्ट्रीय सीमा से लगा मेरे संसदीय क्षेत्र बाड़मेर सामरिक दृष्टि से महत्वपूर्ण है जहां नशे, अवैध हथियारों का बढ़ता कारोबार राष्ट्र सुरक्षा के लिए चिंता का विषय हैं यहां सुरक्षा को लेकर कड़े प्रबंध होने चाहिए। भारत-पाक बॉर्डर पर 10 सितंबर 2024 को खारा राठौड़ान, गंगाला सहित अन्य स्थानों पर डीआरआई मुंबई द्वारा कार्यवाही में ड्रग फैक्ट्री पकड़ी गई

लेकिन मामला शांत हो गया। हर बार मामले दब जाते हैं विगत वर्षों में करोड़ों रुपए की हीरोइन, एमडी, कोकीन, गांजा, अफीम सहित अन्य मादक पदार्थ विदेशी अत्याधुनिक हथियारों के जखीरे पकड़े गए उन पर ठोस कारवाई नहीं होने से लगातार तस्करी का कारोबार बढ़ता जा रहा है। बाड़मेर, जोधपुर सहित राजस्थान के हजारों युवा नशे और अपराध के दलदल में फंसते जा रहे हैं। इस दल-दल से दूर करने, मादक पदार्थों के उत्पादन और अवैध कारोबारियों के विरुद्ध कोई ठोस कार्यवाही अमल में लाई जाए। अन्तर्राष्ट्रीय सीमा प्रतिबंधित क्षेत्र में सुरक्षा को लेकर घोर लापरवाही, तस्करी, नशे के नेटवर्क के साथ जमीनों का अवैध कारोबार धड़ल्ले से चल रहा है जिससे और ज्यादा अवांछनीय गतिविधियाँ बढ़ने की संभावना है। सरकार नारकोटिक्स कंट्रोल ब्यूरो ऑफ इंडिया सहित अन्य एजेंसियों की विशेष टीम गठित कर संयुक्त कार्यवाही कर ड्रग माफियाओं, अवैध हथियारों के कारोबार को खत्म करे, ऐसी मेरी सरकार से विनती है।

(xiv) Need to expedite completion of restoration work of Shri

Markandeshwar Devsthan in Chamorshi tehsil, Gadchiroli district,

Maharashtra

DR. NAMDEO KIRSAN (GADCHIROLI-CHIMUR): The work started off as an ambitious project for restoration of the ancient Shri Markandeshwar Devsthan (popularly known as Markanda temple) in Chamorshi tehsil of Gadchiroli district, is still in progress despite passage of ten years. The restoration work of main temple of Shri Markandeshwar had started in the year 2015 in my Gadchiroli -Chimur Lok Sabha Parliamentary constituency. I want to state that there is much displeasure among the devotees as the work is incomplete despite passage of ten years since it started. I want to know from the administration as well as ASI as to why the work of restoration of the ancient temple is lagging. Considering the devotees'

sentiments, it is necessary to complete the work at the earliest. Hence I request the Hon'ble Minister to get the matter examined at the earliest.

(xv) Need to establish ECHS Polyclinics and CSD canteens in

Mavelikkara Parliamentary Constituency, Kerala

SHRI KODIKUNNIL SURESH (MAVELIKKARA): There is an urgent need to establish new ECHS polyclinics and CSD canteens in Mavelikkara Lok Sabha Constituency. There is a long-pending demand from ex-servicemen and their families for setting up new ECHS polyclinics and CSD canteens in Sasthamkotta and Chengannur, as the existing facilities are inadequate to meet their needs. Furthermore, ECHS polyclinics at Kottarakkara, Chengannur, Changanassery, and Mavelikkara currently operate from rented buildings, which leads to operational constraints and financial burdens. It is imperative that these centers be provided with land and own buildings to ensure their long-term sustainability and improved service delivery. I urge the Ministry of Defence to take immediate steps to establish new ECHS polyclinics and canteens where required and to allocate land and construct permanent buildings for existing ECHS facilities currently functioning from rented premises. This will significantly benefit the large population of veterans and their families in these regions.

**(xvi) Regarding information related to number of employees under
SC/ST/OBC categories working in PSUs, Educational Institutions and
Research Centres**

श्री धर्मेन्द्र यादव (आज़मगढ़) : मैं भारत सरकार के सारे मंत्रालय, भारत सरकार के अधीन आने वाले सारे सार्वजनिक उपक्रमों तथा शैक्षिक संस्थानों, अनुसंधान केंद्रों में कार्यरत कर्मचारियों की संख्या के बारे में निम्न जानकारी मुहैया कराने का निवेदन करता हूँ:-

1. भारत सरकार के श्रेणी 'ए' एवं 'बी' के कुल कर्मचारियों की संख्या का कितना प्रतिशत व संख्या (वास्तविक नंबर) दलित, आदिवासियों तथा अन्य पिछड़ा वर्ग से आते हैं?
2. ऊपर उल्लिखित सभी इकाइयों में कितनी स्वीकृत संख्या है?
3. उन सभी में कितनी रिक्तियां हैं? व कब से हैं?
4. उन सभी रिक्तियों में दलित आदिवासियों व अन्य पिछड़ा वर्ग से कितने आते हैं?

ऊपर मांगी गई जानकारी को एक प्रक्रिया का हिस्सा बताकर जो जवाब दिए जा रहे हैं उससे हटकर, आज एक निश्चित तारीख पर जो संख्या है उसे बताने का कष्ट करें? सतत प्रक्रिया की बजाय आज की तारीख के आंकड़े बताएं।

**(xvii) Regarding environmental pollution in Etah Parliamentary
Constituency**

श्री देवेश शाक्य (एटा) : मेरी लोकसभा एटा, कासगंज में जल, वायु और मृदा प्रदूषण की स्थिति बहुत दयनीय है। यहाँ पर न्योली शुगर मिल, सोरो नगरिया, दाऊजी इस्पात फैक्टरी, कासगंज, मुरलीकृष्णा चकोरी फैक्टरी, एटा, हिंदुस्तान लिवर लिमिटेड, एटा, नौवा फैक्टरी, कासगंज, द्वारा जल प्रदूषण और वायु प्रदूषण फैलाया जा रहा है उससे यहाँ के आसपास की जीवन प्रणाली पर खासा प्रभाव पड़ रहा है। कैंसर और अस्थमा जैसी बीमारियों के कारण कई लोगों को अपनी जान गंवानी पड़ी है। कई बार किसान संगठनों द्वारा धरना प्रदर्शन किया गया परंतु संबंधित विभाग द्वारा कोई कार्रवाई नहीं की गई।

मेरा सरकार से अनुरोध है कि उच्च स्तरीय जांच टीम बनाकर इन फैक्ट्रियों की जनहित में जांच करा कर इनके विरुद्ध जनहित में उचित कार्रवाई कराई जाए। यहाँ पर फसलों पर भी बुरा प्रभाव पड़ रहा है।

**(xviii) Need to print the question paper of NET and UPSC Examinations
for 'Santhali' language in Ol Chiki Script**

SHRI KALIPADA SAREN KHERWAL (JHARGRAM): The teaching of Santhali using Ol Chiki script has been introduced from primary to university levels both as language and subject as well as medium of instruction since the 2008 academic session in West Bengal. Besides this, the Santhali education is being updated in various universities of West Bengal, Jharkhand and Odisha. As of now, Santhali is taught at PG and UG levels in 14 universities and 62 colleges respectively. More than 350 schools of primary and secondary levels in West Bengal, the Santhali is being taught using Ol Chiki script. Numerous aspirant students are pursuing their higher studies using Ol Chiki script; and thousands of students are appearing in various examinations like NET and UPSC every year. Presently, the Santhali question paper of NET and UPSC examinations are being provided in Devnagari script. Santhali being a recognised language, the Santhal people globally accepted and using Ol Chiki script as Standard for Santhali language. The Sahitya Akademi also accepted and approved the one language one script policy for nurturing the Santhali literature. Therefore, I would request the concerned department to print the question paper of NET and UPSC examinations for Santhali in Ol Chiki script only instead of Devnagari script.

**(xix) Need to release pending funds for West Bengal under
various welfare and development schemes**

PROF. SOUGATA RAY (DUM DUM): A staggering Rs 1.75 Lakh Crore the state's delayed funds for crucial welfare and development schemes like MGNREGS have hindered program implementation, challenged local governance, and impacted rural employment and infrastructure. Despite several attempts and delegations to the Union Government, the Centre remains in denial. Funds for several schemes in West Bengal including MGNREGA for the past few years are yet to be disbursed. There has been no specific allocation for West Bengal over the past few years. I urge upon the Finance Minister and Central Government to release the pending dues of MGNREGA to West Bengal immediately. Ministry of Rural Development admitted that an amount of Rs. 7888.67 crore to West Bengal under Pradhan Mantri Awas Yojana-Gramin (PMAY-G) during the current financial year is pending with the "competent authority". It is learnt that the decision of Bengal's dues is pending with the Ministry of Rural Development since the last five months. The Union Government is requested to release the funds to West Bengal immediately.

**(xx) Need to set up an airport at Melchengam near Tiruvannamalai
in Tamil Nadu under UDAN-RCS Scheme**

SHRI C. N. ANNADURAI (TIRUVANNAMALAI): Tiruvannamalai in Tamil Nadu is a religious place of national and international importance and prominent pilgrimage destination, which is famous for Arunachaleswar (Lord Shiva) Temple and Ramana Maharishi Ashram. Around 1 -1.5 lakh pilgrims visit the said temple every

day. Further 15 to 20 lakh pilgrims from India and abroad congregate in Tiruvannamalai for Parikrama (Girivallam-14.5 Kms) around holy hill of Arunachaleshwar every full moon day. The Annual Kartikeyei Deepam Festival attracts more than 35 lakhs of pilgrims including NRIs and foreigners to this place. Tourists from abroad and other parts of the country who prefer to fly to Tiruvannamalai, the nearest airport happens to be 200 km away at Chennai or Bangalore. This place has huge potential for revenue generation from religious tourism which is yet to be tapped due to absence of nearby airport. Therefore, I request Hon'ble Minister of Civil Aviation, to kindly instruct the concerned authorities to take viable steps to build an airport under UDAN-RCS scheme, at Melchengam which is nearby Tiruvannamalai, for benefit of visitors to this place.

(xxi) Need to explore comprehensive credit assessment mechanisms to accurately reflect the financial health of MSMEs in order to address the problems faced by the sector

SHRI KESINENI SIVANATH (VIJAYAWADA): MSME sector, particularly in Autonagar with its automobile manufacturing units, is a key contributor to the local economy yet faces challenges in accessing formal credit. One such challenge is CIBIL scores, which depend on borrower's payment and credit history for calculating loan eligibility. However, many MSMEs lack formal credit histories or established records, making it difficult for them to secure loans. Furthermore, the issue of delayed payments from buyers to MSMEs is rampant, worsening liquidity issues in this sector, leading to repayment difficulties and consequently, a poor

CIBIL score. This creates a vicious cycle, where MSMEs end up paying higher interest rates, further straining their financial stability. There is an urgent need to explore alternative credit assessment mechanisms, such as income-based evaluations, to accurately reflect the financial health of MSMEs. This need was recognized in the Union Budget 2024-25, where the Government announced that Public Sector Banks will develop a new credit assessment model based on the digital footprints of MSMEs, reducing reliance on external assessments. I urge the Government to provide details regarding the steps taken to develop this model, offering much-needed relief to the MSME sector.

(xxii) Regarding exemption of toll tax for persons residing near Toll

Plaza on National Highway in Bhagan Bigha in Nalanda district, Bihar

श्री कौशलेन्द्र कुमार (नालंदा) : नालंदा में एन.एच. पर भागन बिगहा में टोल प्लाजा चालू किया गया है, जहाँ टोल टैक्स की भुगतान-प्राप्ति प्रारम्भ हो गई है। इसके कारण भागन बिगहा टोल प्लाजा के आसपास के नागरिकों को अब परेशानी होने लगी हैं। क्योंकि बिना टैक्स पेमेन्ट के लोगों को जाने नहीं दिया जा रहा है। इसके कारण वहाँ के लोगों में सरकार के प्रति भारी आक्रोश है। राजमार्ग टैक्स क्लेक्शन कानून-2024 में टोल प्लाजा के 20 किमी. के आसपास रहने वाले नागरिकों को उनकी आवाजाही को सुविधाजनक बनाने के लिए टोल टैक्स नहीं लेने का प्रावधान है। इसलिए नियम के अनुसार भागन बिगहा के आसपास सोहसराय, बिहार शरीफ, दीपनगर, हरनौत, बेना आदि के नागरिकों से उनके निजी वाहनों पर कोई टोल टैक्स नहीं वसूला जाना चाहिए। अतः सड़क परिवहन एवं राजमार्ग मंत्रालय से आग्रह है कि इस दिशा में अविलम्ब आवश्यक दिशानिर्देश जारी करें और भागन बिगहा में वसूले जा रहे टोल टैक्स को बन्द करें।

(xxiii) Regarding wild animal menace in Yavatmal and Washim districts in Maharashtra

श्री संजय उत्तमराव देशमुख (यवतमाल-वाशिम) : यवतमाल-वाशिम जिले के किसान गम्भीर संकट का सामना कर रहे हैं। नीलगाय, जंगली सुअर और तेंदुओं के हमलों के कारण फसलों का भारी नुकसान हो रहा है। किसान दिन रात अपने खेतों की रक्षा कर रहे हैं, फिर भी उनकी मेहनत पर पानी फिर रहा है। इस समस्या के समाधान के लिए सरकार को तत्काल ठोस कदम उठाने चाहिए।

नुकसान की मात्रा दिन-ब-दिन बढ़ रही है। कपास, सोयाबीन तथा चना जैसी फसलें नष्ट हो रही हैं। कई किसान घायल हो रहे हैं तो कुछ को अपनी जान तक गंवानी पड़ रही है। नुकसान की भरपाई के लिए किसानों को सरकारी दफ्तरों के चक्कर लगाने पड़ते हैं लेकिन न्याय नहीं मिलता। सरकार को तुरंत निम्नलिखित उपाय करने चाहिए:-

- 1 वन्यजीवों की संख्या को नियंत्रित करने के लिए वैज्ञानिक योजना बनाई जाए।
- 2 नुकसान की भरपाई तुरंत और सीधे किसानों के खाते में जमा की जाए।
- 3 जंगल से सटे खेतों की सुरक्षा की तारबंदी हेतु सरकार विशेष निधि प्रदान करें।
- 4 वन्यजीवों को जंगल में स्थानांतरित करने के लिए एक विशेष योजना चलाई जाए।

(xxiv) Need to expedite establishment of Integrated Steel Plant in YSR

Kadapa district, Andhra Pradesh

SHRI Y. S. AVINASH REDDY (KADAPA): A decade has passed since the promise was made to establish the Integrated Steel Plant in the YSR Kadapa District of Andhra Pradesh. It is unfortunate that there has been an inordinate delay in setting up the Integrated Steel Plant in Kadapa. The Andhra Pradesh Reorganisation Act, 2014 has not been followed in letter and spirit by the Government of India. The previous Government of Andhra Pradesh took significant steps to establish Steel

Plant at Kadapa under Public Private Partnership with AP High Grade Steel Corporation and JSW Steels. The then Government of Andhra Pradesh had successfully began construction of basic infrastructure works including an approach road, high tension power supply, water supply and dedicated railway line to the proposed plant site. Environmental Clearance permission has also been granted. So I request the Government of India to intervene and take this project further by providing necessary mining leases to AP High Grade Steel Corporation and by taking all measures for speedy completion of the steel plant at Kadapa and fulfill the promise made by the Government of India in this august house as a part of AP Reorganisation Act, 2014.

(xxv) Need to undertake research to explore medicinal potential of the marine seagrass plant found along Rameswaram Coast, Tamil Nadu

SHRI NAVASKANI K. (RAMANATHAPURAM): In my Ramanathapuram Parliamentary Constituency, along the coast of Rameswaram, the Marine Seagrass plant has been found to contain bioactive compounds capable of treating severe diseases such as cancer and diabetes. This discovery was made by the Department of Biotechnology at the University of Madras. To fully explore the medicinal potential of these compounds and develop advanced medicines for global use, I urge the Union Government to allocate special funding and establish a dedicated research team in consultation with the Government of Tamil Nadu. This initiative will not only contribute to India's economic growth but also ensure that life-saving medicines for these deadly diseases are made available to the common

people at an affordable price. Therefore, I request the Union Government to take special consideration and announce a dedicated research initiative for this purpose.

(xxvi) Need to fill up vacant posts in various departments in

Union Territory of Dadra and Nagar Haveli and Daman and Diu

श्री उमेशभाई बाबूभाई पटेल (दमन और दीव) : मुझे सरकार का यह करते हुए अत्यंत खेद है कि यूटी प्रशासन of DNH & DD की ढिलाई के चलते प्रदेश के सैंकड़ों युवाओं की महत्वकांक्षाओं का कई वर्षों से हनन हो रहा है। प्रदेश के अनेक योग्य, पढ़े लिखे युवा सरकारी नौकरी की उम्मीद में हर वर्ष आवेदन पत्र भरते हैं। हालांकि प्रशासन की ढिलाई के चलते इन नौकरियों के लिए समय पर भर्ती नहीं कराई जाती है। इस कारण से कई उम्मीदवार over - age हो चुके हैं। ऐसे तो शिक्षा, हेल्थ सहित कई विभागों की बहुत सारी नौकरियां खाली पड़ी हुई हैं पर सन 2019 एवं 2020 में जारी किये गए नोटिफिकेशन के तहत DNH और DD में LDC व अन्य पदों की करीबन 80 भर्तियां की जानी थी। तब से अब तक इन पदों के लिए कोई परीक्षा नहीं कराई गयी है। मैं माँग करता हूँ कि प्रदेश के खाली पड़े सारे के सारे पदों पर नियमित भर्ती कर के युवाओं के रोजगार साथ न्याय किया जाये। साथ ही यह भर्तियां स्थानीय लोगों के लिए Domicile अनिवार्य कर भरी जाए।

12.53 hrs

UNION BUDGET (2025-2026) – DEMANDS FOR GRANTS

Ministry of Railways....Contd.

श्रीमती शताब्दी राय बनर्जी (बीरभूम) : सर, रेल के बारे में बोलने से पहले जो बात आती है, वह सेफ्टी एंड सिक्योरिटी की आती है। सेफ्टी पर बोलने से पहले सबको पता है कि लास्ट दो-तीन सालों से रेलवे

का क्या हाल है और कितने एक्सीडेंट्स हुए हैं। कंपेनसेशन आप चाहे दो लाख दें या दो करोड़ रुपये दें, लेकिन जो लोग एक्सीडेंट्स में मरते हैं, वे कभी वापस नहीं आते हैं। कंपेनसेशन कभी बेटे को वापस नहीं ला सकता। कंपेनसेशन कभी पिता को वापस नहीं ला सकता। कंपेनसेशन कभी माँ का प्यार वापस नहीं ला सकता है, इसलिए जितने भी एक्सीडेंट्स हो रहे हैं, वे क्यों हो रहे हैं, इस पर ध्यान देना बहुत जरूरी है।

सर लोकल ट्रेनों का हाल बहुत बुरा है। मैं एक बार दिल्ली रेलवे स्टेशन पर गई थी। मैं सामने देख रही थी कि एक ट्रेन आ रही है। उस ट्रेन के थ्री टियर में छः लोगों की जगह होगी, लेकिन वहां पर कम से कम 20 लोग बैठे थे। वहां पर बच्चे को खिड़की से धक्का मारकर अंदर धकेला गया था। ऐसा नहीं था कि बच्चे को बैठाया गया था, क्योंकि बच्चे के जाने से उसको सीट मिल जाएगी, उसके बाद उसके माँ-बाप पीछे से जाएंगे। मैंने वहां पर पूछा कि यह कौन सी ट्रेन है तो पता चला कि बिहार जाने वाली ट्रेन है। मैंने सोचा कि एक से डेढ़ घंटे की जर्नी होगी, लेकिन पता चला कि वे कल शाम तक बिहार पहुंचेंगे। जिस ट्रेन में बच्चे और माँ को धक्का मारकर अंदर भेजना पड़ता है, जहां छः लोगों की जगह पर 20 लोग बैठते हैं, एक दिन और एक रात उसमें चलते हैं, वह जगह एक एक्सीडेंट से भी खतरनाक जगह बन जाती है। इसे रेलवे मिनिस्टर को देखना चाहिए।

आप वेटिंग लिस्ट के बारे में बोलते हैं। मुझे वेटिंग लिस्ट में पता नहीं चलता है। मान लीजिए ट्रेन में टोटल सीट्स 200 लोगों की है तो 200 के बाद और 200 की वेटिंग लिस्ट दे रहे हैं। इसका मतलब है कि अगर एक सीट कैंसिल होगी तो दूसरे व्यक्ति की क्लियर हो जाएगी, उसमें रेलवे का कोई लॉस नहीं हो रहा है, फिर भी आप कैंसिल करने के लिए 20 रुपये प्लस जीएसटी ले रहे हैं। लास्ट मूवमेंट पर कैंसिल करने पर 60 रुपये प्लस जीएसटी ले रहे हैं।

क्या आपको पता है कि आरटीआई रिपोर्ट के हिसाब से वर्ष 2019 से 2023 तक कैंसिलेशन में रेलवे की इनकम 6113.31 करोड़ रुपये की हुई है। वेटिंग लिस्ट कैंसिलेशन में 1229.85 करोड़ रुपये की इनकम हुई है।

इनकम के लिए यह जिसका आइडिया है, वह रेल के लिए बहुत अच्छा है, लेकिन पब्लिक के

लिए क्या अच्छा है? जिसको ट्रेन में लास्ट मूवमेंट तक टिकट नहीं मिलता है, वह टिकट कैंसिल करवाता है। टिकट कैंसिलेशन में लोगों के ऊपर टॉर्चर हो रहा है। 8 बजे रेलवे की ऑनलाइन बुकिंग होती है, वह बहुत अच्छी व्यवस्था है। लेकिन ऑनलाइन टिकट के लिए आपको पता है कि 60 डेज पहले टिकट की बुकिंग शुरू होती है। अगर आप 8 बजे ऑनलाइन टिकट बुक करेंगे तो तीन मिनट में ही सारी टिकट बुक हो जाती हैं। यह कैसे होता है? जब तक मैं ऑनलाइन टिकट लेने के लिए जाती हूं तब तक तीन मिनट में वह फुल हो जाती है। यह कैसे हो सकता है? यह पब्लिक का हैरासमेंट, टाउट का हैरासमेंट एक जैसा ही रहा, लेकिन कुछ सॉल्यूशन में आया नहीं है।

एमपीज़ की जो रिव्रैस्ट है, हम लोग अपनी कॉन्स्टीट्यूएन्सी की बार-बार रिव्रैस्ट करते हैं, रेल की सबसे ज्यादा रिव्रैस्ट एमपीज़ की तरफ से आती हैं, लेकिन बार-बार चिढ़ी या प्रपोजल देने के बाद भी उसका सिर्फ आंसर आता है, कोई काम नहीं होता है। हर प्रपोजल, हर ब्रिज को बनाने में दस साल लगते हैं, सात साल लगते हैं, 15 साल लगते हैं। अगर कोई भी प्रोजेक्ट को इतने साल तक बढ़ाएंगे तो उसका बजट भी बढ़ जाता है, उसकी कॉस्ट भी बढ़ जाती है। फिर उसकी कॉस्ट ज्यादा होने के कारण उसे बंद कर देते हैं। जो भी प्रपोजल बने, आप पहले वाले को क्लियर करें, यह मेरी रिव्रैस्ट है।

मेरी कॉन्स्टीट्यूएन्सी में रात 1 बजे के बाद सुबह सात बजे तक वर्धमान से रामपुरहाट, नलहाटी, मुरारई, राजग्राम, पाकुड़ तक कोई ट्रेन नहीं है। यहां से लोकल लोग जाते हैं। वे स्कूल के लिए जाते हैं, टीचर्स जाते हैं, डॉक्टर्स जाते हैं, कोई टाइम पर नहीं पहुंच सकता है। इसलिए मैं यह रिव्रैस्ट करना चाहती हूं कि 6.30 बजे वर्धमान-तीनपहाड़ ट्रेन शुरू की जाए। बुलेट ट्रेन या किसी एक-दो ट्रेन के कारण वहां लोकल ट्रेन लेट हो रही है और हर दिन लेट हो रही है। इसके कारण स्टूडेंट्स लेट हो रहे हैं। रामपुरहाट स्टेशन में ट्रेन की बहुत जरूरत है, क्योंकि वहां पर तारापीठ मंदिर है, जहां पर बहुत लोग आते हैं। ट्रेन का जो सिस्टम है, वह बहुत खराब है। आसनसोल मालदा टाउन एक्सप्रेस जो नई ट्रेन है, उसको चालू करने के लिए मैं रिव्रैस्ट कर रही हूं।

जो एनक्रोचमेंट होता है, एनक्रोचमेंट को हटाने के लिए रेल मंत्रालय बहुत साल लगा देता है। वहां जो लोकल लोग हैं, लोकल ऑफिसर्स ने वहां एनक्रोचमेंट हटा भी दिया, उसका प्रपोजल बनाने में

और भी दो साल लगा देते हैं तब तक वे लोग वहां फिर से आ जाते हैं। फिर बोलते हैं कि एनक्रोचमेंट हटाओ और वे अचानक आकर एनक्रोचमेंट हटा देते हैं। मेरे यहां रामपुरहाट, हरिजन पल्ली में कसईपाड़ा डाक बंगले में 100 सालों से लोग रहते हैं। वे लोग अचानक आकर रास्ता ब्लॉक कर रहे हैं। वहां पर जो लोग रहते हैं, उनके आने-जाने का रास्ता है ही नहीं। मेरी यह रिक्वेस्ट है कि अगर रेल मंत्रालय को कुछ भी काम करना है, एक तो रिक्वेस्ट करने के दस साल के बाद उसका आंसर आता है, मिनिस्टर को होश आता है कि दस साल बाद कुछ करना है और उसके बाद भी 10 साल लगा देते हैं। हम लोग जितने एम्पीज़ हैं, चाहे 15 साल से हों या 20 साल से हों, नेक्स्ट जनरेशन को उसका फल मिलेगा।

मिनिस्ट्री ने बोला था कि वर्ष 2023 तक 100 परसेंट इलैक्ट्रिफिकेशन का काम हो जाएगा। वर्ष 2025 में अभी तक 40 परसेंट हुआ है। ... (व्यवधान) मैं कनक्लूड कर रही हूं। राजधानी ट्रेन में फर्स्ट क्लास में हॉकर्स जा रहे हैं, जो सामान सेल कर रहे हैं। मैंने पूछा कि क्या है? वह बोल रहा है कि टारगेट दिया है कि एक लाख रुपये का सामान बेचना पड़ेगा। वह फर्स्ट क्लास में कॉफी बेच रहा है, मोमो बेच रहा है, जिससे सिक्योरिटी वालों को भी प्रॉब्लम हो रही है। ... (व्यवधान) मैं यह बात कहकर अपनी बात खत्म करूंगी। मुझे बहुत सारी बातें करनी थीं।

मैं बुलेट ट्रेन और वन्दे भारत ट्रेन के बारे में बात करना चाहती हूं कि यह बिरयानी जैसी है। जिस देश में लोग चावल, रोटी, दाल नहीं खा पाते हैं, उसके लिए बिरयानी बहुत बड़ी बात है। वन्दे भारत ट्रेन बड़े लोगों के लिए है और बहुत अच्छी ट्रेन है। लेकिन जिसके पास चावल, रोटी, भात, दाल खाने के लिए नहीं है, उनके लिए बिरयानी कोई मायने नहीं रखती। इसलिए मैं बोलना चाहती हूं कि बुलेट ट्रेन या वन्दे भारत ट्रेन पर आप जितना ध्यान दे रहे हैं, उससे ज्यादा ध्यान लोकल ट्रेन्स पर दीजिए, क्योंकि उसमें न लाइट होती है, न बाथरूम होता है। उसमें कुछ नहीं होता है।

मेरी यह रिक्वेस्ट है कि वन्दे भारत ट्रेन बड़े लोगों के लिए है, अदानी, अंबानी के लिए है। लेकिन आप लोकल ट्रेन के बारे में, सब लोगों के बारे में सोचें, जिसके वोट से आप लोग जीत कर आते हैं और जिसके वोट से हम लोग जीत कर आते हैं।

थैंक यू।

13.00 hrs

श्री जनार्दन सिंह सीग्रीवाल (महाराजगंज) : माननीय सभापति महोदय, मैं सबसे पहले अपनी पार्टी, माननीय अध्यक्ष जी और संसदीय कार्य मंत्रालय के प्रति अपना आभार व्यक्त करता हूँ कि मुझे रेल बजट पर अनुदानों की माँगों के समर्थन में बोलने के लिए निर्देशित किया है।

महोदय, मैं रेल मंत्रालय की अनुदानों की माँगों के समर्थन में बोलने के लिए खड़ा हुआ हूँ। बजट में रेल हेतु की गई व्यवस्थाओं में, आज़ादी के बाद जो व्यवस्थाएं आज तक नहीं की गई थीं, आज वे तमाम व्यवस्थाएं बजट के माध्यम से रेलवे के विकास के लिए की गई हैं।

महोदय, हम सभी जानते हैं कि विश्व के सबसे बड़े रेल नेटवर्क्स में से एक भारतीय रेल के लिए अब तक का सबसे ज्यादा बजट के तहत 2,65,000 करोड़ रुपए आवंटित किये गये हैं। इससे भारतीय रेल के बुनियादी ढाँचे के विकास को बल मिलेगा और स्टेशनों एवं ट्रेनों में आधुनिकीकरण तथा कनेक्टिविटी बढ़ाने पर जोर दिया गया है। इसके साथ ही, यात्रियों की सुरक्षा और आराम पर विशेष ध्यान दिया गया है।

मैं आपको बताऊँ कि नयी रेल लाइनों का तेजी से निर्माण के लिए, वर्ष 2025-26 में, 32,235.24 करोड़ रुपए का आवंटन किया गया है। रेलवेज में तमाम सुविधाएं भी बढ़ायी जाएंगी।

वर्ष 2025-26 में, गेज परिवर्तन के लिए 4,550 करोड़ रुपए की व्यवस्था रेल मंत्रालय द्वारा की गई है। वर्तमान में, रोलिंग स्टॉक की सीमा के लिए 57,693 करोड़ रुपए निर्धारित किये गये हैं। इस बजट में, पटरियों के दोहरीकरण के लिए एक बड़ी राशि का आवंटन किया गया है, जिसमें 32 हजार करोड़ रुपए चिह्नित किये गये हैं।

वर्ष 2025-26 में, सुरक्षा संबंधी पहलों पर खास ध्यान देते हुए, 1,16,516 करोड़ रुपए की व्यवस्था की गई है, जिसमें ट्रेन्स का नवीनीकरण, सिग्नल अपग्रेडेशन, दूरसंचार सुधार, नये रेलवे पॉइंट्स और फ्लशिंग के निर्माण जैसी महत्वपूर्ण परियोजनाओं को पूर्ण किया जाएगा ताकि रेल से यात्रा करने वाले यात्रियों को हर प्रकार की सुविधाएं मिल सकें।

इस वर्ष में, कनेक्टिविटी और सुरक्षा संबंधी कार्यों को बढ़ाते हुए, एक हजार आरओबी और

आरयूबी का निर्माण कराया जाएगा। पूरे देश में कहीं भी सिग्नल के कारण न लोगों को, न गाड़ियों को, न ही ट्रेन्स को रोकने की आवश्यकता होगी। आरओबी और आरयूबी के माध्यम से गाड़ियाँ सरासर आएंगी और जाएंगी। माननीय प्रधानमंत्री श्री नरेन्द्र मोदी जी के दिशा-निर्देश में, ये सारी व्यवस्थाएं करने का काम रेल मंत्रालय द्वारा किया गया है।

महोदय, एक सौ से दो सौ किलोमीटर की दूरी पर स्थित शहरों को जोड़ने वाली 50 नई नमो भारत ट्रेन्स की शुरुआत की जाएगी और प्रत्येक ट्रेन में 16 एसी और नॉन एसी कोचेज होंगे। किफायती और सुलभ यात्रा हेतु एक सौ अमृत भारत ट्रेन्स की शुरुआत की जाएगी। इतना ही नहीं, हाई स्पीड नेटवर्क बढ़ाने के लिए 200 वंदे भारत ट्रेन्स का भी संचालन किया जाएगा। यानी रेल मंत्रालय द्वारा ट्रेन्स को काफी व्यवस्थित करने का काम किया गया है। पहली वंदे भारत स्लीपर ट्रेन के निरीक्षण का काम चल रहा है। वर्ष 2025 से 2027 के बीच में, 50 वंदे भारत स्लीपर ट्रेन्स चलायी जाएंगी, जिसके लिए लगभग दो सौ रेक्स के निर्माण का काम शुरू कर दिया गया है।

महोदय, मैं कहूँगा कि आज भारत में रेललाइनों की, रेलवे की सुविधाओं की और रेलवे प्लेटफॉर्म पर जो व्यवस्थाएं की गई हैं, आज बहुत-से रेलवे स्टेशंस पर एयरपोर्ट की तरह व्यवस्थाएं हैं एवं उससे भी अच्छी व्यवस्थाएं करने का काम रेल मंत्रालय द्वारा किया गया है। इसके लिए मैं देश के प्रधानमंत्री जी एवं रेल मंत्री जी को कोटिश: बधाई देता हूँ।

महोदय, अगर पूरे देश की बात करें, तो हम देखें कि वर्ष 2014 के पहले ट्रेन्स कैसी थीं? पहले लोगों को ट्रेनों में चलने में कठिनाई होती थी, परेशानी होती थी। आज ऑनलाइन सुविधाएं बढ़ाई गई हैं। अगर आज बच्चों को ट्रेन में दूध चाहिए, तो यह सुविधा भी ऑनलाइन सिस्टम से पहुंचाने का काम रेल मंत्रालय कर रहा है। ये तमाम सुविधाएं आज रेल मंत्रालय द्वारा पहुंचाने का काम किया गया है।

महोदय, मैं बिहार के बारे में कुछ कहना चाहूँगा। बिहार के लिए इस बार का बजट नौ गुना से ज्यादा आया है। जो वर्ष 2014 के पहले का बजट था, उससे नौ गुना से ज्यादा यह बजट बढ़ाकर 10,066 करोड़ रुपयों का आवंटन रेल परियोजनाओं के लिए किया गया है। जो अधूरी रेल परियोजनाएं थीं, जो परियोजनाएं बरसों से लंबित थीं, जिनके बारे में लोगों ने कभी सोचा भी नहीं था कि वे कभी पूरी

हो सकेंगी, उनको पूरा करने का काम आज भारत की सरकार और रेल मंत्रालय ने किया है।

महोदय, मैं कहना चाहूंगा कि हमारे देश के पूर्व प्रधानमंत्री भारत रत्न पूज्य श्री अटल बिहारी वाजपेयी जी ने पटना के गांधी मैदान में उत्तर बिहार और दक्षिण बिहार को जोड़ने वाली 'गांधी सेतु' परियोजना का शुभारंभ किया था। लेकिन, बीच में वह खटाई में पड़ गई थी, वहां काम नहीं हो रहा था। काम इसलिए नहीं हो रहा था, क्योंकि अटल जी ने उसका शिलान्यास किया था। खासकर विपक्ष में बैठे लोगों की ऐसी मानसिकता है। उस समय बिहार के ही रेल मंत्री थे, जो राजद के सुप्रीमो कहे जाते हैं, लेकिन उन्होंने काम नहीं किया। लेकिन श्री नरेन्द्र मोदी जी धन्य हैं, उन्होंने वर्ष 2016 में उस परियोजना के लिए अलग से आवंटन दिया और उसे चालू करवाकर उत्तर बिहार और दक्षिण बिहार को रेलवे लाइन से जोड़ने का काम, ऊपरी सड़क से जोड़ने का काम और ऐसी सुविधाएं बढ़ाने का काम आज रेल मंत्रालय ने कर दिखाने का काम किया है।

महोदय, बिहार के लिए वर्तमान बजट में 86,458 करोड़ रुपए की लागत से 5,346 किलोमीटर्स नई रेल लाइन दोहरणीकरण और अमान परिवर्तन की 57 परियोजनाएं प्रगति पर हैं। ये आने वाले दिनों में पूरी हो जाएंगी।

महोदय, 3,164 करोड़ रुपए की लागत से 98 अमृत भारत रेलवे स्टेशनों के पुनर्विकास का कार्य जारी है। अमृत भारत स्टेशन को देखने से लगता है कि किस तरह से आज भारत रेल के क्षेत्र में दुनिया में अपना परचम लहरा रहा है। अमृत भारत स्टेशनों पर देश का तिरंगा 100 मीटर की ऊंचाई पर फहरा रहा है। रेलवे स्टेशनों का इन्फ्रास्ट्रक्चर, यात्रियों की सुविधा के लिए टॉयलेट की व्यवस्था आदि तमाम सुविधाएं वहां बढ़ाने का काम किया गया है।

महोदय, बिहार में रेलवे के अन्य विकास कार्यों को करने के लिए 90 हजार करोड़ रुपए का कुल निवेश किया गया है, जो कि अपने आप में बिहार की जनता के लिए अब तक की सबसे बड़ी सौगात है, इससे बड़ी सौगात अन्य कोई नहीं हो सकती है। इतनी बड़ी सौगात अन्य क्षेत्रों में तो दी ही है, रेलवे के लिए भी इतनी बड़ी सौगात दी गई है। मुझे लगता है कि बिहार में रेल के सर्वांगीण विकास के लिए जो काम किया गया है, उसके लिए मैं देश के यशस्वी प्रधानमंत्री जी, देश के रेल मंत्री, रेल राज्य मंत्री और

उनके अधिकारीगण के लिए हृदय से बधाई और शुभकामनाएं व्यक्त करता हूं।

महोदय, बिहार में रेलवे सुरक्षा हेतु 1,783 किलोमीटर में कवच सुरक्षा प्रणाली लगाई गई है। नई ट्रेन सेवाओं की सौगात में 12 वंदे भारत ट्रेनों का भी संचालन किया जा रहा है। बिहार के लिए यह बड़ी सौगात आज रेल मंत्रालय ने देने का काम किया है।

महोदय, इतना ही नहीं, बिहार-औरंगाबाद रेल लाइन का सर्वे कार्य पूरा होने के बाद जल्द ही डीपीआर तैयार करने का काम दिया गया है। नेउरा-दनियावां रेलवे लाइन का काम भी काफी तेज गति से चल रहा है।

महोदय, बिहार में रेल के बारे में हम सबने जहां तक सोचा भी नहीं था, वहां आज रेल दौड़ना शुरू हो गई है या उसका निर्माण कार्य शुरू हो गया है।

महोदय, बिहार में यूपीए सरकार और वर्तमान की एनडीए सरकार के कार्यकाल के लिए मैं एग्जाम्पल के तौर पर कुछ कहता हूं। सोनपुर रेल-सह-सड़क पुल परियोजना, जिसकी मैंने चर्चा की है, वह वर्ष 2003 से लंबित थी। माननीय प्रधानमंत्री जी ने वर्ष 2016 में उसको चालू करने का काम किया है। वर्ष 2009 से वर्ष 2014 के बीच बिहार में हर साल औसतन 64 किलोमीटर नई रेल लाइन बिछाई जाती थी, लेकिन वहीं वर्ष 2014 से वर्ष 2024 के बीच यह आंकड़ा बढ़कर 167 किलोमीटर प्रतिवर्ष का हो गया है। गुणवत्ता के साथ यह आंकड़ा आगे बढ़ रहा है। वर्ष 2009 से वर्ष 2014 के बीच बिहार में हर साल औसतन 30 किलोमीटर रेलवे ट्रैक का विद्युतीकरण होता था।

अब वर्ष 2014 से 2024 के बीच यह आंकड़ा बढ़कर 275 किलोमीटर प्रतिवर्ष हो गया है और मुझे लगता है कि यह वर्ष 2014 के पहले से 9गुना ज्यादा है।

महोदय, वर्ष 2014 से अब तक बिहार में 1,832 किलोमीटर नई रेल लाइन बिछायी जा चुकी है। यह मलेशिया जैसे देश के पूरे रेल नेटवर्क के बराबर है। बिहार में कई स्तरों पर रेल की व्यवस्था आगे बढ़ायी गई है।

महोदय, वर्ष 2014 से अब तक बिहार में 3,020 किलोमीटर रेलवे ट्रैक का विद्युतीकरण किया जा चुका है। अब बिहार में 100 प्रतिशत ट्रैक विद्युतीकरण है। अब बिहार में कहीं पर भी छुक-छुक करके

कोयला और डीजल से ट्रेन चलाने की जरूरत नहीं है। आज बिहार में हाई स्पीड ट्रेन्स को इलेक्ट्रिक से चलाने का काम हो रहा है।

महोदय, बिहार में रेल के विकास के लिए मैं फिर से देश के यशस्वी प्रधानमंत्री जी और रेल मंत्री जी को हृदय से बधाई से देता हूँ और उनको धन्यवाद देता हूँ। इतना ही नहीं, रेल के क्षेत्र में यात्रियों की सुविधा के लिए बहुत से कार्य किये गये हैं। पहले जब ट्रेन गुजरती थी या जब ट्रेन प्लेटफार्म पर लगती थी तो वहाँ का वातावरण दुर्गन्ध से फैल जाता था। आज कोई ऐसी ट्रेन नहीं है, जिसमें बायो टॉयलेट की व्यवस्था नहीं है। पहले शौचालय की तरफ जाने पर लोग नाक पर रुमाल रखकर जाते थे, लेकिन आज शौचालय के बगल में भी खड़े होकर मोबाइल पर बात करने में कोई दिक्कत नहीं होती है। रेल मंत्रालय और देश के यशस्वी प्रधानमंत्री जी का यह दिशा-निर्देश है कि रेल के क्षेत्र में आगे बढ़ा जाए। यह काम बहुत तेज गति से आगे बढ़ रहा है।

महोदय, मेरे महाराजगंज लोक सभा क्षेत्र में महाराजगंज-मसरख रेल लाइन वर्षों से ऐसे ही पड़ी हुई थी। धन्य है रेल विभाग, धन्य हैं प्रधानमंत्री जी, जिनके दिशा-निर्देशन पर सैंकड़ों-करोड़ रुपये लगाकर उस रेल लाइन को चालू कराया गया और आज छपरा से सीवान, छपरा से गोरखपुर, छपरा से लखनऊ आदि जाने के लिए एक बाईपास टाइप की वह रेल लाइन हो गई है। इस रेल लाइन पर विद्युतीकरण भी हो गया है। उस लाइन पर अन्य सुविधाएँ बढ़ाने का काम भी किया जा रहा है। इसके लिए भी मैं देश के यशस्वी प्रधानमंत्री और रेल मंत्रालय को बधाई देता हूँ।

महोदय, एकमा और मसरख रेलवे स्टेशनों को अमृत भारत स्टेशन के रूप में विकसित किया गया है। मैं माननीय रेल मंत्री जी, रेल राज्य मंत्री जी और रेल विभाग के अधिकारियों को शुभकामना और बधाई देते हुए कहना चाहता हूँ कि आजादी के बाद अभी तक वहाँ आधे प्लेटफार्म पर ही ट्रेन लगती थी और ट्रेन में चढ़ने के लिए लोगों को नीचे उतरना पड़ता था। कई बार ट्रेन से उतरने में वृद्धजन दुर्घटना के शिकार हो जाते थे। रेल विभाग धन्य है कि उसने उस प्लेटफार्म को पूरा कराया और उसे अमृत भारत स्टेशन के रूप में पूर्ण विकसित कराकर वहाँ 30 फीट से ज्यादा लंबा और 20 फीट चौड़ा तिरंगा भी फहरा दिया, जिससे रेल से आने-जाने वाले लोगों को भी उस तिरंगे को नमन करने का मौका

मिल रहा है। आगे और उसका आधुनिकीकरण करके लोगों की सुविधा बढ़ाने का काम किया जा रहा है।

महोदय, सिर्फ इतना ही नहीं, लोगों को रेल के माध्यम से रोजगार मिले, यह काम भी हो रहा है। मैं फिर से बधाई दूँगा कि महाराजगंज रेलवे स्टेशन को रैक प्वाइंट बनाया जा रहा है। वहाँ रैक प्वाइंट का काम तेजी से चल रहा है, वहाँ हजारों मजदूरों को काम मिलेगा। जब रैक प्वाइंट की घोषणा हुई और जब मैंने वहाँ के लोगों को इसकी जानकारी दी, लोगों को पेपर के माध्यम से जानकारी हुई, तो मुझे बधाई देने वालों का तांता लग गया। धन्य हैं देश के प्रधानमंत्री जी कि एक ग्रामीण क्षेत्र के स्टेशन को रैक प्वाइंट मिल गया और वहाँ के मजदूर टाइप के लोग, हर जाति और हर धर्म के लोगों को रोजगार से जोड़ने का काम माननीय नरेन्द्र मोदी जी कर रहे हैं, रेल मंत्रालय कर रहा है। इससे व्यवसायियों को भी फायदा होगा, चूँकि रैक दूसरी जगह लगता था, भाड़ा देकर माल लाना पड़ता था, अब रैक यहाँ लगेगा तो जो प्रति बैग भाड़ा लगता था, वह कम लगेगा और उससे सभी लोगों को लाभ मिलेगा। रेलवे स्टेशनों पर टिकट काउंटर कहीं नहीं था। आज ऑनलाइन तो हम कर ही रहे हैं, रेलवे बुकिंग ऑनलाइन कर रहे हैं, टिकट ऑनलाइन कर रहे हैं, लेकिन अन्य चीजों की आवश्यकता होती है, रेल स्टेशनों पर टिकट काउंटर भी लगाने का काम किया जा रहा है और यात्रियों की सुविधाएँ बढ़ाने का काम किया गया है।

महोदय, एनएच-331 मलमलिया से मदारपुर, रक्सौल होकर जाती है, उस पर 200 करोड़ रुपये की लागत से फ्लाई ओवर निर्माण किया है। वह जगह सेल्फी पाइंट की तरह है, जहाँ एनएच, एसएच, गंडक और रेल, इन चार पाइंट्स को जोड़कर फ्लाई ओवर बनकर तैयार है और वहाँ गाड़ियाँ सरपट भाग रही हैं। यह अजूबा रेल मंत्रालय ने तैयार करने का काम किया है। इसके लिए मैं रेल मंत्रालय को हृदय से धन्यवाद देता हूँ।

महोदय, जहाँ देखें, वहाँ रेल का काम हुआ है इसलिए बिहार में बहार है और वर्ष 2025 में फिर से नीतीश कुमार जी के नेतृत्व में एनडीए सरकार है, यह लोगों ने रेल मंत्रालय के माध्यम से सुनिश्चित करने का काम किया है। इसी तरह अन्य क्षेत्रों में भी बिहार का एक-एक निवासी खुशहाल है। देश तो खुशहाल है ही, लेकिन मैं बिहार का एक प्रतिनिधि होने के नाते कहना चाहता हूँ कि बिहार में अलग तरह

की उमंग, चैन और बहार है। किसानों के लिए दरभंगा में अलग से मखाना बोर्ड बनकर तैयार हो गया, जिसके लिए किसान ने कभी सोचा भी नहीं था। छोटे किसानों के लिए स्पेशल एसी ट्रेनों की व्यवस्था की गई। यदि छोटे किसान ने थोड़ी-सी भी सब्जी उपजाई है, तो ट्रेनों पर जाकर सब्जी बेचकर अच्छे पैसे कमाने का काम रेल मंत्रालय के माध्यम से हुआ है। इसके लिए मैं रेल मंत्रालय का हृदय से धन्यवाद देता हूँ।

महोदय, धार्मिक स्थलों पर भी, उदाहरण के लिए बाबा महेन्द्रनाथ बहुत पूज्य स्थल है। बाबा महेन्द्रनाथ हॉल्ट पर नगण्य सुविधाएं थीं। मैंने एक बार माननीय मंत्री जी से मिलकर आग्रह किया, वहां फुट ओवर ब्रिज बन गया। वहां प्लेटफार्म को सजाया गया। पानी के लिए अलग से सुविधा बढ़ाई गई। पहले वहां उतरने की जगह नहीं थी, लेकिन अब यात्रियों को पता चलता है कि पहले बाबा महेन्द्रनाथ हॉल्ट क्या था और आज नरेन्द्र मोदी जी के नेतृत्व में रेलवे में इतना काम हुआ है कि हजारों हजार श्रद्धालु यात्रा करते हैं और हर प्रकार की सुविधा प्राप्त करते हैं। बिहार में देश की आजादी के दूसरे प्रणेता लोकनायक जयप्रकाश नारायण जी की जन्म स्थली भी है और चम्पारण में गांधी जी की कर्म स्थली भी है। महोदय, मैं आपके माध्यम से सरकार से, रेल मंत्रालय से कहना चाहूंगा कि लोकनायक जयप्रकाश नारायण जी की जन्म स्थली सारण (छपरा) जंक्शन से जलालपुर, बनियापुर, भगवानपुर, मोहम्मदपुर होते हुए बापू महात्मा गांधी जी की कर्मस्थली मोतिहारी, रक्सौल तक नई रेलवे लाइन के निर्माण कार्य का सर्वे हो चुका है, यदि यह लाइन अलग से बिछ जाए तो हमें लगता है कि बापू गांधी की कर्मस्थली और जयप्रकाश नारायण जी की जन्म स्थली और हजारों हजार गांवों को जोड़ते हुए बहुत ज्यादा सुविधा वहां के लोगों को होगी। मुझे विश्वास है कि ऐसा होगा क्योंकि 'मोदी है तो मुमकिन है।' रेल मंत्रालय जिस तरह से काम कर रहा है, उससे प्रतीत होता है कि हर चीज मुमकिन है। हम जनता के प्रति समर्पित हैं। हम अन्य लोगों की तरह केवल दिखावे के लिए बात नहीं करते हैं, बल्कि जनता को कैसे सुविधा मिलेगी, यह काम करने की हम कोशिश करते हैं और यह काम करने की ताकत यदि किसी में है तो श्री नरेन्द्र मोदी जी में है। मैं वहां का प्रतिनिधि हूँ और मुझे आशा है कि वहां के लोगों को हर प्रकार की सुविधा मिलेगी।

महोदय, गोरखपुर से सिवान, छपरा होते हुए पाटलिपुत्र पटना तक वंदे भारत ट्रेन चलाई जाए। राज्य मंत्री जी सदन में है। यह सुविधा हमारे राज्य के मुख्यालय को जोड़ने के लिए यानी यूपी, बिहार को जोड़ने के लिए बहुत आवश्यक है।

माननीय सभापति : आप अपनी बात समाप्त कीजिए।

श्री जनार्दन सिंह सीग्रीवाल : महोदय, पहले जहां ट्रेनें नहीं रुकती थीं, वहां अब ट्रेनें रुकना शुरू हो गई हैं। चाहे सामपुरिया जैसा छोटा स्टेशन हो, जहां ट्रेन नहीं रुकती थी अब वहां ट्रेन रुकती है। दाउदपुर को मॉडल स्टेशन विकसित करने के लिए मैंने पहले भी आग्रह किया है। चाहे सामपुरिया स्टेशन हो, उसे भी मॉडल स्टेशन बनाने का मैंने आग्रह किया है। यह काम आगे बढ़ रहा है। मैं माननीय रेल मंत्री जी से निवेदन करूंगा कि महाराजगंज, मशरख रेल खंड पटेढी में महामाया बाबू जो बिहार के मुख्य मंत्री हुआ करते थे, उनके नाम पर हॉल्ट स्टेशन की पहले से डिमांड है। महामाया बाबू वहां के स्वतंत्रता सेनानी तो थे ही, लेकिन वहां के मुख्य मंत्री के नाते, वहां के लोगों के हृदय में बसने का काम करते थे।

माननीय सभापति : आप बैठ जाएं। श्री लालजी वर्मा।

... (व्यवधान)

श्री जनार्दन सिंह सीग्रीवाल : महोदय, मैं एक बात कहकर अपनी वाणी को विराम दूंगा।

महोदय, मैं फिर से रेल मंत्री जी और रेल मंत्रालय को बधाई देता हूं। महाराजगंज-मशरख रेल खंड बहरौली में भी हॉल्ट स्टेशन का निर्माण हो जाए। मशरख जंक्शन से बसंतपुर, महाराजगंज, दरौंदा, चैनवा, एकमा, कोपा-सम्होता, छपरा होते हुए पाटलीपुत्र जंक्शन तक एक डीएमयू चलाने का काम किया जाए। दाउदपुर के दुमदुमा ढाला पर ओवरब्रिज का निर्माण कराया जाए। एकमा में भी एक फ्लाई ओवर बनाया जाए।

महोदय, मैं आपके माध्यम से अपने देश के यशस्वी प्रधान मंत्री जी का, देश के रेल मंत्री जी का और अपनी पार्टी तथा विशेष रूप से संसदीय कार्य मंत्री जी को बधाई देता हूं और धन्यवाद देता हूं कि आपने मुझे रेल बजट पर बोलने का मौका दिया। धन्यवाद।

श्री लालजी वर्मा (अम्बेडकर नगर) : माननीय सभापति जी, आपने मुझे रेल जैसे महत्वपूर्ण विभाग से संबंधित अनुदानों की मांगों पर हो रही चर्चा में हिस्सा लेने का अवसर दिया, इसके लिए मैं आपके प्रति आभार व्यक्त करता हूँ।

महोदय, निश्चित तौर पर, रेलवे, इस देश की आम जनता के लिए सबसे महत्वपूर्ण साधन है और गरीब से लेकर अमीर जनता रेल से सफर करती है। निश्चित रूप से, रेलवे की सुविधाएं बढ़नी चाहिए। मैं पिछली बार माननीय मंत्री जी का भाषण सुन रहा था। जिस तरह से उन्होंने महिमामंडित करने का काम किया, तो मैंने महसूस किया कि शायद रेलवे में बहुत परिवर्तन आया होगा। लेकिन, काफी अर्से के बाद मुझे दिल्ली आने के लिए रेलवे का उपयोग आना पड़ा। मैं विगत तीन-चार वर्षों से कभी रेल से सफर नहीं किया था, क्योंकि कहीं आना-जाना भी नहीं होता था। दिल्ली आने-जाने के लिए रेल का प्रयोग करना पड़ा। मैंने देखा कि सुविधाओं में कोई वृद्धि नहीं हुई है। बाथरूम अच्छा नहीं बन पाया है। साथ ही साथ, रेलवे स्टेशन्स को जिस तरह से महिमामंडित किया गया, उनकी दशा भी अच्छी नहीं है।

13.23 hrs

(Kumari Selja in the Chair)

महोदया, हमारी रेल में जो सुविधा होनी चाहिए, उसमें सबसे महत्वपूर्ण यह है कि इसमें सुरक्षित यात्रा होनी चाहिए, समय से यात्रा हो और आरामदायक यात्रा हो। लेकिन, सुरक्षा की दृष्टि से देखें तो आए-दिन दुर्घटनाएं होती रहती हैं। अभी नयी दिल्ली रेलवे स्टेशन पर जिस तरह से दुर्घटना हुई, वह इस देश के लिए एक अभिशाप है। इसी तरह से, प्रायः कभी रेल के डिब्बे पटरियों से उतर जा रहे हैं, कहीं कुछ और हो रहा है।

महोदया, अभी मुझे 18 फरवरी को कमेटी की बैठक के लिए दिल्ली आना था। मैं अपने स्टेशन अकबरपुर जंक्शन पर बैठा। यहां उस ट्रेन को सात बजे पहुंचना था और यहां वह साढ़े दस और 11 बजे के आस-पास पहुंची। इससे जो 11 बजे से मीटिंग थी, वह छूट गयी, यानी आज भी हम यात्रियों को समय से यात्रा उपलब्ध नहीं करा पा रहे हैं।

इसी तरह से, 12 मार्च को जब सदन की कार्यवाही समाप्त हुई तो मैं लखनऊ मेल से लखनऊ गया। बहुत दिनों के बाद मैं लखनऊ जंक्शन पर पहुंचा। पहले जब मैं विधायक था, तो उस समय जब

मैं लखनऊ स्टेशन से ट्रेन पकड़ता था, तो उस समय चारबाग में लखनऊ स्टेशन दिखने में बहुत अच्छा लगता था। लेकिन, जब इस बार वहां उतरा तो स्टेशन की हालत भी बदतर थी। जब हम रेल में बैठे थे, तो प्रथम श्रेणी ए.सी. केबिन में चार बर्थ्स होती हैं, उनमें से एक बर्थ पर भारतीय जनता पार्टी के हमारे एक पूर्व सांसद बैठे थे।

उसमें कुत्ता ले कर एक व्यक्ति को बैठने की इजाजत दी गई। उनकी हालत खराब हो गई। उन्होंने मुझसे अनुरोध किया आप मेरी सीट पर आ जाइए। मैं आपसे निवेदन करना चाहता हूँ कि इस व्यवस्था को भी सुदृढ़ होना चाहिए। दूसरे, कोई यह सोच कर के हम बाथरूम में आराम से शौच कर के अपनी यात्रा को आगे बढ़ाएं, वह भी असुविधाजनक है। दूसरा, इस सरकार की सबसे महत्वपूर्ण जगहें अयोध्या और बनारस हैं। अयोध्या के बल पर ही यह सरकार सत्ता में आई और उस अयोध्या रेलवे स्टेशन पर भी सुविधा अच्छी नहीं है। वहां से दिल्ली के लिए केवल दो ट्रेनें हैं। साथ ही, आजमगढ़, अंबेडकर नगर, आदि जिलों से दिल्ली के लिए कोई अच्छी ट्रेनें नहीं हैं। मैं आपके माध्यम से निवेदन करना चाहता हूँ कि अयोध्या से दिल्ली के लिए और आजमगढ़ से दिल्ली के लिए नई ट्रेनें चलाई जाएं, जितससे वहां के जो यात्री बड़ी संख्या में यहां पर आते हैं, उनको सुविधा मिल सके।

महोदया, हमारे जिले के बहुत से लोग मुंबई रहते हैं, उनको मुंबई आना-जाना पड़ता है, लेकिन मुंबई के लिए अयोध्या से एक मात्र ट्रेन है, वह भी हफ्ते में केवल एक ही दिन है। इसलिए मैं आपके माध्यम से यह मांग करता हूँ कि अयोध्या से जो मुंबई की ट्रेन चलती है, उसे कम से कम हफ्ते में तीन दिन चलाया जाए। इसी तरह से बनारस से वंदे भारत ट्रेन लखनऊ के लिए चलती है। अंबेडकर नगर जो जिले का मुख्यालय है और अकबरपुर स्टेशन पर उस ट्रेन का स्टॉपेज नहीं है। हमारी आपके माध्यम से रेल मंत्री जी से मांग है कि उस अकबरपुर जंक्शन पर, समस्त ट्रेनें जो वहां से हो कर जाती हैं, चूंकि वह महत्वपूर्ण जगह है, अंबेडकर नगर जिले का मुख्यालय है, बस्ती और सुल्तानपुर के बीच में है, वहां पर सारी ट्रेनें रोकने का काम किया जाए। इसके साथ-साथ कैफियत एक्सप्रेस, जो आजमगढ़ से चल कर दिल्ली आती है, उसका गोसाईगंज रेलवे स्टेशन पर स्टॉपेज नहीं है, हमारी आपके माध्यम से मांग है कि गोसाईगंज रेलवे स्टेशन पर स्टॉपेज किया जाए। इसके साथ-साथ, आपके माध्यम से मैं यह भी

निवेदन करना चाहता हूँ कि अंबेडकर नगर जिले से इलाहबाद में लाखों की संख्या में बच्चे पढ़ने के लिए आते हैं। उनके लिए, अंबेडकर नगर से जाने के लिए, अकबरपुर से जाने के लिए कोई साधन नहीं है। मेरी आपके माध्यम से मांग है कि अकबरपुर से इलाहबाद के लिए अयोध्या होते हुए रेल चलाई जाए और साथ ही साथ अकबरपुर रेलवे स्टेशन को बस्ती से जोड़ कर गोरखपुर से जोड़ने का काम किया जाए। यह मेरी आपके माध्यम से मांग है।

महोदया, माननीय वित्त मंत्री जी ने इस बजट में ट्रेन की कोई सुविधा बढ़ाने का काम नहीं किया है, उसके लिए बजट बढ़ाने का काम नहीं किया है। बिना बजट के कैसे रेलवे अच्छी हो पाएगी? इसलिए हमें सुविधाओं को बढ़ाने का काम करना चाहिए। स्टेशनों को अच्छा बनाने का काम करना चाहिए। ट्रेन समय से पहुंचे, इसके लिए सुविधा होनी चाहिए। इन्हीं शब्दों के साथ, आपने मुझे बोलने का अवसर दिया, मैं अपनी बात को विराम देता हूँ।

धन्यवाद।

***SHRI THARANIVENTHAN M.S. (ARANI):** Hon. Chairperson, Vanakkam. There are people who died in their fight for restoring their land. There are even people who died for the cause of conquering a woman. Only Tamil race is so unique for having fought and died for their language, Tamil. For others, language is just a medium for conversation. But for Tamils, Tamil language is life and language of life. Here we do not have castes. Those who give are higher caste people and those who do not give even after asking, is termed as the lowest of the low caste people. This was stated by a great old Tamil poetess Avvaiyar. We think that it suits you very much. We have been asking you and you have been continuously refusing to give it to us. So, I think it suits you very much. I am standing here to talk on the

* English translation of the speech originally delivered in Tamil.

Demands for Grants pertaining to Ministry of Railways for the year 2025-26. Indian Railways is not only a Department of Transport but it is also the lifeline of our country. Railways carry the hopes and aspirations of 2.4 crore people everyday by linking every village and every corner of the country with every industrial hub. But this Union Government has failed miserably to manage the affairs of the Indian Railways in an efficient manner. This is not a Budget. It is a betrayal. It is a betrayal for the workers of Indian Railways who toil hard day and night for making Railways to function effectively. This is a betrayal for the people who struggle to get the basic railway facilities. Tamil Nadu is contributing Rs.18,000 crore as revenue every year. But there is an allocation of just Rs. 6226 crore for Tamil Nadu which is again a betrayal. Above all this is complete betrayal for the vision of Developed India. Total allocation for Indian Railways for the year 2025-26 is Rs. 2.52 lakh crore. This is a little higher than last year's Budget. There is no vision for the Railways as well the Union Government.

Hon. Chairperson, Let us see State-wise allocation in this year's Railway Budget. Maharashtra has got Rs. 23,778 crore and Uttar Pradesh has got Rs. 19,858 crore and Madhya Pradesh has got Rs. 14,745 crore. But why Tamil Nadu has been allocated only Rs. 6,626 crore. I want to ask whether Tamil Nadu has not contributed in Railway's income generation. Why there is increased allocation to States like Uttar Pradesh and Maharashtra. Why Uttar Pradesh is getting three-fold of the fund allocated to Tamil Nadu? Is this the example of cooperative federalism?

Madam, are we sacrificing this at the cost of good governance in Tamil Nadu? Are we controlling our population for economic victory? Tamil Nadu is the

backbone of India's economy. Tamil Nadu is in the forefront as regards education and social development. But what is the allocation for Tamil Nadu? When we pay 1 Rupee to the Union. We get back only 29 paise. We have a prosperous History, energetic culture, language and other pride filled aspects, but are these a threat to their happiness? Why should we struggle hard to get what we need and deserve. As a foreigner we are strengthening the economy of our own mother land. We guide you in social development and we fix yardsticks for management. But still we are being side-lined. We are being punished. We are being ignored. Is this the cost of development in your regime? Dindivanam-Gingee, Tiruvannamalai-Erode- Palani, Chennai-Cuddalore via Mahabalipuram, are some of the rail routes which have been completely ignored and kept pending for long. You are aware of these Railway Schemes. Tiruvannamalai, Salem, Karur Dindigul line via Katpadi-Vilwanur, Thanjavur-Viluppuram are some of the doubling of Railway projects which have been stalled for long. Particularly, Chengalpattu, Arakkonam, Thanjavur, Karaikkal, Hosur and Omalur doubling works are stopped due to some invalid reasons. Besides, Dharmapuri-Perambalur stretch of 36 kilometres and Dharmapuri-Dindivanam stretch of 180 kms are pending in my Arani parliamentary constituency. Land acquisition has been made after making payment. Even bridges have been constructed. But still these railways stretches are pending for completion. When we compare India's railway network with other nations of the world, China has grown fast. But India's position is very much disturbed. Several train services were discontinued during Covid-19. I urge that those train services should be restored. In the name of maintenance, situation has further worsened.

Congestion in bogies, cut in reservation allotments, increasing train fare have made travel a cumbersome activity for passengers. Trains like Vizagappattinam, Vijayawada, Ratnanchal Express have been stopped. Just think about Tamil Nadu. Pongal is an important festival of Tamil Nadu. But trains have been diverted to Mahakumbh instead of providing additional train service in Tamil Nadu during Pongal holidays. Is this the way to show priority to different places by the Union Government? Tamil Nadu is facing heavy traffic congestion in railway traffic. Why are you cancelling several times? Tambaram-Rameswaram train services and other train services have been stopped in view of Mahakumbh. Even after diverting these trains for some other use, they have not managed the safety related aspects of passengers.

Hon. Chairperson, Madam, this Budget is a disgrace to our passengers and people of Tamil Nadu. We have been disappointed by this Budget. There is no increased allocation in the total Budget. Allocation has been reduced for new rail routes, doubling of rail network, and electrification. Accidents are on the rise. Rail safety has been ignored. Tamil Nadu and other States are allocated very less and at the same time some States get preferential treatment. Passengers are having worst experience during travel. At the same time Corporates are being benefitted. Railway is not a private institution anywhere in the world. Union Government should agree to this fact. Railways is the property of the people of our country. Every State, every culture, every citizen of this country are connected by the lifeline called the Railways. Financial prudence and standardisation of services are the need of this hour. Your government is against the spirit of cooperative federalism. This is not

for rivalry. This is a justified demand. Union government should ensure that the demands are met with equal distribution of funds. I urge that Dindivanam-Nagari rail route should be definitely set up in my Arani parliamentary constituency. This is not only my demand. This is the demand of lakhs of voters of my constituency who elected me to this august House. I urge that the work relating to this Dindivanam-Nagari rail route should be expedited and completed soon.

Thank you.

SHRI MAGUNTA SREENIVASULU REDDY (ONGOLE): Respected Madam, I thank you for giving me an opportunity to speak on the Demands for Grants under the control of the Ministry of Railways for 2025-26. On behalf of our Leader and the Chief Minister of Andhra Pradesh, Shri Nara Chandrababu Naidu Garu, I thank the hon. Prime Minister, Modi Ji, and also the hon. Railway Minister, Shri Ashwini Vaishnav ji, for their efforts to take India towards our collective goal of 'Viksit Bharat 2047' by revolutionizing the Indian Railways, the lifeline of our country.

Madam, my parliamentary constituency is Ongole in Andhra Pradesh. It has got about five railway stations in Vijayawada division and 13 railway stations in Guntur division. Every month, I travel more than 5,000 kilometres in the train itself. I have been knowing the issues of all the passengers who are facing problems. For the past 10 years, with all the new technology, I can also see a lot of changes in this sector. I can tell you that the Indian Railways is the best. We have been laying more than 1,26,000 kilometres of tracks across the country at a rate of almost 14 kilometres per day, on course to become the largest railway network in the world soon. This is with the blessings of our hon. Prime Minister, Shri Narendra

Modi ji and also our Railway Minister.

Madam, railways is the cheapest mode of transport. Everybody knows about it. So, people prefer to travel by train itself instead of taking a bus, car or any other means of transport. In Andhra Pradesh, the electrification has also been completed to the extent of 97 per cent. So, we expect that a lot enough modernization would happen across all the railway lines. About 73 Amrit Bharat stations have been announced in Andhra Pradesh, and two of them are located in my parliamentary constituency. The work is going on at a slow pace. So, it has to be improved so that the passengers get all the facilities.

Madam, I must tell you that one of the favourite Ministries of my hon. Chief Minister is the Railway Ministry.

The setting up of the South Coast Railway line zone in Visakhapatnam has been approved for the State of Andhra Pradesh. The announcement of the special Amaravati Railway line, a new line for the new capital, has also been made. Close to Rs.9,417 crore of the budget has been allocated for Andhra Pradesh alone, which is more than ten times the allocations made to an un-bifurcated Andhra Pradesh. The expedited work including 43 ongoing projects covering 5,560 kilometres at Rs.80,097 crore is also in progress. Redevelopment of all the 73 railway stations is also underway. But we also expect the Government to increase the speed of redevelopment work of these railway stations.

Madam, I would not take much of your time on the small things. Unfortunately, the hon. Railway Minister is not here. But I am glad that the hon. Minister of State in the Ministry of Railways, Shri Ravneet Singh Bittu ji is present.

I would like to bring to your kind attention that only one or two coaches for general passengers are being provided in every train. In the recent event of Maha Kumbh, people were hanging everywhere, both outside and inside of the coaches. The number of general passenger coaches has to be increased because they are facing a lot of problems. Additionally, the modernization of amenities in the trains is very much necessary.

The Vande Bharat train is the pride of our country. It is the brainchild of our hon. Prime Minister, and for that, I must appreciate him. The number of Vande Bharat trains should also be increased. Through you, I would like to bring it to the kind attention of the hon. Minister that no Vande Bharat train runs between Guntur and Dhone in my constituency, though the railway line is there. Therefore, I would request the hon. Minister to consider it.

There are certain long-pending matters, such as the Nadikudi-Srikalahasti railway line. This has been a favourite subject for my family for the past 25 years. It has come to our knowledge that the work on this project is in progress. It has come up to the Kanigiri area. The further progress of this project needs to be addressed properly. Anyhow, the railway line has been laid up to the Kanigiri area, and DEMU trains can be operated from Hyderabad to Kanigiri. However, the railway line is currently underutilized, and only a few railway staff use it for picnic purposes. When the railway stations and the railway lines are ready, why does the Government not operate trains there?(*Interruptions*)

This is a very important matter. You need to be sympathetic towards the passengers affected by COVID-19. During the COVID-19 period, many trains were

stopped. Further, after COVID-19, no train has been restored, especially in my parliamentary constituency. This is very, very pathetic. This has to be addressed. I have brought it to the knowledge of the railway officials and the hon. Railway Minister many times, but nothing has happened. Not even one train has been restored. This should be taken up immediately because this is very, very important.

Madam, this is my fifth term here. For about 27 years, I am here. So, far I am unable to understand whether railways is a service-oriented organization or a commercial organization. If it is a service-oriented entity, you should compensate something to the passengers.

The new railway line from Markapur Road to Srisailam is a very important railway line. Srisailam is a significant pilgrimage centre, and many devotees from Maharashtra, Karnataka and Telangana come there. Recently, I received a letter stating that 9.25 per cent is the ROR. What is the rate of interest nowadays? It is around six or seven per cent only. So, 9.25 per cent means that it is very high. So, the Government should go on a hybrid annuity model or public-private participation model. All these new railways, which are important, should be brought into the system, otherwise we cannot see any progress. So far as RUBs and ROBs are concerned, the Central Government has to provide its 100 per cent cost.

One more important point is with regard to the respect of hon. Members of Parliament. None of them is provided any information with regard to inaugurations or openings of any new projects.

Madam, I have to tell you that recently the rail coach restaurants have been started in Andhra Pradesh. Even in Ongole, my parliamentary constituency, about

a week back, it has been opened. I do not know about it; I have not been informed. I am a fifth-term MP.

HON. CHAIRPERSON: The Minister may please note.

SHRI MAGUNTA SREENIVASULU REDDY : Regarding all these things, so many times we have informed our General Manager. Bittu ji, you have to bring up all these things also; you have to take it up to our MR. I wanted to present to him only, but you are here, and you are also an excellent person.

The respect for MPs has to be upheld in everything. Regarding the Railway Line from Ongole to Donakonda, the new Railway Line via Podili, DPR is being prepared. Even that has to be expedited, and we expect important things. The railway is the lifeline of our country. I like railway journeys. I travel every month by train. But unfortunately, I had to ask for a stoppage of trains at my station. After COVID-19, railway stations have become empty. Even after COVID-19 has gone, it is the same. But the trains have to be stopped; they are not finding any way for that; it is not commercial. If the descending is 75,000, the ascending is also 75,000. All railway department people speak that kind of language. But the problem is that if you calculate everything on this basis, then it is service-oriented. It is like other schemes. It was a combined thing, now the railway is separate.

Madam, you have given a lot of time to me. I am very, very thankful to you. But these were some of my issues. Our hon. Minister is here. You should represent to our MR also. Bring it to his knowledge. Try to resolve it. I will be very, very happy to know about it.

Thank you very much.

श्री दिलेश्वर कामैत (सुपौल) : आदरणीय समापति महोदया, आपने मुझे वर्ष 2025-26 के लिए रेल मंत्रालय के अनुदानों की मांगों पर चर्चा में भाग लेने का अवसर दिया, इसके लिए आपका बहुत-बहुत धन्यवाद ।

महोदया, सबसे पहले मैं माननीय प्रधानमंत्री जी एवं माननीय रेल मंत्री जी के प्रति आभार प्रकट करना चाहता हूँ कि रेलवे के चहुमुखी विकास के साथ देश की आर्थिक स्थिति को मजबूत करने के लिए 2 लाख 55 हजार 445 करोड़ रुपये का बजट दिया है, जिसमें बिहार के लिए 10 हजार 66 करोड़ रुपये आवंटित किए गए हैं तथा 86 हजार 458 करोड़ रुपये का निवेश नये कार्यों के लिए किया गया है।

महोदया, भारतीय रेल को देश का सबसे बड़ा लाइफ लाइन कहा जाता है। यह दुनिया का चौथा सबसे बड़ा नेटवर्क है। रेलवे की भारतीय अर्थव्यवस्था को सुदृढ़ एवं मजबूत बनाने में अहम भूमिका होती है। अनुदान की मांगों पर भारतीय रेलवे में सुधार हेतु कई मुख्य क्षेत्रों पर बल दिया गया है, जिसमें तकनीकी उन्नति, क्षमता विस्तार और मजबूत सुरक्षा के साथ आधुनिकीकरण पर भी विशेष ध्यान दिया गया है। कवच जैसी स्वचालित ट्रेन सुरक्षा प्रणाली के क्रियान्वयन सहित प्रौद्योगिकी को आगे बढ़ाने के महत्व पर भी जोर दिया गया है।

महोदया, बिहार में करीब 100 प्रतिशत 3,020 किलोमीटर रेलवे विद्युतीकरण का कार्य, 1832 किलोमीटर नये रेलवे ट्रैक के निर्माण कार्य के साथ 1700 किलोमीटर कवच का कार्य हो चुका है। बिहार के 98 रेलवे स्टेशनों को अमृत स्टेशन योजना के तहत निर्माण कार्य तेजी से किया जा रहा है, जिसमें सुपौल स्टेशन का निर्माण लगभग पूरा हो चुका है। इसके लिए मैं माननीय रेल मंत्री जी को बहुत-बहुत धन्यवाद देता हूँ

महोदया, 1934 के भूकंप में ध्वस्त सेतु को 86 वर्षों के बाद कोसी और मिथिला के ऐतिहासिक दिन 18 सितंबर 2020 को रेल महासेतु का उद्घाटन एवं राष्ट्र को समर्पित करने के लिए मैं यशस्वी प्रधानमंत्री माननीय श्री नरेन्द्र मोदी जी का आभार प्रकट करता हूँ। उन्होंने सीमांचल, कोसी को मिथिला के नेटवर्क से मिलाने का काम किया है, इसलिए 18 सितंबर 2020 को सुपौल के इतिहास में स्वर्ण अक्षरों में लिखा गया है।

महोदया, मेरे संसदीय क्षेत्र सुपौल बिहार का सीमावर्ती अति पिछड़ा नेपाल से सटा हुआ बाढ़ग्रस्त क्षेत्र है। सदन के माध्यम से मैं माननीय रेल मंत्री जी से अपने संसदीय क्षेत्र सुपौल के रेलवे से संबंधित कुछ अति आवश्यक मांगों को जनहित के लिए आग्रह करना चाहता हूँ।

मेरे संसदीय क्षेत्र सुपौल से राज्य की राजधानी पटना तथा देश की राजधानी दिल्ली के लिए एक भी गाड़ी नहीं चलती थी। मैं माननीय रेल मंत्री जी के प्रति आभार प्रकट करता हूँ कि गत छः महीने से सहरसा-पटना राज्य रानी ट्रेन संख्या 12567 व 12568 का ललितग्राम तक विस्तार किया गया है। गरीब रथ ट्रेन संख्या 05578 व 05578 को अस्थायी रूप से सहरसा से आनंद विहार वाया सुपौल तक परिचालन कर ऐतिहासिक काम किया गया है। इससे राजस्व में वृद्धि तो हो रही है, इसके साथ ही साथ दिल्ली एवं पटना आने-जाने में जनता को सुविधा भी मिल रही है। मेरा आग्रह कि उक्त दोनों गाड़ियों का परिचालन स्थायी रूप से नियमित किया जाए, जिसके लिए पूर्व मध्य रेलवे जोन के द्वारा भी रेलवे बोर्ड को अनुशंसा भेज दी गई है। अनुशंसित स्थायी परिचालन की मांग की स्वीकृति रेलवे बोर्ड में आदेश हेतु लंबित है।

महोदया, सहरसा-अमृतसर जनसाधारण साप्ताहिक एक्सप्रेस (14603 व 14604) का ललितग्राम तक विस्तार कर परिचालन किया जा रहा है। उक्त ट्रेन के ललितग्राम तक परिचालन होने से सीमावर्ती क्षेत्र के गरीब कामगारों को रोजगार हेतु पश्चिमी क्षेत्र के शहरों में आने-जाने के लिए काफी सुविधा मिल रही है तथा रेलवे के राजस्व में वृद्धि भी हो रही है। इसलिए मैं जनहित में आग्रह करना चाहता हूँ कि नियमित स्थायी परिचालन ललितग्राम से अमृतसर के लिए किया जाए।

महोदया, ललितग्राम से वाया सुपौल-सहरसा-दानापुर होते हुए दिल्ली के लिए अमृत भारत एक्सप्रेस ट्रेन का परिचालन किया जाए अथवा ललितग्राम से वाया सरायगढ़-सुपौल-सहरसा होते हुए नई दिल्ली तक एक मेल एक्सप्रेस ट्रेन का परिचालन किया जाए। सहरसा से नई दिल्ली वाया सुपौल-झंझारपुर-दरभंगा अमृत भारत एक्सप्रेस नामक नई ट्रेन चलाई जाए अथवा दरभंगा से आनंद विहार गाड़ी संख्या 15557 व 15558 अमृत भारत एक्सप्रेस का विस्तार वाया सुपौल-सहरसा तक किया जाए। उक्त ट्रेन दरभंगा में 24 घंटे से ज्यादा लेओवर रहती है और वहां खड़ी रहती है। कटिहार के फारबिसगंज

और दरभंगा होते हुए नई दिल्ली तथा दरभंगा से फारबिसगंज-कटिहार होते हुए गुवाहाटी के लिए एक नई ट्रेन चलाई जाए।

महोदया, सहरसा से नई दिल्ली वाया सुपौल-दरभंगा तक रात में एक मेल एक्सप्रेस ट्रेन चलाई जाए। पूर्व मध्य रेलवे के सुपौल-अररिया-गलगलिया तक नई रेल परियोजना का काम काफी तेज गति से चल रहा है तथा सुपौल से पिपरा तक का काम पूरा भी हो गया है। उक्त प्रखंड पर सीआरएस के इंस्पेक्शन के बाद रेल परिचालन का प्रारंभ अप्रैल, 2025 तक किया जा सकता है। अतः मेरा आग्रह है कि जनहित में उक्त प्रखंड पर रेल परिचालन का कार्य शुभारंभ माननीय रेल मंत्री जी के कल कमलों द्वारा सुपौल में किया जाए।

महोदया, कटिहार या जोगबनी से फारबिसगंज-राघोपुर-निर्मली होते हुए देश की राजधानी नई दिल्ली के लिए एक नई सुपरफास्ट ट्रेन का परिचालन किया जाए, जिससे कोसी-सीमांचल और मिथिलांचल के क्षेत्र में न केवल यात्रियों को सुविधाएं मिलेंगी, बल्कि व्यापार, शिक्षा, स्वास्थ्य और रोजगार के अवसरों में भी वृद्धि होगी। सुपौल से कोलकाता तथा सुपौल से मुंबई के लिए एक नई सुपरफास्ट ट्रेन चलाई जाए। पूर्व मध्य रेलवे के समस्तीपुर मंडल के अंतर्गत सन् 1934 के भूकंप में ध्वस्त प्रतापगंज से भीमनगर रेल लाइन के सर्वे का काम पूरा हो चुका है और जमीन भी उपलब्ध है। नई रेल लाइन स्वीकृत कर उक्त सीमावर्ती क्षेत्र में रेल लाइन का निर्माण कर परिचालन किया जाए, यह क्षेत्र की चिरलंबित मांग है।

महोदया, इन्हीं शब्दों के साथ मैं वर्ष 2025-26 के लिए रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांगों का समर्थन करते हुए अपनी बात समाप्त करता हूं।

***SHRI BAJRANG MANOHAR SONWANE (BEED):** Hon. Madam Chairperson, Jai Shivray. I would like to wish everybody on this occasion of Shiv Jayanti. Today, I rise to participate in the discussion on railways and like to draw your kind attention

* English translation of the speech originally delivered in Marathi.

towards issues related to my Beed district. This is a big district but still it is deprived of railway connectivity. The railway line project connecting Osmanabad-Beed-Aurangabad is an important rail project. Funds have been provided for survey work but it needs to be expedited. I have been pursuing for this and Hon. Railway Minister Shri Ashvini Vaishnav ji has given me positive reply. He has sanctioned Rs. 6 crore for final survey work. After completion of this project, this railway route will be connecting south as well as North India and serve as the shortest and busiest route to connect Kanyakumari, Chennai, Hyderabad, Thirupati to Delhi, Ayodhya, Kashi and Shrinagar. It will prove to be a time and cost cutting rail route and a highway of progress and development of Beed district as well. It will also boost and help to create opportunities for industrial development, trade and business, employment and education. Hence, for Osmanabad-Beed-Aurangabad rail line project, as least Rs. 2000 crore should be allocated.

I would like to thank Union Government and Railway Minister Shri Ashwini Vaishnav ji and I wish it should be inaugurated at the hands of our Prime Minister and Railway Minister after its completion. For the maintenance and repair work of this project, the Office of the Dy. Chief Engineer (Construction) should be opened in my Beed district as it is a centre place and it will connect both the lines.

Ahmednagar-Beed-Parli Vaijyanath railway line project was approved in the year 1986 by then Central Govt. But, it was never started due to lack of funds. Then, our Chief Minister Late Shri Vilasrao Deshmukh took a decision to provide 50% funding on behalf of State Govt. This is a 261 km. long rail line project but, only 99 km. work has been completed till March, 2024. Now, we are taking

personal interest and trying to expedite it. So, now 166 km. work has been done till date. A trial run has already been completed successfully and hence, I am quite hopeful that the remaining Beed-Parli stretch would also be completed very soon.

14.00 hrs

Beed railway station constructed on this railway line is far and remotely located, and the distance between city and railway station is around 15 km. Barshi Naka railway station is within close vicinity and hence this station should also be developed in addition to Beed Railway Station. Due to construction work of this rail line, Kakadheera, Dhanora, Hiversingha, Sarata, Khokarmoha and at other places, the road traffic has been disturbed. The students, old people, farmers and other passengers are facing problems. So, it is my request to you to kindly construct ROB and RUBs at appropriate places and fund should also be allocated for the construction.

At Koregaon, Moradjawalwadi, Jatnanduri in Patoda Tehsil, a ROB should be constructed. Ahmednagar-Beed-Parli railway line is partially completed and a trial run between Ahmednagar-Beed is also completed. So, railway operations should be started at earliest on this line.

A new intercity train connecting Beed-Pune-Mumbai should also be started. Railway passengers have to face multiple problems like ticket booking, confirmation etc. Rail tracking System should be improved. Online Booking should be fast and easy. Birth confirmation should be informed well within time limit telephonically. Train movement should also be intimated to passengers.

A Railway Safety Committee should be constituted under the Chairmanship

of the local member of Parliament so that he/she can help in solving the problems and issues related to railway administration. He would also help to expedite the process of land acquisition for rail project. He can evolve a coordination between locals and railway administration.

Our Indian Railways is the largest rail network in the world and it forms an integral part of the lives of crores of railway passengers. We need more developments and improvements to avoid rail accidents like modern railway signalling system etc. RPF also need to strengthen its monitoring and vigilance. Hygiene and cleanliness should also be maintained on railways. Food and beverages quality should also be improved. Passenger amenities should also be updated and this is my earnest request.

Railway is considered as a lifeline for the poor, middle class people of this country. Railway has played an important role in the overall development of India.

देश की तरक्की के सफर में हमें भी रखिए । हमारे हौसले को भी उड़ान का मौका दीजिए ।
धन्यवाद ।

***SHRI SANJAY UTTAMRAO DESHMUKH (YAVATMAL-WASHIM):** Hon'ble Chairperson, thank you. Today, I rise to participate in the discussion on Demand for Grants pertaining to the Ministry of Railway for 2025-26. A very ambitious Wardha-Nanded Rail project of my constituency was declared in the year 2008. This is a very important project for my region, because for Wardha, Yavatmal, Nanded and other 92 villages, it would prove to be a lifeline. But it could launch in

* English translation of the speech originally delivered in Marathi.

the year 2016 only and even after 9 years time, only 38 km line has been completed. It means only 4.5 km line is completed every year. This is a 284 km Rail line project and it is still incomplete. This is very unfortunate and a matter of sorrow.

After completion of the rail line project, it would surely boost trade and industry, employment generation and multiply educational opportunities and also to ensure better railway connectivity for locals there. But, due to slow pace of work, the development activities have been stalled here. Hence, I would like to request the Union Government to expedite the construction work on priority basis.

Madam, Washim-Poharadevi -Digra-Adilabad rail line project is also very important for my region. The survey work was sanctioned in 2016 but, even today no survey work has been started. This railway line would connect the religious places like Shri Kshetra Pohradevi and Renuka Devi temple at Mahur, with the northern and southern part of India. The survey work for another rail line project between Washim-Karanja-Badnera was done in 2020. Through this railway line, this area would be connected with Badnera and Amravati directly. It would pave way for the overall development of this region and also for employment generation.

Madam, Murtizapur-Karanja-Darvha narrow gauge railway line should be converted into broad gauge and this is my humble request to you. I personally met Hon'ble Railway Minister last time and he had promised me to initiate survey work. Now, you should start the construction work immediately and sufficient funds also be provided.

The Railway Minister should take initiative to complete this railway project

pending for years together and start the operations of Shakuntala Express once again.

Madam, Yavatmal district is known for farmers suicides and Washim is an aspirational district. So, I would like to request the Hon'ble Railway Minister to complete all three railway line projects related to my constituency as early as possible to boost economic and educational activities and also to ensure employment generation in my region.

Thank you.

श्री अवधेश प्रसाद (फैजाबाद) : सभापति महोदया, मैं आपके प्रति बहुत आभारी हूँ कि आपने मुझे रेल जैसी बहुत ही महत्वपूर्ण अनुदानों की मांगों पर विचार व्यक्त करने का मौका दिया। मैं आपके प्रति बहुत आभारी हूँ।

महोदया, हमारी रेल का एक गौरवशाली इतिहास है, जिसकी शुरुआत 16 अप्रैल, सन् 1853 को हुई थी। पहली यात्रा मुंबई के बोरीबंदर से ठाणे के मध्य चली थी और यह दूरी 34 किलो मीटर की थी। इसने देश के विकास के लिए, यात्रियों की सुविधा के लिए एक गौरवशाली इतिहास रचा है, जो हम देशवासियों के लिए बहुत अच्छी बात है।

महोदया, जहां एक ओर रेल का एक गौरवशाली इतिहास रहा है, वहीं मैं आपसे निवेदन करना चाहता हूँ। मैं मर्यादा पुरुषोत्तम श्रीराम जी की धरती, अयोध्या से चुनकर आया हूँ। अयोध्या के रेलवे स्टेशन पर देश भर से लाखों-लाख श्रद्धालु दर्शन के लिए आते हैं, लेकिन उसकी बहुत दुर्दशा है। अभी शुरुआती दौर में जब इसका पहला फेज़ बना था, तो बाउंड्री गिर गई थी। उसके पहले माननीय प्रधान मंत्री जी ने उस रेलवे स्टेशन का उद्घाटन भी किया था। आज दूसरे फेज़ की शुरुआत है, लेकिन यह बहुत ही धीमा है। मैं आपके माध्यम से माननीय रेल मंत्री जी से मांग करता हूँ कि इस पर विशेष ध्यान दिया जाए, गुणवत्ता अच्छी हो और अभी जो काम अधूरा है, धीमा है, इस अधूरे काम को निश्चित अवधि के भीतर पूरा किया जाए।

सभापति महोदया, मैं आपके माध्यम से सरकार से मांग करता हूँ कि अयोध्या कैंट से फाफामऊ - प्रयागराज को जाने वाली लाइन का दोहरीकरण कराया जाना बहुत ही आवश्यक है। मैं मांग करता हूँ कि इस काम की शुरुआत की जाए और एक निश्चित अवधि में इस काम को पूरा कराया जाए।

सभापति महोदया, अयोध्या से एक रिंग रोड प्रस्तावित है, जिसका काम बहुत ही धीमा चल रहा है और अभी तक किसानों को उसका मुआवजा नहीं मिल रहा है। अयोध्या के तमाम किसानों को मुआवजा नहीं मिल पाया है और यही नहीं, जिसके लिए किसान लगातार धरना-प्रदर्शन भी कर रहे हैं।

सभापति महोदया, मैं आपके माध्यम से मंत्री जी से मांग करता हूँ कि यह जो प्रस्तावित रिंग रोड है, उसमें सबसे पहले किसानों को उनकी जमीनों का मुआवजा दिया जाए और इस काम को एक निश्चित अवधि में पूरा किया जाए। यह जनहित के लिए बहुत ही आवश्यक है।

14.11 hrs

(Shri Krishna Prasad Tenneti in the Chair)

इसके साथ ही किसानों को मुआवजा भी दिलाया जाए। मान्यवर, कोरोना काल में देश की तमाम महत्वपूर्ण ट्रेनें जो जनहित में चल रही थीं, वे कोरोना काल के समय से बंद पड़ी हैं। मैं आपके माध्यम से माननीय रेल मंत्री जी से अनुरोध करना चाहता हूँ कि कोरोना काल में देश की जो महत्वपूर्ण ट्रेन्स थीं, जनहित के लिए आवश्यक थीं, जो कि बंद कर दी गई हैं, उनको वापस चलाया जाए।

हमारे संसदीय क्षेत्र में भी एक ट्रेन अयोध्या कैंट से चल रही थी। अयोध्या कैंट से कानपुर को प्रतिदिन जाने वाली इंटरसिटी, जिसका नम्बर 14221 था, वह बंद हो गई है। वह जनहित के लिए बहुत आवश्यक है। उस ट्रेन को चालू किया जाए।

मान्यवर, हमारे संसदीय क्षेत्र में अयोध्या में आचार्य नरेन्द्र देव का रेलवे स्टेशन था। आचार्य नरेन्द्र देव ने इस देश को समाजवादी संदेश दिया था। पूरे देश और दुनिया में उनका नाम है, लेकिन अफसोस के साथ कहना पड़ रहा है कि अयोध्या में आचार्य नरेन्द्र देव का जो रेलवे स्टेशन था, उसे बंद कर दिया गया है, जो कि आचार्य नरेन्द्र देव जी के सम्मान के खिलाफ है। मान्यवर, मैं आपके माध्यम से माननीय मंत्री जी से मांग करना चाहता हूँ कि आचार्य नरेन्द्र देव जी ने पूरे देश और दुनिया में समाजवाद का पाठ पढ़ाया है, समाजवाद की कल्पना की है, संदेश दिया है। उनके सम्मान के खिलाफ

यह काम किया गया है इसलिए जल्दी से जल्दी इस रेलवे स्टेशन को चलाया जाए, ताकि उनका सम्मान, जिसे भारतीय जनता पार्टी की सरकार ने खत्म कर दिया गया है, उसे पुनः स्थापित किया जाए।

मान्यवर, जनपद अयोध्या में सोहावल रेलवे स्टेशन है। सोहावल विधान सभा क्षेत्र से मैंने सात बार लगातार चुनाव जीता था। उस स्टेशन का हाल बहुत खराब है। वहां पीने के पानी का इंतजाम नहीं है। कर्मचारियों के रहने का इंतजाम नहीं है, शौचालय का इंतजाम नहीं है और रिजर्वेशन का काउंटर भी नहीं है, जबकि वह स्टेशन बहुत पुराना है। इसके अलावा वहां बाजार से होकर एक पुल बनना था। वह प्रस्तावित भी है, लेकिन पता नहीं सरकार को इसमें क्या परेशानी है। मैं आपके माध्यम से मांग करता हूँ कि सोहावल में जो आरओबी बनना प्रस्तावित है, उसे जल्दी से जल्दी पूरा किया जाए और कर्मचारियों के रहने के लिए दो साल से वहां पर आवास बन रहा है, उसका काम भी रुका हुआ है। इस समय वहां पर दो-चार कर्मचारी रहते भी हैं, लेकिन वहां पर बड़ी घटना हो सकती है इसलिए उस काम को भी जल्दी से जल्दी पूरा किया जाए।

जनपद अयोध्या में रेलवे गेट संख्या 130, सोहावल पर ओवरब्रिज का बनना अतिआवश्यक है। वह प्रस्तावित भी है, लेकिन आज तक उस पर बजट आवंटित नहीं किया गया है। मान्यवर, मैं आपके माध्यम से सरकार से मांग करता हूँ कि उसका काम भी पूरा किया जाए।

ट्रेन संख्या 12226 कैफियत सुपरफास्ट एक्सप्रेस, दिल्ली से चलकर आजमगढ़ और आजमगढ़ से चलकर दिल्ली तक जाने वाली ट्रेन है, जिसका ठहराव मेरे संसदीय क्षेत्र फैजाबाद अयोध्या के रेलवे स्टेशन, रुदौली और दरियाबाद में होना अति आवश्यक है। मैं आपके माध्यम से निवेदन करना चाहता हूँ कि वहां पर इन ट्रेनों का ठहराव किया जाए।

मान्यवर, गोसाईगंज स्टेशन के पुल के नीचे नाला है। वहां पर दो बच्चे डूबकर मर गए हैं इसलिए उस पुल का काम पूरा किया जाए, ताकि लोगों के आवागमन में किसी प्रकार की असुविधा नहीं हो।

मान्यवर, हम जैसे तमाम लोगों के पास रेलवे टिकट के आरक्षण के लिए रोजाना सिफारिशें आती हैं, लेकिन मैं आपके माध्यम से सरकार से मांग करना चाहता हूँ कि ऐसी व्यवस्था की जाए कि जो भी हमारे माननीय सदस्य, चाहे सत्ता पक्ष के हों, चाहे विपक्ष के हों, इनके पास रेल टिकट कन्फर्म

करवाने के लिए बार-बार सिफारिशें आती हैं, लेकिन कन्फर्म नहीं होती हैं इसलिए आपके माध्यम से ऐसी व्यवस्था की जाए, जिससे उनका टिकट कन्फर्म हो सके।

मान्यवर, आपने मुझे इस महत्वपूर्ण चर्चा में बोलने के लिए समय दिया, उसके लिए मैं आपका बहुत आभारी हूँ।

श्री शंकर लालवानी (इन्दौर) : माननीय सभापति महोदय, मैं माननीय प्रधान मंत्री जी को धन्यवाद देना चाहता हूँ कि देश के विकास के लिए इंफ्रास्ट्रक्चर की बहुत आवश्यकता रहती है और इस बजट में उन्होंने इंफ्रास्ट्रक्चर पर विशेष ध्यान दिया है। मोदी जी के विकसित भारत बनाने के संकल्प को, रेलवे का यह बजट, पूरा करने का एक मील का पत्थर साबित होगा।

महोदय, अगर हम रेलवे के पिछले दस सालों के काम का लेखा-जोखा देखें तो रेलवे ने इन दस सालों में अभूतपूर्व काम किए हैं। मैं माननीय रेल मंत्री जी को धन्यवाद देना चाहता हूँ कि उन्होंने इस बजट में पूरे देश का ध्यान रखते हुए, हमने देखा है कि जहां आज़ादी के बाद रेल की पटरियां नहीं थीं, वहां भी रेल की पटरियां बिछाई गई हैं। आज़ादी के बाद इन वर्षों में 31,180 किलोमीटर का नया ट्रैक बनाया गया है, जो कि पूरे आस्ट्रेलिया महाद्वीप के लगभग बराबर है। यह माननीय मोदी जी के नेतृत्व में इन वर्षों में हुआ है। आज़ादी के बाद रेलवे ट्रैक के बारे में मैंने जैसे बताया, मैं नार्थ ईस्ट में गया था, वहां पर लोगों ने रेल की पटरियां नहीं देखी थीं। इस बार उन्होंने कहा कि मोदी जी के आने के बाद नार्थ ईस्ट और जम्मू-कश्मीर, लेह तक रेलवे की पटरियां हमें देखने को मिली। यह माननीय प्रधान मंत्री मोदी जी का विजन है। यही नहीं, माननीय प्रधान मंत्री मोदी जी का विजन है कि यात्रियों को सुविधाएं भी मिलनी चाहिए। उसी को देखते हुए उन्होंने 1337 नए अमृत रीडेवलपमेंट के रेलवे के प्रोजेक्ट्स शुरू किए हैं, आम लोगों को भी एयरपोर्ट की तर्ज पर रेलवे की सुविधा मिलनी चाहिए। यह मोदी जी का संकल्प है।

अगर मैं यूपीए की बात करूं, मैं एक छोटी सी बात करूं तो मुझे एक बुजुर्ग मिले थे। उन्होंने कहा था कि हम पहले सीढ़ियों से चढ़ते थे और सामान लेकर चढ़ते थे। यूपीए सरकार में पूरे देश में रेलवे की सिर्फ 240 लिफ्टें लगी थीं। लेकिन माननीय प्रधान मंत्री मोदी जी के नेतृत्व में इन दस वर्षों में 2650

लिफ्टें लगी हैं, ताकि बुजुर्ग सामान लेकर ऊपर चढ़ सकें। यह माननीय मोदी जी का विजन है।

महोदय, इस बजट में रेलवे को बहुत बड़ा बजट दिया गया है, लगभग 2 लाख 65 हजार 200 करोड़ रुपये का बजट दिया गया है, जिसके माध्यम से आने वाले दिनों में रेलवे में अभूतपूर्व परिवर्तन होगा। अगर मैं सिर्फ इलैक्ट्रिफिकेशन का उदाहरण दूं, तो यूपीए के दस साल के कार्यकाल में सिर्फ 5,588 किलोमीटर का रेलवे का इलैक्ट्रिफिकेशन का काम हुआ था, लेकिन एनडीए की सरकार के कार्यकाल में इन वर्षों में 44,199 किलोमीटर का रेलवे का इलैक्ट्रिफिकेशन का काम हुआ है। रेलवे के इलैक्ट्रिफिकेशन का 10 गुना काम इन 10 सालों में हुआ है और लगातार रेलवे की स्पीड बढ़ रही है, फैसीलिटीज़ बढ़ रही हैं। यहीं नहीं, नई वन्दे भारत ट्रेन्स शुरू हुई हैं, नई वन्दे भारत स्लीपर ट्रेन्स शुरू हुई हैं, यहां तक कि नई वन्दे भारत मेट्रो के भी ट्रायल शुरू हो गए हैं। नए कोच बन रहे हैं। देश भर में, जहां पर भी रेलवे फाटक है, वहां पर नए आरओबी बन रहे हैं। इसके साथ-साथ रिन्यूएबल एनर्जी में भी रेलवे ने बहुत सारे काम किए हैं।

माननीय सभापति महोदय, मैं इंदौर से आता हूं। इंदौर क्लिनेस्ट सिटी ऑफ इंडिया है। मैं वहां से आता हूं। मैं यह बताना चाहता हूं कि इंदौर और इंदौर के आस-पास, आज़ादी के बाद इतने काम नहीं हुए हैं, जो इन दस वर्षों में माननीय मोदी जी ने नेतृत्व में रेलवे में हुए हैं।

जिसका उदाहरण है कि अभी इंदौर से खंडवा रेलवेलाइन का काम चल रहा है, इंदौर से दाहोद का काम चल रहा है, दाहोद से बुधनी लाइन का काम चल रहा है और बहुप्रतीक्षित रेलवेलाइन इंदौर से मनमाड़, जिसकी मांग वर्षों से की जा रही थी। 20 हजार करोड़ रुपये की इस योजना को माननीय प्रधानमंत्री जी ने स्वीकृत किया है। इससे नॉर्थ और साउथ में दो सौ किलोमीटर ट्रैक का डिस्टेंस कम हो जाएगा। इसके बनने के बाद एक नया रिवोल्यूशन हो जाएगा, यह माननीय प्रधानमंत्री जी का विजन है।

हमारे इंदौर में नये रेलवे स्टेशन का रिडेवलपमेंट हो रहा है, लक्ष्मीबाई रेलवे स्टेशन का रिडेवलपमेंट हो रहा है। इसके अलावा, जितने भी आरओबीज हैं, इन वर्षों में, वे सब बन रहे हैं।

मैं इंदौर के लिए रेल मंत्री से मांग भी करना चाहता हूं। वर्ष 2028 में उज्जैन में सिंहस्थ कुंभ आने वाला

है। सिंहस्थ कुंभ को ध्यान में रखते हुए, इंदौर-उज्जैन मेट्रो वंदे भारत ट्रेन चलाई जाए। मैं इसकी मांग कर रहा हूँ। दूसरा, अंबेडकर नगर, मऊ, देवास, इंदौर उज्जैन के लिए एक लोकल ट्रेन चलाई जानी चाहिए क्योंकि ट्रैफिक का लोड ज्यादा होगा। इसके अलावा, मुम्बई और दिल्ली वंदे भारत स्लीपर चलाना चाहिए, यह मेरी मांग है। इंदौर से पटना, इंदौर से उदयपुर, इंदौर से रीवा और इंदौर से देहरादून तक डेली ट्रेन चलनी चाहिए। वहां के पैसेंजर्स की यह मांग है।

14 अप्रैल को बाबा साहेब अंबेडकर जी की जयंती है। देश भर के श्रद्धालु वहां आते हैं, खास करके महाराष्ट्र से भी लोग आते हैं। इसलिए मैं माननीय मंत्री जी से निवेदन करूंगा कि अंबेडकर जयंती पर विशेष ट्रेन चलाई जाए।

हमारी मांग है कोविड के पहले गौतमपुरा रेलवे स्टेशन पर ट्रेन रुकती थी, जो कोविड के बंद हो गई। माननीय मंत्री जी से मेरी मांग है कि कोविड के समय जो गौतमपुरा में रेल रुकती थी, उसको फिर से रुकवाया जाए।

माननीय प्रधानमंत्री जी के विकसित भारत के संकल्प को पूरा करने में रेल विभाग द्वारा जो काम किये जा रहे हैं, मैं उसकी सराहना करता हूँ और इस बजट का समर्थन करता हूँ।

धन्यवाद।

कुमारी सैलजा (सिरसा) : माननीय सभापति जी, मैं रेलवे के बजट की मूल बातों पर नहीं जाना चाहूँगी।

My esteemed colleague, Varsha ji, has already dwelt on those things regarding the Railway Budget. The main concern is the issue of railway safety. मैं समझती हूँ कि सारे देश को इसके बारे में चिन्ता है। इतने ज्यादा रेलवे एक्सीडेंट्स हो रहे हैं, जिससे ऐसा लगता है कि जहाँ रेलवे का अपना बजट स्टैग्नेट हो रहा है, यह पिछले साल से इस साल तक आ रहा है। रेलवे संरक्षा कोष में ढाई लाख करोड़ रुपए में से केवल दो हजार करोड़ रुपए मिले हैं। इससे सेफ्टी पर कैसे ध्यान दिया जाएगा?

वर्ष 2023 में लगभग 200 ट्रेन एक्सीडेंट्स हो चुके हैं। वर्ष 2024 की शुरुआत में ही 18 ट्रेन एक्सीडेंट्स हुए थे। सरकार इसकी ओर विशेष ध्यान दे। जब सरकार राशि का प्रावधान करती है, तो

रेलवे सेफ्टी की ओर विशेष ध्यान दिया जाए और इस फंड को थोड़ा और बढ़ाने का प्रयास करे ताकि सबकी कीमती जानें बचायी जा सकें एवं ट्रेन एक्सीडेंट्स कम से कम हो सकें, इस पर विशेष ध्यान दिया जाना चाहिए।

मैं अपने राज्य हरियाणा की बात कहना चाहूँगी। आपने हरियाणा के लिए कहा है कि ऑनगोइंग प्रोजेक्ट्स हैं, नये ट्रैक्स बन रहे हैं। आपने 14 प्रोजेक्ट्स के बारे में कहा है। मैं उनमें से दो-तीन प्रोजेक्ट्स के बारे में आपका ध्यान आकृष्ट करना चाहूँगी।

सर, यमुनानगर-चंडीगढ़ वाया सढोरा, नारायणगढ़ रेलवे लाइन की मांग बहुत पुरानी है। कई बजटों में इस प्रोजेक्ट के बारे में जिक्र हो चुका है। लेकिन दुख की बात यह है कि जिक्र हो जाती है, लेकिन काम की शुरुआत नहीं होती है। इसके बारे में, इस लिस्ट में भी दिया गया है, लेकिन the progress has shown as zero. मेरा मंत्री जी से आग्रह है कि इसकी ओर विशेष ध्यान दें, यह एक पुरानी मांग है। इसी के साथ, हिसार-सिरसा रेलवे लाइन और भी ज्यादा महत्वपूर्ण है क्योंकि यह वाया अगरोहा है। अगरोहा वैश्य समाज के लिए एक महत्वपूर्ण स्थान है। यहाँ देश भर से और विदेशों से भी लोग आते हैं। इसलिए मेरी मांग है कि हिसार-सिरसा नई रेलवे लाइन, जो एक पुरानी मांग है, को पूरा करें।

आपने मेंशन किया है, but this is also showing zero per cent progress. अतः इस पर आप कृपया विशेष रूप से ध्यान दें।

सर, अगर हम डबलिंग की बात करें, तो हिसार-सिरसा-फाजिल्का रेल लाइन की मांग भी बहुत पुरानी है। यह लाइन अभी तक सिंगल पड़ी हुई है। इस रेल लाइन को आप डबल कीजिए। इस पूरे एरिया को रेल राज्य मंत्री जी पूरी तरह जानते हैं, वे इससे अच्छी तरह से वाकिफ हैं। अतः आप इसको डबल करने का कार्य शीघ्र करें।

साथ ही, रोहतक-भिवानी-हिसार रेल लाइन की भी डबलिंग की मांग है। इसमें इन दोनों लाइन्स के बारे में मेन्शन नहीं है, तो कृपया इस पर भी आप विशेष ध्यान दें।

सर, अस्थल बोहर-रेवाड़ी रेल लाइन की भी बहुत पुरानी मांग है। आप इस पर भी ध्यान दें।

इसके साथ ही बहुत सी मांगें हैं। मैं देखती हूँ कि 14 में से छः ऐसी मांगें हैं, जो आपकी लिस्ट में आई हुई हैं। लेकिन इनमें जीरो परसेंट प्रोग्रेस दिखा रहा है, एक में एक परसेंट प्रोग्रेस, एक में दो परसेंट प्रोग्रेस। आप कृपया इसको आगे बढ़ाइए। आप बुलेट ट्रेन की बात करते हैं कि वह एक हाई-स्पीड ट्रेन है। अगर आपके काम की स्पीड भी हाई हो जाए, तो देश को बहुत फायदा होगा, हरियाणा को बहुत फायदा होगा।

सर, नई ट्रेन्स की मांग है। हरियाणा के लिए वंदे भारत ट्रेन शुरू की जाए। दिल्ली से बीकानेर और चंडीगढ़ से सिरसा वाया भटिन्डा, वाया भटिन्डा सिर्फ कहने के तौर पर नहीं, लेकिन सही मायने में भटिन्डा होते हुए यह ट्रेन सिरसा आए। इसलिए, आप कृपया वंदे भारत ट्रेन शुरू करें।

सर, हिसार को फ्रेट कॉरिडोर से जोड़ा जाए। हमारा हिसार एक औद्योगिक क्षेत्र है। यदि उसे फ्रेट कॉरिडोर से जोड़ेंगे, तो पूरे उत्तर भारत को इसका फायदा होगा।

सर, रेलवे की जो जमीन है, उसको आप 99 सालों के पट्टे पर दे रहे हैं, जगह-जगह दे रहे हैं। मैं विशेष रूप से यहां सिरसा के बारे में कहना चाहूंगी। हमारा सिरसा का जो रेलवे स्टेशन है, वहां रेलवे की बहुत जमीन है और बहुत पहले से है। आप उसको एक अलग ढंग से डेवलप कर सकते थे। आप हरियाणा सरकार के साथ मिलकर इसे डेवलप कर सकते थे, लेकिन आपने केवल 32 करोड़ रुपये में सिरसा रेलवे स्टेशन की यह जमीन दे दी। उसको आगे 300 करोड़ में दे दिया गया और वहां मार्केट बन रही है। क्या हम इसका बेहतर इस्तेमाल नहीं कर सकते थे? आप कोई ट्रेनिंग सेंटर बना देते, रेलवे के लिए कोई ट्रेनिंग सेंटर बना देते, ताकि हमारे बच्चों को वहां आगे के लिए रोजगार के साधन उपलब्ध होते, जिसकी वे वहां ट्रेनिंग करते। लेकिन आपने इसे मार्केट में बेच दिया। रेलवे प्रॉपर्टी बहुत महंगी प्रॉपर्टी है। देश में रेलवे के पास लाखों एकड़ जमीन है। I think, after Defence, Railways is probably the biggest land owner in the country. आप कैसे मार्केट में रेलवे की जमीन को बेचते हैं? यह तो अन्याय है, एक बहुत बड़ा अन्याय है।

सर, आप इन जमीनों को अस्पताल, स्कूल, स्टेडियम आदि के लिए इस्तेमाल कर सकते हैं। आप इन जमीनों पर पार्क्स बना सकते हैं, इससे सौंदर्यीकरण हो सकता है। लेकिन इस तरह मार्केट बनाने के लिए इन जमीनों को बेचने का क्या फायदा है? वैसे भी मार्केट डाउन है, ऑनलाइन ज्यादा

चल रहा है, रियल इस्टेट का सब पैसा डूबता है। अतः इन चीजों पर थोड़ा दूरदर्शी होकर रेलवे इन जमीनों को ध्यान से रखे। It is not easy to acquire land today.

This land is also with the Railways. Why are they letting it go like this? इस पर आप कृपया ध्यान दीजिए।

सर, सिरसा शहर दो हिस्सों में बंट गया है। आप ध्यान करें कि दस साल पूर्व सिरसा में एक रेलवे ओवरब्रिज और दो अंडरब्रिज बनाने की घोषणा की गई थी। लेकिन, वहां अभी कोई काम नहीं हो रहा है। मिनी-बायपास, जहां मेडिकल कॉलेज का निर्माण कार्य भी शुरू हो चुका है, वहां चत्तरगढ़ पट्टी फाटक पर ओवरब्रिज, कोर्ट रोड और कंगनपुर फाटक पर अंडरब्रिज बनाया जाना प्रस्तावित है। इसके लिए हरियाणा सरकार की ओर से धनराशि भी आवंटित की गई थी, लेकिन अभी तक इनका निर्माण कार्य शुरू नहीं हुआ है। माननीय मंत्री जी, कृपया आप इस पर विशेष रूप से ध्यान दीजिए। अगर आप जल्द ही इसका निर्माण कार्य शुरू करवाएंगे, तो बेहतर होगा।

सर, एक किसान एक्सप्रेस ट्रेन बठिंडा से दिल्ली के लिए चलती है। इसका पहले चलने का समय बहुत अनुकूल था। वहाँ के सब लोकल लोग, जैसे कालावाली है, सिरसा है, उस ट्रेन में आ-जा सकते थे, लेकिन उसका समय बदल दिया। अब वह ट्रेन 5:45 पर चलती है। मेरा आपसे आग्रह है कि इस ट्रेन को पहले की तरह 7:40 पर कर दिया जाए ताकि कालावाली, सिरसा के लोगों को फायदा हो जाए। इसी तरह अहमदाबाद-कटरा, जो कि एक साप्ताहिक ट्रेन है, इसका स्टॉपेज कृपया आप कालावाली में रखें और एक नई ट्रेन कालावाली से सिरसा, हिसार तक अगर सुबह 8 बजे चलायें तो इस पूरे क्षेत्र को बहुत-बहुत फायदा होगा।

सर, बहुत सी बातें हैं, मैं ज्यादा समय नहीं लूँगी, मैं आपका धन्यवाद करती हूँ और मैं लिखित रूप में माननीय मंत्री जी को दे दूँगी। बहुत-बहुत धन्यवाद।

श्री श्रीरंग आप्पा चंदू बारणे (मावल) : महोदय, मैं अपनी पार्टी शिव सेना की ओर से रेल मंत्रालय की अनुदानों की माँगों वर्ष 2025-26 पर अपनी बात रख रहा हूँ। मुझे गर्व है कि इस बजट में रेल के विकास और आधुनिकीकरण के लिए एक महत्वपूर्ण पहल की गई है। माननीय प्रधानमंत्री जी के नेतृत्व में

माननीय रेल मंत्री वैष्णव जी ने यह पहल की है कि गये कई सालों में रेल के संबंध में जितना कार्य नहीं हुआ, उतना कार्य अश्विनी वैष्णव जी के कार्यकाल में हुआ है। मैं इसके लिए उनका अभिनन्दन करता हूँ।

महोदय, रेलवे के आधुनिकीकरण के लिए बजट में 2.52 लाख करोड़ रुपये आवंटित किए गए हैं, जो कि पिछले वर्ष की तुलना में अभूतपूर्व वृद्धि है। अगर वर्ष 2014 से इस बजट की तुलना करें तो यह बजट 4 गुना अधिक है। अगले दो-तीन वर्षों में सरकार 100 अमृत भारत स्टेशन, 50 नमो भारत ट्रेन्स और 200 वंदे भारत ट्रेन्स तैयार करेगी। यह बजट भारत के रेलवे और महाराष्ट्र के विकास के लिए एक महत्वपूर्ण कदम है। इस बजट में महाराष्ट्र को सबसे अधिक 23,778 करोड़ रुपये का बजटीय आवंटन मिला है, जो राज्य के रेलवे के बुनियादी ढांचे को नई गति देगा। महाराष्ट्र अब तक शत-प्रतिशत रेल विद्युतीकरण प्राप्त करने वाला प्रमुख राज्य है। इससे ऊर्जा की बचत और पर्यावरण संरक्षण में मदद होगी। वर्ष 2014 से अब तक 2,105 किलोमीटर नई रेलवे लाइन बिछायी गई है। अकेले महाराष्ट्र में 132 रेलवे स्टेशंस को अमृत स्टेशन के रूप में विकसित किया जा रहा है। मेरे चुनाव क्षेत्र में चिंचवाड़, अकुर्दी, तलेगांव, लोनावला, पनवेल जंक्शन रेलवे स्टेशंस को अमृत भारत रेलवे स्टेशन में शामिल किया जाए। मैं इसके पहले भी माँग कर चुका हूँ और अब भी माँग रख रहा हूँ कि मेरे चुनाव क्षेत्र में कर्जत और नेरल रेलवे स्टेशन को इस योजना में शामिल किया जाए। इस बजट में उसका उल्लेख नहीं किया गया है, लेकिन मुंबई से पूना तक जाने वाला यह मार्ग सबसे ज्यादा यातायात करने वाला मार्ग है। मेरी माँग है कि कर्जत और नेरल स्टेशन को अमृत भारत स्टेशन में लिया जाएगा तो निश्चित रूप से यात्रियों को सुविधा होगी। एनडीए शासन के दौरान महाराष्ट्र में रेलवे ट्रैक निर्माण को 50-60 प्रतिशत किलोमीटर से बढ़ाकर 183 किलोमीटर प्रतिवर्ष कर दिया गया है। वर्ष 2014 से अब तक 40 हजार किलोमीटर से अधिक रेल लाइन का विद्युतीकरण किया गया है। इसके साथ ही साथ भारतीय रेलवे को नेट जीरो कार्बन उत्सर्जन की दिशा में तेजी से बढ़ाया जा रहा है।

सौर ऊर्जा एवं पवन ऊर्जा के प्रयोग से रेलवे को ऊर्जा निर्भरता के निहित बनाया जा रहा है। कई बार रेलवे बजट में घोषणा होती है, लेकिन काफी समय बीत जाने के बाद भी जमीनी स्तर पर काम

शुरू नहीं होता है। कभी समय से सर्वे नहीं होता, कभी जमीन अधिग्रहण का मुद्दा सामने आता है, कई बार एनओसी नहीं मिलने के कारण सालों तक काम शुरू नहीं हो पाता है और कई बार राज्य सरकार से सहयोग नहीं मिलता है। मेरे चुनाव क्षेत्र में वर्ष 2017 में जब रेल मंत्री श्री सुरेश प्रभु थे, तब तीसरे और चौथे ट्रैक की घोषणा की गई थी। केंद्र सरकार ने उसे मंजूरी दी थी और बजट में उसका प्रावधान भी किया था लेकिन जमीन अधिग्रहण न होने कारण तीसरा और चौथा मार्ग नहीं बना है। मुम्बई से पूना जाने वाला यह मार्ग सबसे तेजी से यातायात को सुगम बनाने वाला यह मार्ग है। यदि यह मार्ग बनता तो निश्चित रूप से यात्रा करने वाले यात्रियों को राहत मिलेती। पूना से लोनावला तक लोकल ट्रेन चलती है। कोरोना काल के समय दोपहर में यह ट्रेन बंद कर दी गई थी। मैं कई बार रेल मंत्री से इस बारे में मिला तो दोपहर 12 बजे से यह ट्रेन शुरू कर दी गई। डेढ़ बजे की लोकल ट्रेन बंद होने के कारण कई कर्मचारी, महिलाएं और स्कूल जाने वाले बच्चों को काफी परेशानी का सामना करना पड़ता है। मैं आशा करता हूं कि दोपहर के समय लोनावला से पूना तक जाने वाली ट्रेन डेढ़ बजे चलाई जाए। पनवेल से कर्जन के बीच नया मार्ग बन रहा है। मेरे चुनाव क्षेत्र में देश का सबसे बड़ा नया एयरपोर्ट पनवेल में बन रहा है। यदि पनवेल से पूना तक जो मार्ग बन रहा है, कर्जन से लोनावला तक अगर ट्रैक बढ़ाया जाए और लोनावला से पूना तक तीसरे और चौथे ट्रैक का काम किया जाए, तो पनवेल से सीधे पूना तक फास्ट ट्रेन भी चला सकते हैं और जो नया एयरपोर्ट बन रहा है, उसके लिए भी यात्रियों को सुविधा मिलेगी। मुम्बई, पनवेल, पूना में रहने वाले लोग जो रोज यात्रा करते हैं, उन्हें सुविधा मिलेगी।

महोदय, पनवेल से मुम्बई तक रोज लोकल ट्रेन चलती है। तकरीबन एक लाख से डेढ़ लाख लोग रोजाना इसमें यात्रा करते हैं लेकिन इन स्टेशनों पर सुविधाओं का अभाव है। महाराष्ट्र सरकार की सिडको एजेंसी ने स्टेशन बनाए हैं और पूरी सुविधाएं सिडको देती है। मैं आशा करता हूं कि सिडको के साथ मिलकर आप लोगों को सुविधाएं प्रदान करें।

महोदय, देश के कई शहरों में टॉय ट्रेन चलती है। मेरे यहां माथेरान में टॉय ट्रेन चलती है। नेरल से चलने वाली टॉय ट्रेन को पहले दो घंटे लगते थे लेकिन अब साढ़े तीन घंटे लगते हैं। यहां हर साल दस लाख के करीब पर्यटक आते हैं। मैं आशा करता हूं कि रेल विभाग इस विषय में ध्यान देगी तो आने

वाले पर्यटकों को सुविधा मिलेगी। देश में जैसे एयरपोर्ट्स पर सुविधाएं मिलती हैं, वैसे हर रेलवे स्टेशन पर सुविधा देने और मॉडल स्टेशन बनाने का काम माननीय प्रधान मंत्री जी के नेतृत्व में रेल मंत्रालय ने किया है, इसके लिए मैं अभिनंदन करता हूँ। ब्रिटिश काल से चलते आ रहे और गंदगी से भरे प्लेटफार्म्स पर कोई सुविधा नहीं थी, लेकिन मोदी जी के नेतृत्व में रेल मंत्रालय ने स्थिति में सुधार करके अच्छे रेलवे स्टेशन्स बनाए और सुविधाएं दीं। मैं मांग करता हूँ कि जहां क्रांतिकारी रहे हैं, वहां स्टेशनों पर उनका नाम और इतिहास की जानकारी दी जाए तो लोगों को उनके बारे में पता चलेगा।

महोदय, आखिरी में मैं कहना चाहता हूँ कि कोरोना के समय कई ट्रेनें बंद की गई थीं। कोरोना के समय वरिष्ठ नागरिकों के लिए जो सुविधाएं थीं, जैसे टिकट में रियायत थी, वह सुविधा पुनः जारी करने की मैं मांग करता हूँ। मैं अनुदानों की मांगों का समर्थन करते हुए अपनी बात समाप्त करता हूँ। धन्यवाद।

***SHRI MURASOLI S. (THANJAVUR):** Hon. Chairman Sir, Vanakkam. "Both our life and riches, Is our Tamil that never fades; Blow this aloud, our Conch-shell." I am deeply saddened about the Railway Budget of our country as a Member of Parliament belonging to Tamil Nadu. I can cite the reason for this unhappiness. You have been providing excess funds or funds in abundance to States like Bihar, Madhya Pradesh and Gujarat. We do not object. But you are giving very less amount to Tamil Nadu. Tamil Nadu earns more revenue to the Railway Ministry among the southern States of the country. If you provide one train service to Tamil Nadu, with the revenue generated from this one train service, you can provide 3 additional train services to other States of the country. I do not know why the Union government has been ignoring Tamil Nadu. We ask for more funds. We demand

* English translation of the speech originally delivered in Tamil.

new train services. We ask for one-minute stoppages. We, Tamil MPs have been demanding these inside Parliament time and again. We even meet Hon Union Minister of Railways in person and put-forth our demands for his consideration. We even meet the Chairman of Railway Board and the General Manager of Southern Railways. But reasons better known to them, Tamil Nadu has been ignored time and again in the Railway Budget. You are our Minister for Railways. You are our Prime Minister.

As an MP from Tamil Nadu, I want to register my pain and condemnation to the Union Government which is not paying heed to our demands but choose to ignore them. We are not blaming this government. We want that Railway catering service should be of good quality. There is no quality food served in trains. Rail passengers contact us over phone and express their inconvenience. They say that the toilet facilities are not hygienic and up to the mark. Hon Union Minister should not think that this is just said in order to blame the Government rather it is said in the interest of the rail passengers. I request that quality food should be served besides having clean and hygienic toilets. If you see between the years 2014 to 2024 there were 678 rail accidents. On an average 68 rail accidents take place in one year. Government should do something to prevent such accidents. During the last 3 years Rs. 38 crore has been provided as compensation to victims of rail accidents. In Railways, you are giving importance to AC coaches. Similarly in order to provide importance to poor and middle-class people, I urge upon the Ministry of Railways that Non-AC Coaches and Unreserved Coaches should be operated in excess numbers. Women's safety is of prime importance. Recently a pregnant lady

was sexually harassed and since the lady protested this act, she was thrown out of the running Train between Coimbatore and Tirupati. I urge that the Railway Ministry should ensure women's safety in all the trains. Railway officers are appointed by the Union Government. I request that the Officers of the respective States knowing the local languages or the language spoken in that State, should be appointed in that particular State. In every station of Tamil Nadu, we say we are Tamils and we speak Tamil language. 'Tamil everywhere and Tamil in everything' is our motto.

Every day we Tamils face problems in every railway station. From purchasing railway tickets to every other thing, we face problems in railway stations. We the rural people in Tamil Nadu ask for train tickets by speaking in our mother-tongue, Tamil. But some of those Officials in the Railway Department do not understand the local language, Tamil. I therefore urge that Railway Officers knowing Tamil should only be appointed in Tamil Nadu. You are operating trains like Vande Bharat. We do not deny. Similarly, Antyodhya trains should be operated in additional numbers for the benefit of poor rail passengers. MPs from Tamil Nadu have been requesting for many railway projects for Tamil Nadu. Senior citizens were provided concessions on rail fare earlier. But now you have denied them this concession. We want that the concession given to Senior citizens should be restored. We also want several new rail routes for Tamil Nadu. There are several long pending demands in this regard. Demand relating to Dindigul–Sabarimala rail route is pending for long. I urge that this demand for a new rail route between Dindigul and Sabarimala should be fulfilled soon. The demand for a rail route

between Palani and Erode is also pending. Similarly, Thanjavur-Ariyalur, Thanjavur-Pattukkottai; Mannargudi- Pattukkottai are the new rail routes which are unfulfilled. I want that these new rail routes should be created. Old line between Thanjavur and Viluppuram should be converted as a double line. We have been insisting upon the Union Government for converting this line into a double line. I urge that this doubling work should be completed. I have been demanding for new rail routes for my Thanjavur parliamentary constituency. There was a special train operated in the name Tiruchy-Tambaram Express for three months. There was a good revenue through this train. But you stopped this train service citing reasons attached to Mahakumbh. I met Hon Railway Minister and submitted a list of such discontinued trains. Tiruchy- Tambaram Express gave you a good revenue. We want that train service to be continued. Kamban Express train was functional between Pattukkotti and Peravurani. This train was stopped for the last 10 years. This is a pertinent demand of the people of my Thanjavur constituency. I urge that Kamban Express train service should be restored. Tuticorin is an important city in Tamil Nadu.

We have been asking for a train service between Tuticorin and Mumbai for long. We MPs of Tamil Nadu have been demanding for new train routes, new rail facilities, etc. We had a meeting with Hon. Minister of Railways along with the Leader of DMK Parliamentary party. We submitted all our demands pertaining to Tamil Nadu. But not even one single demand of ours has been fulfilled. We asked for one-minute stoppages for several trains. We approached the Chairman of Railway Board. We even met the General Manager of Southern Railways and

urged to fulfil our demands. The GM of Southern Railway gave us a reply after receiving our letter. He said that only the Chairman of Railway Board can decide on this issue. Then we once again met the Hon Chairman of Railway Board and urged for one-minute stoppage for Tambaram- Senkottai Express train at Athirampattinam and Peravurani. We raised our voice for having a stoppage of Jodhpur train in Needamangalam. We are asking for several such stoppages and when we ask for such stoppages, the GM of Southern Railways puts the onus on the Chairman of Railway Board and the Chairman in turn insists upon us for meeting the Hon. Minister for Railways with such demands. I therefore urge that the Union Government without ignoring the interests of Tamil Nadu, should provide the required new rail routes, new railway facilities, and one-minute stoppages for the benefit of the people of Tamil Nadu. Thank you.

श्री अभय कुमार सिन्हा (औरंगाबाद) : सभापति महोदय, रेलवे आम आवागमन के लिए आवागमन की सबसे सुलभ यात्रा मानी जाती थी, लेकिन आज के दिन सबसे दुर्लभ यात्रा मानी जा रही है। आज रेलवे कई लाख-करोड़ रुपये के कर्ज में चल रही है। माल भाड़े से आय घटी है, जबकि वर्ष 2010-11 के बाद माल भाड़े की दरों में 160 प्रतिशत की वृद्धि की गई है। यही नहीं, यात्री किराए में भी बढ़ोत्तरी की गई। महोदय, और तो और डायनेमिक प्राइजिंग लागू की गयी कि जैसे-जैसे सीट कम होगी, वैसे-वैसे ही सीट का दाम बढ़ेगा। महोदय, गरीब आदमी की मजबूरी का फायदा कैसे उठाया जाता है, यह इस सरकार से सीखा जा सकता है।

महोदय, हमें याद है कि वर्ष 2004 में जब आदरणीय लालू प्रसाद जी रेल मंत्री बने तो रेलवे 9000 करोड़ रुपये के घाटे में चल रही थी। उन्होंने पाँच वर्षों में बिना किराया बढ़ाए, गरीबों के लिए गरीब रथ चलाते हुए रेलवे को 90,000 करोड़ रुपये के फायदे तक पहुंचाया था।

महोदय, रेलवे में आज गड़बड़ी कहाँ हो रही है, यह गंभीरतापूर्वक देखने की जरूरत है। लालू जी

के रेलवे की सफल रणनीति को समझने के लिए आईआईएम-अहमदाबाद, हार्वर्ड और वाटसन यूनिवर्सिटीज जैसे संस्थानों ने मैनेजमेंट लेक्चर के लिए उन्हें आमंत्रित किया। उन्होंने वहां जाकर लेक्चर दिया।

महोदय, हम कुछ विशेष नहीं कहना चाहते हैं। वर्ष 2022-23 में 27 बड़ी रेल दुर्घटनाएं हुईं। 10 वर्षों में कवच सुरक्षा प्रणाली अब तक 1465 किलोमीटर ट्रैक पर ही लागू हो पायी है, जो भारतीय रेलवे नेटवर्क का दो परसेंट है। रेलवे की अधिकतम परियोजनाएं विलंब से चल रही हैं। ढाई लाख सुरक्षा केंद्रीय पद खाली पड़े हैं, जबकि लालू जी के कार्यकाल में रेल कर्मचारियों के वेतन और भत्तों में देरी नहीं होती थी। बड़ी संख्या में नए कर्मचारियों की भर्ती भी की गई। अधिक से अधिक ट्रैक विद्युतीकरण की दिशा में काम किया गया था।

महोदय, आज 71 परसेंट रेलवे ट्रैक विद्युतीकरण हो चुके हैं। लेकिन, सिर्फ 52 परसेंट मालगाड़ियाँ और 45 परसेंट यात्री गाड़ियां ही इन ट्रैकों का उपयोग कर रही हैं। 71 परसेंट ट्रैक विद्युतीकरण है। इसके बावजूद भी आप मालगाड़ी 52 परसेंट चला रहे हैं। आप 45 परसेंट यात्री गाड़ी को इन ट्रैक्स पर चलाने का काम कर रहे हैं।

महोदय, मैं आपके माध्यम से एक-दो बातों की तरफ सरकार का ध्यान आकृष्ट कराना चाहता हूं। बिहार के डेहरी-ऑन-सोन स्थित डालमियानगर औद्योगिक क्षेत्र में वर्ष 2007 में रेलवे ने 209 एकड़ भूमि की खरीद की थी। वर्ष 2009 में तत्कालीन रेल मंत्री द्वारा यहां हाई एक्सल वैगन मरम्मत और कैप्लर निर्माण कारखाने की आधारशिला रखी गई थी। वहां पर बहुत काम हुए भी थे। वर्ष 2017 में रेलवे मंत्रालय ने कबाड़ बेच कर 90 करोड़ रुपये का राजस्व प्राप्त किया। इस क्षेत्र में रेल वैगन मरम्मत कारखाना स्थापित करने के लिए डीपीआर बनाने की जिम्मेदारी रेलवे की ईकाई को दी गई। वर्ष 2015 के विधान सभा के चुनाव में माननीय प्रधानमंत्री जी ने इस परियोजना की घोषणा भी की थी। संसद में तत्कालीन रेल मंत्री माननीय पीयूष गोयल जी ने इसे वर्ष 2022 तक चालू करने का आश्वासन भी दिया था। लेकिन, वह भी आज ठंडे बस्ते में पड़ा हुआ है। आप चुनाव में जाते हैं और घोषणा करते हैं कि हम इस परियोजना को चालू करेंगे।

महोदय, यही परियोजना नहीं, बल्कि अभी हमारे मित्र साथी बता रहे थे कि बिहार को करीब 10 हजार करोड़ रुपये का रेलवे का बजट मिला है। 10 हजार करोड़ रुपये के रेलवे बजट से बिहार का कुछ होने वाला नहीं है। मैं बताना चाहता हूँ कि अनुग्रह नारायण स्टेशन पर लिफ्ट काफी दिनों से खराब पड़ी हुई है। माननीय मंत्री जी, आप कहते हैं कि हम स्टेशन का सौन्दर्यीकरण कर रहे हैं। लेकिन, यह किस तरह का सौन्दर्यीकरण है? जो पहले से बना हुआ है, वह खराब है, लेकिन आप उसकी मरम्मत वर्षों तक नहीं करा पा रहे हैं। रफीगंज रेलवे स्टेशन पर पुरुषोत्तम एक्सप्रेस के ठहराव की मांग बहुत दिनों से चल रही है। मैं आपका ध्यान आकृष्ट करना चाहूँगा कि गया-डाल्टेनगंज नई रेल लाइन वाया बोधगया, शेरघाटी, बांके बाजार, इमामगंज और सिमरिया तक जाती है। इस रेल लाइन के बारे में अभी बताया गया कि इसके लिए 430 करोड़ रुपये का आवंटन किया गया है। अभी तक इस रेल लाइन पर कहीं भी काम आगे नहीं बढ़ा है। बिहटा-औरंगाबाद रेलवे लाइन 44 सालों से लंबित है। हमारे बिहार के साथी खुश हो रहे हैं। बिहटा-औरंगाबाद रेलवे लाइन अरवल को जोड़ते हुए, दाउदनगर होते हुए, औरंगाबाद तक आती है।

एफसीआई गोदाम गया के बगल में है, जो गया और रफीगंज रेलवे लाइन पर पड़ता है। वहां पर घंटों जाम रहता है। वहां अभी तक आरओबी का निर्माण नहीं हो पाया है। देहरी-गया रेल खंड में सुबह 10 बजे से शाम 5 बजे के बीच एक भी पैसेंजर ट्रेन नहीं है। हम एक पैसेंजर ट्रेन सुबह 10 बजे से 5 बजे के बीच चलाने का आग्रह करेंगे। इस्माइलपुर रेलवे स्टेशन पर हाई लेवल प्लेटफॉर्म नहीं बना है। वहां निर्माणाधीन ओवरब्रिज को शीघ्र चालू किया जाए। गेट नंबर 14 को एलएचएस अंडर पास की जगह आरओबी में बदला जाए। इस गेट से 50 से 70 गांव जुड़े हुए हैं। इस स्टेशन पर दून एक्सप्रेस का ठहराव हो। डस्टा रेलवे स्टेशन पर आप प्लेटफॉर्म की ऊंचाई बढ़ाइए। प्लेटफॉर्म ऊंचा नहीं होने की वजह से वहां अनेकों प्रकार की घटनाएं घटती रहती हैं। श्रेषर रेलवे स्टेशन पर अभी तक टिकट काउंटर नहीं खुला है।

महोदय, कोरोना के दौरान जितनी भी मेल, एक्सप्रेस ट्रेन्स का ठहराव स्टेशन्स पर रोक़ा गया था, उसे अविलम्ब चालू कराया जाए। कोरोना काल में आपने कई स्टेशन्स पर ठहराव बंद किया था।

अब कोरोना काल खत्म हो चुका है। वरिष्ठ नागरिकों की सहूलियत को आप अविलम्ब चालू करें।

दूसरी बात, जब पिछली बार रेलवे के वित्तीय बजट पर चर्चा चल रही थी, तब मैंने कहा था कि सभी मेल एक्सप्रेस ट्रेन्स में जनरल बोगीज़ की संख्या बढ़ाई जाए। माननीय रेल मंत्री जी ने भी कहा कि जनरल बोगीज़ की संख्या निश्चित तौर पर बढ़ेगी। अभी तक उस पर किसी प्रकार की कोई कार्रवाई नहीं हुई है। किसी भी मेल एक्सप्रेस ट्रेन में जनरल बोगी नहीं बढ़ाई गई है। आज भी पैसंजर्स जनरल बोगी में धक्का-मुक्की करके 24 घंटे खड़े रहकर यात्रा करते हैं। ... (व्यवधान)

श्रीमती शांभवी (समस्तीपुर) : सभापति महोदय, रेल मंत्रालय से संबंधित अनुदानों की मांगों पर आपने मुझे बोलने का अवसर दिया, इसके लिए मैं आपको धन्यवाद देती हूँ। आम आदमी का सपना भारतीय रेल से होकर गुजरता है। हम सबकी बचपन की यादें कहीं न कहीं इससे जुड़ी हुई हैं। हमारा सपना है, 'एक भारत श्रेष्ठ भारत।' सपने को साकार करने के लिए भारतीय रेल एक केंद्र बिंदु की तरह दिखता है। आज हम अपने यशस्वी प्रधान मंत्री श्री नरेन्द्र मोदी जी का और रेल मंत्री श्री अश्विनी वैष्णव जी का आभार प्रकट करेंगे, जिनके नेतृत्व में भारतीय रेल अपने परचम पर है। 36 वंदे भारत ट्रेन्स हों, 100 पर्सेंट इलेक्ट्रिफिकेशन हो, रिकार्ड ढाई लाख का कैपिटल एक्सपेंडीचर हो या 15 हजार किलोमीटर नेटवर्क पर कवच टेक्नोलॉजी की स्थापना हो, आज भारतीय रेल बहुत आगे बढ़ रही है। भारतीय रेल आज जितनी आगे बढ़ रही है, उतनी ही यूपीए एलायंस के कार्यकाल में पीछे थी। उनके कार्यकाल की बात करें तो एक बॉलीवुड फिल्म दी बर्निंग ट्रेन की याद आती है, because the Railway was burning with losses and was on the road to become bankrupt. यह मैं नहीं कह रही हूँ। इन्हीं के कार्यकाल में एक कमेटी का गठन किया गया था, a high-level safety review committee under the chairmanship of Dr. Anil Kakodkar. कमेटी की रिपोर्ट में पेज नंबर 6 पर लिखा था: "The financial state of Indian Railways is on the brink of collapse unless some concrete measures are taken." हम हमेशा बिहार के बारे में बात करते हैं। बिहार ने इस देश को 8 रेल मंत्री दिए हैं। हमें यह कहने पर गर्व होता है कि हमारे नेता, हमारे संस्थापक श्रद्धेय राम विलास पासवान जी भी भारत के रेल मंत्री रह चुके हैं। भले ही उनका कार्यकाल छोटा रहा हो, पर उन्होंने कई

ऐसे ऐतिहासिक निर्णय लिए, जैसे आईआरसीटीसी की स्थापना हो, असम में बोगीबील ब्रिज हो या फिर एक अलग हाजीपुर डिवीजन तैयार करना हो। माननीय मुख्यमंत्री श्री नीतीश कुमार जी भी रेल मंत्री रह चुके हैं। उन्होंने भारतीय रेल को एक नई दिशा और दशा, दोनों दी। उनके कई ऐसे ऐतिहासिक निर्णयों की सराहना आज भी की जाती है। रेलवे सेफ्टी को प्राथमिकता देते हुए इंडियन रेलवेज को माडर्नाइज करने का काम हमारे माननीय मुख्यमंत्री श्री नीतीश कुमार जी ने किया था। उन्होंने 17 हजार करोड़ रुपये के सेफ्टी कॉरपस फंड की स्थापना की थी, जिससे पटरियों, पुलों और सिग्नलिंग सिस्टम के नवीनीकरण का कार्य तेजी से प्रारम्भ किया गया था। जो जर्मन एलएचबी कोचेज थे, उसका भी निर्णय उन्हीं के ऐतिहासिक कार्यकाल में किया गया था। अगर हम बात करें तो रेलवे में आज भी उनकी विजनरी लीडरशिप की सराहना की जाती है।

15.00 hrs

हमारे पूर्व मुख्यमंत्री लालू यादव जी भी रेल मंत्री रह चुके हैं, जब उनके कार्यकाल की बात करें तो सही मायने में हम कह सकते हैं कि तब भारतीय रेल विनाश की पटरी पर चल रहा था। तेल, रेल या खेल हो, इंडी एलाएंस वालों ने कहीं भी भ्रष्टाचार का कोई मौका नहीं छोड़ा। अगर उनके रेलवे मॉडल की बात करें तो यह कहना सेफ रहेगा कि उनके कार्यकाल में ट्रेन ट्रैक पर कम चलता था और ट्रैक पर घोटालों की कहानियां ज्यादा चलती थीं। पूर्व मुख्यमंत्री और रेल मंत्री रह चुके लालू यादव जी ने इसी सदन में एक बात कही थी, नहीं मांगोगे तो नहीं मिलेगा, इसी सदन में उन्होंने यह बात की थी।

हम रेल मंत्री जी का आभार व्यक्त करते हैं, जिन्होंने बिना मांगे बिहार को इतना कुछ दिया है। अगर यूपीए के कार्यकाल से तुलना करें, जब लोग अपने कार्य के बारे में बात करते हैं तो तुलनात्मक तरीके से बात की जाती है। यूपीए एलाएंस से एनडीए की सरकार में बिहार का रेल बजट नौ गुना बढ़ चुका है। यूपीए के कार्यकाल में बजट 1132 करोड़ रुपये था, आज बिहार का रेल बजट 10,066 करोड़ रुपये हो गया है। अगर हम बिहार के लिए रेल बजट की बात करें तो 90 हजार करोड़ रुपये के निवेश से वहां पर काम किया जा रहा है। 1783 किलोमीटर में 'कवच' एंटी कॉलीजन सुरक्षा प्रणाली स्थापित की जा रही है। 5436 किलोमीटर में नई रेल लाइन की स्थापना की जा रही है, रेल लाइन का दोहरीकरण

हो रहा है। अगर आमान परिवर्तन की बात करें तो 97 परियोजनाएं प्रगति पर हैं। आज 3164 करोड़ रुपये की लागत से 58 रेलवे स्टेशन को अमृत स्टेशन बनाया जा रहा है, जिसमें समस्तीपुर डिवीजन का समस्तीपुर रेलवे स्टेशन भी है, वहां एक अमृत स्टेशन बन रहा है। आज बिहार में 12 वंदे भारत ट्रेन चल रही है, जो 15 जिलों में 22 अनोखे स्टॉपेज दे रही है। दरभंगा में आनंद विहार टर्मिनल है, जिसके बीच अमृत भारत एक्सप्रेस चलाई जा रही है जो चार जिलों में 11 महत्वपूर्ण स्टॉपेज देती हैं। वर्ष 2014 से अब तक बिहार में 1832 किलोमीटर नई रेल लाइन बिछायी जा चुकी है जो मलेशिया के कुल रेल नेटवर्क से बड़ी है।

बिहार में सौ प्रतिशत इलेक्ट्रिफिकेशन का काम पूरा किया जा चुका है। आज हम लोग रेल मंत्रालय से संबंधित अनुदानों की मांगों पर चर्चा कर रहे हैं। हम रेल मंत्री जी का ध्यान समस्तीपुर की ओर आकर्षित कराना चाहते हैं। हम रेल राज्य मंत्री जी से अनुरोध कर रहे हैं, हमारे लोक सभा क्षेत्र समस्तीपुर में काम पिछले कई सालों से लंबित है, उस ओर उनका ध्यान आकृष्ट कराना चाहेंगे। वंदे भारत एक्सप्रेस का संचालन समस्तीपुर- पटना- बनारस- नई दिल्ली के बीच शुरू की जाए। चूंकि समस्तीपुर से कोई भी सुपरफास्ट ट्रेन नई दिल्ली नहीं आती है, समस्तीपुर से दिल्ली आने के लिए 22-23 घंटे लग जाते हैं, कई युवा साथी दिल्ली पढ़ने के लिए आते हैं, बड़े-बुजुर्ग दिल्ली में इलाज कराने आते हैं। दिल्ली से समस्तीपुर आने में बहुत लंबा समय लगता है।

हमारी मांग है कि समस्तीपुर से नई दिल्ली के रूट पर एक वंदे भारत एक्सप्रेस शुरू की जाए या दिल्ली तक पहुंचने के लिए एक सुपरफास्ट ट्रेन शुरू की जाए। बिथान - रोसड़ा - समस्तीपुर - मुजफ्फरपुर - पटना के बीच एक नई ट्रेन सेवा शुरू की जाए। कर्पूरीग्राम - ताजपुर -महुआ-हाजीपुर के बीच एक नई रेल लाइन दी जाए। इस कार्य के लिए सर्वेक्षण हो चुका है, लेकिन इसे अब तक मंजूरी नहीं दी गई है। मेरा अनुरोध है कि इसे जल्द से जल्द मंजूरी दी जाए। समस्तीपुर-खगड़िया रेल लाइन का दोहरीकरण किया जाए। खगड़िया हमारा नेबरिंग जिला है, इसकी बहुत आवश्यकता है कि नेबरिंग जिले से कनेक्टिविटी मजबूत हो, हमारी मांग है कि समस्तीपुर और खगड़िया के बीच रेल लाइन का दोहरीकरण किया जाए।

मुक्तापुर-कुशेश्वर स्थान पर नई रेल लाइन का निर्माण किया जाए। कुशेश्वर स्थान समस्तीपुर का सबसे पिछड़ा हुआ इलाका है। उसको हेल्थ, एजुकेशन और बिजनेस सेंटर से जोड़ने की बहुत आवश्यकता है। मुक्तापुर- कुशेश्वर स्थान के बीच रेल लाइन का निर्माण किया जाए। समस्तीपुर रेल कारखाने का विस्तार किया जाए। रोसड़ा-बहेड़ी-शिवाजी नगर के बीच एक नई रेल लाइन की स्थापना की जाए। आज समस्तीपुर से कोई भी ट्रेन शुरू नहीं होती है। पहले कहा जाता था कि वहां वाशिंगपिट नहीं है, लेकिन अब वाशिंगपिट की सुविधा उपलब्ध करा दी गई है। हमारी मांग है कि समस्तीपुर से ट्रेन शुरू की जाए। हमारे नेता श्रद्धेय श्री रामविलास पासवान जी का एक सपना था कि उनके गृह जिला खगड़िया से कुशेश्वर स्थान के लिए एक रेल लाइन शुरू की जाए।

उसका कार्य कई वर्षों से लंबित है। मेरी मांग है कि उस कार्य को जल्द से जल्द पूरा किया जाए। समस्तीपुर जो जगह है, वह भारत रत्न जननायक कर्पूरी ठाकुर जी की धरती है। समस्तीपुर की बेटी होने के नाते मैं यह मांग करती हूं कि समस्तीपुर डिविजन के सबसे महत्वपूर्ण स्टेशन समस्तीपुर स्टेशन का नाम जननायक कर्पूरी ठाकुर जी के नाम पर रखा जाए। यह सही मायने में उनको एक तरह से श्रद्धांजलि होगी।

अपनी बातों को खत्म करने से पहले मैं चार पंक्ति पढ़ना चाहूंगी : –

“यह बात अलग है कि तुम न बदलो,

लेकिन हमारा देश बदल रहा है।

जीडीपी डबल हो रही है,

रेलवे का विकास ट्रिपल हो रहा है।

यही एक जुनून, यही एक ख्वाब मेरा है,

वहां चिराग जला दूं, जहां अधेरा है।”

सभापति महोदय, आपका बहुत-बहुत धन्यवाद। जय हिन्द, जय बिहार।

SHRI KALYAN BANERJEE (SREERAMPUR): Thank you, Chairperson Sir. First of all, I see that there is a declining budgetary allocation, which is a red flag for

growth. The overall Railway budget has seen a decline from Rs.2.92 lakh crore in 2023-24 to Rs.2.65 lakh crore in 2025-26, a drop of over nine per cent. Moreover, the financial year 2025 Budget allocation remains stagnant failing to address rising inflation, increased operational costs, and the urgent need for network expansion. A reduced budget not only slows down the implementation of crucial projects but also impacts service quality and safety.

Passenger amenities are on a downward spiral. The allocation for customer amenities, which include maintaining station infrastructure, toilets, ticketing services, and other passenger-centric improvements, has continued to decline from Rs.15,510 crore in FY 2024-25 to 12,118.39 crore in FY 2025-26. This signals a clear neglect of passenger welfare in a sector that caters to millions daily. Inadequate passenger facilities have long been a pain point, and this budget does little to address the gaps.

There is a freight corridor Investment cut, which is a blow to the Railways' future. The Dedicated Freight Corridor Corporation of India, a critical PSU responsible for enhancing the efficiency of freight movement, has suffered a drastic budget cut, from Rs.5,499 crore in FY 2024-25 to just Rs.500 crore in FY 2025-26. This 90 per cent reduction severely impacts India's vision of shifting freight transport from roads to rail, which is crucial for reducing carbon emissions and logistics costs. The Government's claim of boosting freight efficiency thus rings hollow.

The Eastern Dedicated Freight Corridor in West Bengal has stuck in limbo despite land handover. The Eastern Dedicated Freight Corridor stretch in West

Bengal continues to be a non-starter in spite of land acquisition having been done by the State Government and Government land settled with the Railways. The Eastern Dedicated Freight Corridor (EDFC) is one of the largest infrastructure projects from Ludhiana in Punjab to Dankuni in West Bengal that stretches about 1839 kms. The first two segments of the EDFC have already been completed and commissioned. The work in the third segment from Sonnagar in Bihar to Dankuni in West Bengal is yet to be commenced and has been pending more than 12 years. This is in spite of substantial land acquisition having been completed and the Government land also settled with the Railways.

There is a weak financial health, which is a systemic issue. The Indian Railways' average revenue expenditure over the last decade has consistently stood at 99 per cent of its revenue income, leaving it with a meagre one per cent surplus to fund capital expenditures internally. The revenue surplus has fallen sharply from Rs.4,913 crore in 2006-17 to Rs.3,260 crore in 2023-24.

There is employee-and-labour unrest and growing discontent. There is mounting dissatisfaction among railway employees and labour organizations regarding the 2025-26 budget. The National Federation of Indian Railwaymen has termed it disappointing, citing concerns about privatization, lack of new recruitment, and neglect of workers' welfare.

This Budget fails to provide clarity on Dearness Allowance hikes or permanent employees' opportunities exacerbating job insecurity in an already sulking workforce.

Sir, as per the Budget Estimates, the net earnings/revenues target was Rs.

2,800 crore and the achievement was Rs. 1,341.31 crore. As regards the number of manned LCs removed during the financial year 2024-25, the target was 1,100 and the achievement was 389. In 2024-25, for the total length of line doubling, the target was 2,900 kilometres but the achievement was 1,134 kilometres.

As regards the number of stations upgraded, the target was 453 but the achievement was one. As regards the number of ROBs/RUBs constructed during the financial year 2024-25, the target was 1,100 and the achievement was 669. With regard to the closure of manned level crossings, the target was 1,100 and the achievement was 497. Out of 187 new lines project, the target was 20,199 kilometres but the achievement was 2,855 kilometres.

As regards doubling of multitracking of 261 projects, the target was 19,570 kilometres and the achievement was 6,218 kilometres. With regard to the safety works related to Level Crossings (LCs), the target was Rs. 710 crore and the achievement was Rs. 476 crore. To develop stations under the Amrit Bharat Station Scheme, the target was 453 stations and the achievement was one station. With respect to the Revised Estimates for training and Human Resource Development, the target was Rs. 197.52 crore and the achievement was Rs. 130.50 crore.

The CAG has raised concerns about the quality, hygiene, affordability, and availability of food to passengers, including the adequacy of catering facilities on stations and trains. The CAG also reported financial losses of Rs. 2,604.40 crore for 2021-22 to the Indian Railways, citing issues like non-recovery of loans, missed shunting charges, and GST non-compliance. Other flagged areas included unproductive expenditures, and irregular contract awards.

From 2020 to 2024, over the last five years, 351 persons died and 970 people were injured in 200 consequential railway accidents, an average of three major accidents per month.

In 2024, 29 consequential train accidents occurred alone due to derailments, collisions, fires, and level-crossing errors, resulting in 17 deaths and 81 injuries, including major accidents. Jamtara train accident happened on February 28, 2024. Palgar goods carrier derailment happened on March 29, 2024. Sirhind freight train accident happened on June 2, 2024. Kanchanjunga Express accident happened on June 17, 2024. Chandigarh-Dibrugarh train derailment happened on July 18, 2024.

On 22nd January, 2025, 12 train passengers were killed after being struck by another train on an adjacent track after they jumped from their coaches in panic to escape a rumoured fire incident and another six other people were injured in Jalgaon.

Sir, 10 women and three children were among 18 people killed in a crowd crush at the New Delhi Railway Station on 15th February, 2025 as thousands of Hindu pilgrims waited to board trains to attend the Maha Kumbh Mela. This is a shame insofar as the country is concerned. Internationally, it has been seen that the Railways has failed and the Railways' machinery has failed. The Minister of Railways has failed to prevent this incident during Kumbh Mela. No assessment has been done. Nothing has been done.

Sir, now, I come to Budget Estimates. In 2010-11, the Budget Estimates were Rs. 41,426 crore. In 2025-26, the Budget Estimates are Rs. 2,65,200 crore. There

has been a 6.4-times increase.

Now, let us see the fall-out. In 2010-11, the route kilometres of the railways were 64,015 kilometres. It was very less. In 2025-26, it was 69,181 kilometres, which was increased only by 1.08 per cent for long 15 years.

As regards the railway employees, in 2010-11, there were 13,28,199 employees, that is, 43.02 per cent of the Central Government employees in the Railways, in 2010-11, when Ms. Mamata Banerjee was the Railway Minister.

Now, there are 11,72,240 employees, roughly 28 per cent of the Central Government employees. This means there is a reduction in the employment of over 11.75 per cent. The operating ratio in 2010-11 was 91.1 per cent. In 2025-26, it is 98.9 per cent. The key financial metrics reflects that the Railways earned more profit in 2010-11 than in 2024-25. The statistics says this.

Now, I come to passenger amenities/service. In 2010-11, it was Rs. 1,302 crore. In 2025-26, the allocation to passenger amenities has been reduced to Rs. 12,118 crore from Rs. 15,510 crore in 2024-25. Except big cities, drinking water, toilets, passenger services like sitting arrangements, cleanliness, platform shelters, restrooms, luggage rooms, especially food and beverage options, and particularly safety are undermarked. No focus has been given on improving crowd management to prevent any untoward incidents.

To provide clean and fresh water, the Railways owned six plants in 2010-11. Now, in 2025-26, the Railways owned only four plants. Sixteen are operational plants and 12 plants are in PPP mode. This has decreased.

Sir, regarding upgradation of stations as Adarsh stations, 302 stations were

declared as Adarsh stations in 2010-11. This was renamed as Amrit Bharat stations scheme. Out of the proposed 1,337 stations, the work started in 1,198 stations, and only six stations were developed in 2024. There is a big talk of big target. It is a big speech but production is only six. What a production!

We have a saying in Bengali which conveys- much ado about nothing. So what if it is in Bengali? You understood, right? That's enough. At least Bengalis should understand what is conveyed. All the Railway Minister is doing, it's all much ado about nothing. That's what the people of Bengal need to understand.

Mountain has given birth to a rat.

As if they are saying, I don't want to progress. I don't want to go ahead in life, brother. I will remain static. I will only talk in rhetoric.

Now, I come to the multi-functional complexes. A total of 196 stations were identified for development of multi-functional complexes. In 2024, the Indian Railways refocussed on developing multi-functional complexes at various Railway Stations. No action has been taken so far for grant of lease of land for development.

An average of 17,000 trains used to run in 2010-11. Now, in 2025-26, when Vande Bharat, Amrut Bharat and many more trains are introduced, an average of 13,198 trains are there. In 2010-11, approximately 17,000 trains were there. Now, we have 13,198 trains.

Now, I come to the issue of average carrying capacity of passengers per day. In 2010-11, about 23 million passengers were there. This included 11.99

*English translation of this part of speech originally delivered in Bengali.

million non-suburban passengers with 0.47 million in reserved categories. Now, in 2025-26, after 14 years, they are standing in the same place. They are standing in the place by saying I am here. What happened to the 23 million passengers? This is what the Railway Minister says. I am standing in the same place. I will not proceed.

They are all talk and no action. They don't walk the talk. You were pinning all your hopes on Rekhaji- who seems to be quite the favorite of Modi ji. But what happened with that?

In 2010-11, about 64,015 kilometres tracks were there. In 2025-26, it is 1,20,000 kilometres. But the major problem faced by the Indian Railways is that the tracks are old and outdated. It lacks repair, and maintenance of tracks and bridges is lacking.

A safety device system was introduced. Anti-collision detection and train protection warning system was introduced in 2010-11. Now, in July, 2020, the Kavach system was officially adopted by the Indian Railways as the National Automatic Train Protection System. Out of 15,072 locomotives, only 687 locos and only 521 stations out of 7,461 railway stations are having Kavach Safety Protection System as of 2025-26.

Regarding security of women passengers, in 2010-2011, *Mahila Bahini* comprising twelve companies of women RPF personnel was introduced. It was renamed as Meri Saheli in October 2020. There is a reduction of 12 companies

* English translation of this part of speech was originally delivered in Bengali.

from 700 RPF women personnel.

आप लोग कहते हैं कि हम महिला के लिए लड़ते हैं। हम ऐसा करते हैं, वैसा करते हैं, लेकिन महिला के लिए कुछ नहीं करते हैं, सिर्फ बातें करते हैं।

Why aren't you letting me speak? Grow a thick skin to listen to the criticism. Otherwise, how will you become a good minister? Please listen to the criticism.

Regarding welfare to railway employees, house for all the railway employees in the next ten years with the help of Ministry of Urban Development was announced. In 2025-26, no such action is proposed. The Central Staff Benefit Fund has been raised from Rs 350 to Rs 500 per employee.

Sir, I have a lot of things to say. In respect of gauge conversion, 856-kilometre lines were converted during 2011. In 2024, 134-kilometre lines have been converted. Rs. 44 crore was the actual expenditure for railway research in 2010-2011 and in 2025-26, Rs.27.17 crore is the actual expenditure for railway research till January, 2025 against the allocation of Rs. 72.01 crore.

*I am sorry, I was informally addressing you due to my habit of doing so during our personal interactions.) Do not mind. Please, excuse me. I am very sorry for that.

Regarding development of Kashmir Rail, in respect of Quazigund-Anantanag section of Quazigund-Baramulla railway line in Kashmir valley, construction of railway line from Udhampur to Katra and Katra to Quazigund was started in 2011 when Ms. Mamata Banerjee was the Railway Minister. The Katra-

* English translation of this part of speech was originally delivered in Bengali.

Reasi section of the Udhampur-Srinagar-Baramulla Rail Link project is yet to start.

This is the situation. The Rail Minister is not here.

It has been said that special trains during Kumbh or other *melas* have been started. In 2011, the Railways operated 130 pairs of additional special trains, which made 36,000 trips. About 21,513 special trains were operated in 2024. Around 600 long distance special trains and around 1,000 short distance trains were operated for Kumbh Mela for 50 days.

Sir, I am coming to the recruitment. It is very important. In 2010-11, filling up the vacancies of about 1.75 lakh posts in Group C post, Group D post and about 13,000 posts in Railway Protection Force was done for the first time and induction of 16,000 ex-servicemen was made. Examination for 11,558 vacancies in the Non-Technical Popular Categories including 8,113 graduate-level posts and 3,445 undergraduate-level posts was conducted in 2024. There are 42,000 vacancies in Group D posts and 32,000 vacancies in Group C posts. About 2.74 lakh posts in the Railways are lying vacant as of June 2023, with more than 1.57 lakh of them in the safety category.

Regarding special support to BPL and poor families, in 2010-11, Izzat Monthly Season Tickets priced at Rs. 25 were issued to persons working in unorganised sectors with monthly income up to Rs. 1,500. In 2025-26, no such support has been approved by this Government. It even suspended the senior citizens' concession.

Sir, I have to mention another important point. Data suggests that over 20,000 posts of Loco Pilot and Assistant Loco Pilot have been lying vacant for

years, leading to longer shift for train drivers and potentially increasing the chances of human error.

Sir, in my earlier speeches also I mentioned it. A Shravani Mela is being organised in Sheoraphuli which is in my constituency. Lakhs and lakhs of people of Sheoraphuli take the water from the Ganges and go to Tarakeshwar temple which is 36 kilometers away from that place. The Tarakeshwar temple belongs to Lord Shiva. There is a railway crossing. This is a very busy train line. If there is half-an-hour stoppage at this line, lakhs and lakhs of people will have to suffer. I had requested the same to the hon. Minister earlier. Today, this morning, also, I requested the MoS, but he gives a good smile but never keeps his promise. Sir, this is very much needed. I request the hon. Railway Minister to look into the safety of lakhs and lakhs of people. This is an issue of emotional sentiment of the Hindu people of West Bengal. Kindly, do it for those who are taking the water from the Ganges, and going to Tarakeshwar temple.

Second, the Metro Rail has gone up to Howrah. I request you to kindly extend it up to Bandel, so that we can also go. I have made this request many a time. Again, I am requesting with folded hand to the Railway Minister to look into these problems of ours. You are a Minister. You do not go by the party or the religion. I request you to do it for the people of this country. I request you to do something for us. If you do not do, next time, I will win by 2,50,000 votes. You cannot stop me. Thank you, Sir.

SHRI TANGELLA UDAY SRINIVAS (KAKINADA): Sir, the Indian Railways has been the lifeline of our nation, connecting cities, industries and the people across

the length and breadth of the country.

Under the visionary leadership of hon. Prime Minister Narendra Modi, we have witnessed an era of unprecedented transformation in the railway sector from the introduction of Vande Bharat trains, which have made high speed comfortable travel a reality, to push for 100 per cent electrification, reducing our carbon footprints and ensuring energy efficiency. The commitment to modernizing Indian Railways is stronger than ever.

The dedicated freight corridors are another milestone, ensuring faster and more efficient transportation of goods, boosting trade and industry. This year's Railway Budget for 2025-2026 continues this strong commitment with an allocation of Rs. 2.55 lakh crore. I also take this opportunity to thank hon. Prime Minister, and the Railway Minister for fulfilling some of Andhra Pradesh's long-pending demands.

The foundation stone for the South Coastal Railway Zone in Vishakhapatnam has finally been laid. It is a move that will improve administrative efficiency and accelerate railway development in this region. The sanctioning of Amravati Railway Line is another crucial step towards ensuring better connectivity for our capital region.

Additionally, Andhra Pradesh received Rs. 9,417 crore as allocation for railways this year, reaffirming the Centre's commitment to our State's progress.

While we appreciate these achievements, it is imperative to prioritize a critical project that will significantly boost Andhra Pradesh's economic growth and connectivity.

Hon. Chairmperson, our State, Andhra Pradesh, has one of the longest

coastal lines in the country, yet it lacks a dedicated coastal railway corridor that can seamlessly connect its key ports, industrial hubs, and agriculture regions. This absence has been a major bottleneck for trade, logistics and passenger movement, holding back the full economic potential of our coastal district.

To address this pressing need, I strongly urge the immediate development of the coastal railway line from Annavaram to Bapatla, linking major coastal districts and ports, including the under-construction Gateway Port, Kakinada Port, Machilipatnam Port, and Nizampatnam Port. A well-planned coastal railway corridor will provide a seamless supply chain for agriculture produce, seafood exports, petroleum industries and manufacturing units, reducing transportation costs, creating thousands of new employment opportunities.

Additionally, with Andhra Pradesh's rapidly growing tourism sector, especially in the scenic regions of Konaseema and Diviseema, a coastal railway line will encourage more tourism-driven economic activities, benefiting local businesses and communities.

Sir, this project does not require a large-scale infrastructure development. The Kakinada-Kotipalli railway line is already operational, and the Kotipalli-Narsapur section is under construction. To complete this corridor, only a 30-kilometre new railway track is required between Gateway Port and Kakinada Port, along with its railway link from Narsapur to Bapatla *via* Machilipatnam. This small yet crucial investment will unlock massive economic potential for the region.

Sir, this project will also finally fulfil Kakinada's long cherished dream of seamless mainline connectivity, unlocking new opportunities for growth and

development. I urge the Railway Minister to expedite this proposal and initiate a feasibility study at the earliest. The people of Andhra Pradesh cannot afford further delays. A dedicated coastal railway corridor is not just a necessity but also Andhra Pradesh's gateway to new economic evolution. While we focus on connectivity, we also look at the bigger picture, that is, financial health of Indian Railways. The railway revenue is projected to go over Rs. 3 lakh crore in the Financial Year 2025-26, with 62 per cent of earnings coming from freight services. However, coal alone accounts for 52 per cent of freight revenue, making railway health dependent on coal transportation. As India moves towards decarbonisation and renewable energy, coal demand will gradually decline, and this will impact railway revenue.

Railways must diversify its freight sources. Andhra Pradesh, as one of the largest producers of agricultural commodities, can play a crucial role in this shift. Railways must create specialised freight corridors for agriculture produce, allowing faster and safer transport for perishable goods, grains, and seafood exports. One major step in this direction is fast-tracking of the North-South Dedicated Freight Corridor, which will boost freight efficiency and reduce logistical costs for the southern States like Andhra Pradesh.

Hon. Chairperson, Indian Railways is the backbone of our development story and Andhra Pradesh must be given its due share in this transformation. I urge the Government to prioritise the coastal railway corridor, expedite the North-South Dedicated Freight Corridor and diversify freight movement beyond coal. With these right investments and policy interventions, we can build a railway network that is future-ready, climate resilient and truly a driver of Viksit Bharat. Thank you.

***SHRI VE. VAITHILINGAM (PUDUCHERRY):**Hon. Speaker Sir, Vanakkam. With the permission of Hon Leader of Opposition Shri Rahul Gandhi, I wish to speak in this august House on the demands for grants pertaining to Railways. I thank for this opportunity. Tamil Nadu stands in third place as regards allocation of funds to departments in the Budget. The total allocation is to the tune of Rs 252000 Crore by the Union Government. If we add the total revenue, then the allocation is to the tune of Rs 5, 64,300 Crore. Even though such a big amount is spent, this is not helpful to the poor people of our country.

There are no enhanced facilities for the poor to have comfortable travel through trains. There is a reason for my statement that when you go and see the unreserved bogies, many passengers are seen travelling by hanging near the doors without getting seats to sit. This is very pathetic. In a place only one person is supposed to travel, four persons are travelling. This shows how unevenly the services are being offered to the rail passengers. As regards Non-AC coaches, the situation is worse and the same. For the last 5 or 6 years, Railways have not spent on these two aspects such as Unreserved and Non-AC coaches. Since the services extended to the poor and middle-class people who travel in these Coaches are not considered for up-gradation, the number of such passengers has seen a drastic reduction.

I urge that this Union Government should announce a Scheme for the benefit of poor and ordinary people separately so that this chunk of our population will

* English translation of the speech originally delivered in Tamil.

never remain neglected. They are spending a lot on rail travel. Even after spending much, they are not provided sufficient services. These poor people are forced to travel for 1000 miles and not for 1 or 2 miles with all such uncomfortable condition. They even travel for longer duration more than 1 or 2 days. Our demand is that you should improve this situation. You are not implementing this even under you Gati Sakthi network. This is a painful experience for us and for the common people as well. You spend a lot. But the facilities are not enhanced.

There are no new rail routes. Only when new rail routes are laid, new facilities may be extended. You have not even provided freight corridor facilities. Till date we have only two freight corridors in our country, both in the northern part of our country. There is not even one freight corridor catering to the needs of the southern part of our country. Tamil Nadu which is pioneering State as regards industrial growth. But there is no freight corridor either in Tamil Nadu or Karnataka or Kerala or Andhra Pradesh. We should connect all the southern States and make as one freight corridor. This is a matter of great concern. During the year 2007-08, the operation capacity of such freight corridor was 36 % which has been then reduced to 26% during the year 2020-21. This is due to less number of facilities.

There is a big gap between the needs and the travel facility available. This sorry state of affairs is due to mismanagement. I urge that there should be a separate freight corridor. Moreover there should be separate corridor for trains like Vande Bharat. The speed of good trains remain at 30 km per hour. You have not made any effort to increase this speed. It has only risen to just 4%. Moreover you have a set target of 50 km per hour to be achieved by 2030. But there is a big doubt

whether you will achieve this target or not. Only when you create separate freight corridor, you can achieve such targets.

I therefore urge you to act swiftly in this regard for setting up of a freight corridor. We have Kavach systems only in some places. When accidents take place these Kavach systems are of immense help. I request that Kavach safety system should be set up in all the places. During last 10 years more than 700 accidents have taken place resulting in loss of many lives. Loss to the affected families is irreparable. I therefore urge that in order to prevent accidents, Kavach system should be set up in all the places. New rail routes should be created in Tamil Nadu and Puducherry. These rail routes will reduce your travel time to a great extent. The coastal districts of Tamil Nadu should have an integrated rail network linking all of them.

This is the Cuddalore-Chennai rail route on the coastal side. Since it passes through Puducherry, we too have a claim for that. Similarly from Cuddalore via Puducherry up to Dindivanam a new railway route should be created. As mentioned by Hon MP from Arani, this railway project is an important one. Vande Bharat train service should be operated from Puducherry to Mysore. Since there is no Vande Bharat train service extended to Puducherry, I urge that such a train service would benefit the people of this Union territory. Karaikkal-

Peralam rail route is nearing completion. This is about to be inaugurated. I urge that work should be expedited and it should see the light of the day very soon. MEMU trains should be operated between Puducherry and Tiruchy. I also request a train service should be started from Puducherry to Thiruchendur. Karaikkal –

Tambaram train should have a stoppage at Chennai Egmore.

I urge that a train service should be run between Puducherry and Ahmedabad. Most importantly all the vacant posts in Indian Railways must be filled soon. Advertisements should be issued in regional and local languages for filling up these posts in Railways. The people of this area should get employment opportunities as it is important for their development as well. Thank you.

डॉ. राजीव भारद्वाज (कांगड़ा) : माननीय सभापति जी, रेल मंत्रालय के अनुदान की मांगों के अहम विषय पर बोलने का मौका देने के लिए मैं आपका बहुत-बहुत धन्यवाद करता हूँ।

महोदय, मैं अपनी बात यहां से शुरू करूंगा कि रेल देश के दिल की धड़कन है। भारत में 16 अप्रैल, 1853 में पहली रेल यात्री ट्रेन की शुरुआत की गई थी। आज भारतीय रेल ट्रैक लगभग 1,15,000 किलोमीटर लंबा है और दुनिया का चौथा सबसे बड़ा नेटवर्क है। हमारा सौभाग्य है कि इस देश के ढाई करोड़ यात्री रेलवे का सफर करते हैं। देश में कुल मिलाकर 7500 स्टेशन्स हैं। भारत जैसे विशाल और विविधता भरे देश में रेल एक लाइफलाइन के समान है, लेकिन मुझे बड़ा अफसोस है कि सामने वाले बैंच के माननीय सदस्यों को यह दिखता नहीं है।

भारतीय रेल की महत्ता समय के साथ बदलती रही है। आज भारत की तेजी से बढ़ती अर्थव्यवस्था में रेलवे अपना अहम योगदान दे रहा है। वर्ष 2025-26 का बजट केवल पटरियां बिछाने वाला नहीं है, बल्कि यह बजट विकसित भारत की ओर भारत की यात्रा में एक नया अध्याय लिखने के बारे में है। यह बजट एक और ऐतिहासिक मील का पत्थर साबित होगा।

माननीय सभापति महोदय, इसमें 2.65 लाख करोड़ रुपये का आवंटन किया गया है, जो कि भारतीय इतिहास में अब तक सबसे अधिक है। इसमें सामान्य राजस्व में 2.52 लाख करोड़ रुपये, निर्भया फंड से 200 करोड़ रुपये, आंतरिक संसाधनों से 3000 करोड़ रुपये, अतिरिक्त बजटीय स्रोतों से 10,000 करोड़ रुपये शामिल हैं।

महोदय, यात्रियों की सुविधा सुरक्षा हमारी सर्वोच्च प्राथमिकता है। इस बजट में 200 नई 'वंदे

भारत' ट्रेन्स शामिल की गई हैं जो विलासिता और दक्षता सुनिश्चित करेंगी। इसके अलावा 100 'अमृत भारत' ट्रेन्स आम आदमी की सेवा करेंगी। 50 'नमो भारत' रैपिड रेल सेवाएं शहरी गतिशीलता को फिर से परिभाषित करेंगी। 15509 नॉन एसी जनरल कोचेस सभी को सुविधा देंगे। हम भारत में सड़क सुरक्षा के मामले में आपदाओं दुर्घटना को पीछे छोड़ कर आ गए हैं। ट्रेक नवीनीकरण, आधुनिक सिग्नलिंग, दूरसंचार उन्नयन और क्रॉसिंग से सुरक्षा संवर्धन के लिए 1 लाख 16 हजार 514 करोड़ रुपये समर्पित किए गए हैं। 2000 से अधिक नए फुट ओवर ब्रिजिस का निर्माण किया जा रहा है जिससे प्रमुख रेलवे स्टेशनों पर आम तौर पर होने वाली अव्यवस्था खत्म होगी।

महोदय, मैं हिमाचल प्रदेश के विषय में बात करना चाहता हूं कि इस बार पूर्व की सरकारों की अपेक्षा 16 गुना अधिक बजट दिया गया है। प्रधान मंत्री श्री नरेन्द्र मोदी जी के दूरदर्शी नेतृत्व में मेरे राज्य हिमाचल प्रदेश में रेल नेटवर्क में किस तरह का परिवर्तन हुआ है? बुनियादी रेल संपर्क के लिए संघर्ष करने वाले दिनों से हिमाचल प्रदेश ने अभूतपूर्व रेलवे विस्तार देखा है।

हिमाचल प्रदेश में रेल परियोजना के विस्तार के लिए वर्ष 2023-24 में 1838 करोड़ रुपये का प्रावधान किया गया, जो वर्ष 2009-14 की तुलना में 17 गुणा ज्यादा है। इसके लिए मैं हिमाचलवासियों की ओर से रेल मंत्री जी का धन्यवाद करना चाहता हूं। मुझे हर्ष है कि वर्तमान बजट में मेरे गृह प्रदेश हिमाचल प्रदेश को 2716 करोड़ रुपये दिए गए हैं। अमृत भारत स्टेशन योजना के तहत अम्ब-अंदौरा, बैजनाथ-पपरौला, पालमपुर और शिमला शामिल किए गए हैं।

सामरिक दृष्टि से महत्वपूर्ण भानुपल्ली-बिलासपुर-बैरी, नांगल डैम तलवाड़ा और चंडीगढ़ रेलवे लाइन पर विशेष ध्यान केन्द्रित किया गया है, लेकिन मेरी एक पीड़ा है। मेरी पीड़ा यह है कि जिस लोक सभा क्षेत्र में मैं रहता हूं, वहां केवल एक मीटर गेज रेल लाइन है, जो अंग्रेजों के समय में बनी थी। वह आज तक एक इंच भी आगे नहीं बढ़ी है। माननीय रेल राज्य मंत्री जी बैठे हुए हैं। मैं आपके माध्यम से कहना चाहता हूं कि इस ओर कृपा कीजिए। मैं कह रहा हूं कि रेल देश की धड़कन है। उसका स्पंदन मेरे लोक सभा क्षेत्र में भी सुना जाना चाहिए। इसको ब्रॉड गेज कीजिए। अनुराग जी ने वंदे भारत अपने लोक सभा क्षेत्र में पहुंचा दी है। बीच में केवल एक पहाड़ है। मेरे लोक सभा क्षेत्र में चारों देवियां,

विश्वविख्यात शक्तिपीठ हैं, उनके चरणों में ब्रॉड गेज रेल पहुंचनी चाहिए। चम्बा, डलहौजी, खज्जियार विश्वविख्यात पर्यटक स्थल हैं। शिमला कितना ऊंचा स्थान है। जब कोई टेक्नोलॉजी नहीं थी, तब एक अनपढ़, उस महान आत्मा भलकू ने अंग्रेजों का मार्गदर्शन किया था और ट्रेन शिमला तक पहुंच गई थी। मेरे लोक सभा क्षेत्र में डलहौजी, खज्जियार, चम्बा विश्वविख्यात स्थल हैं। आप इसका भी सर्वे करवाने की कृपा करें।

मैं अंत में कहना चाहता हूं कि मोदी जी के गतिशील नेतृत्व में जब हमारी वित्त मंत्री महोदया यहां बजट पेश कर रही थीं, तो ट्रेजरी बेंचेज से मेजों की थपथपाहट थी और कड़कड़ाहट थी। पूरा देश प्रसन्न था, लेकिन हमारे सामने जो विपक्षी मित्र बैठे हैं, आदरणीय सदस्य बैठे हैं, उन बेंचेज पर केवल भावशून्य थी, पिन ड्रॉप साइलेंस था, घोर सन्नाटा था। क्या केवल विरोध के लिए विरोध करना है। क्या बजट में कोई बात अच्छी नहीं लगी? पूरे देश को इतना कुछ दिया है। इनको देखकर तो मुझे मुनीर का वह शेर याद आता है—

“आदत ही बना ली है तुमने तो ‘मुनीर’ अपनी

जिस शहर में भी रहना उकताए हुए रहना।”

दूसरा, मैं मोदी जी के विषय में कहना चाहता हूं। हमारे विश्वविख्यात नेता, विश्व के सबसे लोकप्रिय नेता, उनके विषय में मैं यदि कुछ कहना चाहूं तो मैंने चंद चार लाइनें लिखी हैं। मैं इनको सुनाना चाहता हूं। आप ध्यान से सुनिये—

“स्वाभिमान बढ़ा है भारत का, हर शख्स का सीना गर्वित है,

नेतृत्व ऐसा मिला देश को, जिसका सब कुछ देश को समर्पित है।

धन्य है वह माटी, जिसने ऐसे पूत को पाया है,

भारत ही क्या दुनिया ने भी मोदी-मोदी गाया है।”

सभापति महोदय, मुझे समय देने के लिए आपका बहुत-बहुत धन्यवाद।

SHRI SACHITHANANTHAM R. (DINDIGUL): Respected Chairperson Sir, I want to express my views and reviews on the Demands for Grants for Railways for 2025-

2026 on behalf of the CPI (M).

Indian Railways is a commercial undertaking of the Union Government, but the Railway's main aim is to serve the people of India. It was well-developed under the public fund contribution. Lot of land, buildings, and several lakh kilometres of tracks are now assets of the Indian Railways. All these assets are used for our country's development.

Our country, in the dictionary of the Modi Government, is not meant for the poor people, but for the upper class and the corporates. The passenger trains operated by the Indian Railways are now converted into express trains.

It affects poor persons. For the upper-class people, Vande Bharat and Tejas trains are introduced at high ticket fares. The concession fare for senior citizens and press persons is also denied in your Budget. There are only four Amrit Bharat non-AC trains comprising 12 sleeper classes and eight general coaches. Sir, 136 Vande Bharat Chair Car trains are operational, but Vande Bharat AC sleeper trains are yet to be operated. Four Bharat Gaurav trains, operating for the cultural heritage sites, are the Modi Government's model trains. We demand that Amrit Bharat non-AC passenger trains be operated for poor passengers.

Sir, more than 6000 people from Tamil Nadu have passed Computer-Based Test-1 conducted by RRB for the vacancies of Loco Pilot. They have qualified for CBT-2. It has been announced that CBT-2 will be held on 19th March, but most of the examination centres are outside Tamil Nadu. A lot of candidates have to travel 1000 kms to reach Telangana. I would request the hon. Minister to shift the centres to the respective States. Regarding allocation to Tamil Nadu, an amount of Rs.

6,626 crore has been allocated to Tamil Nadu in the current Budget, whereas other States have been allocated more. The INDIA-block ruled States are given less allocation, whereas other States are given huge allocation of funds.

Electrification of railways in Tamil Nadu is 95 per cent complete. It is good, but the tunnel maintenance is the worst in Tamil Nadu. Most of the tunnels are surrounded by water during rains. I would request the Government to identify and resolve the faults in the ongoing projects. There are 77 stations in Tamil Nadu under the Amrit Bharat Stations Scheme. I would request the Government to expedite the work. Regarding freight operations, the Railway Board noted that between 1950 and 2021, the logistics market grew 55 times in India. In the same period, railway logistics grew only 20 times. What is the reason for this? The average speed of the freight train was 30 kilometre per hour, which should be raised to 50 kilometre per hour. I would also request to reduce the fare, which was increased by 91 per cent.

Additionally, I would urge the Government to construct separate freight corridors for coal, cement, steel, iron, and food grains separately. Regarding safety, bad driving, over-speeding, lack of maintenance, deviation of tracks, defects in coaches and wagons, and mistakes in shunting operations cause more accidents in Indian Railways. Sir, 63 per cent of non-AC coaches do not have fire exits.

Under Kavach, 50 lakh kilometres and 80 lakh locomotives are to be covered, for which more allocation needs to be made. We demand new tracks on the Dindigul-Karaikudi and Dindigul-Sabarimala routes. We also have a demand for separate trains from Dindigul to Chennai via Trichy. In Dindigul district, there

are opportunities for enlarging the goods sheds at Reddiyarchatram and Vadamadurai stations. A huge part of land has been used for the goods shed. Sir, Kodaikanal Road railway station is a heritage station where the train service was suspended due to COVID-19. It has been there since the British times. I request the Government to resume the services at that station. There is also a need for a stoppage at Ambaturai railway station for Vaigai Express and Mysore Express. Thank you.

SHRI M. MALLESH BABU (KOLAR): Hon. Chairperson, Sir, thanks for giving me the opportunity to discuss the Demands for Grants for the Ministry of Railways for the year 2025-2026. I would like to thank the hon. Prime Minister Shri Narendra Modi and Railway Ministers for their tireless efforts for the last 10 years in transforming the Indian Railways into a modern, efficient and passenger-friendly mode of transportation, which has become the lifeline of India.

In the last 10 years, Indian Railways has added 31,000 kilometres of new tracks. In the financial year 2023-2024 itself, Indian Railways has added 5,200 kilometres of tracks to its network. It has a vision to go on adding 5,000 plus kilometres on yearly basis for the next 6 to 8 years. From adding 4 kilometres per day in 2015, Indian Railways is now adding 15 kilometres per day. New generation of trains like Vande Bharat, Amrit Bharat and Namo Bharat are being developed and rolled out rapidly. I would like to emphasize some key points regarding the Demands for Grants for the Ministry of Railways.

There is increased allocation for infrastructure development, which will enable the completion of ongoing projects and the initiation of new ones. I

appreciate the emphasis given on improving passenger amenities and securities. There is a boost to Make in India initiative by promoting the Make in India initiative, which will encourage indigenous manufacturing and create employment opportunities. For my state Karnataka, there has been a consistent increase in the average annual budget outlay for Railways. The allocation for the state of Karnataka for financial year 2025-2026 is Rs.7,564 crore, reflecting the growth on enhancing railway infrastructure and services in the state. The progress made by Indian Railways in Karnataka, especially in my parliamentary constituency, Kolar, is remarkable. To name a few, there is a six-kilometre new broad-gauge line from Marikuppam to Kuppam, upgradation of Bangarpet and Malur railway stations, construction of new railway stations in Coromandel, Urgam and BEML areas in KGF. Kolar is particularly known as the land of milk, silk, mango and tomatoes, which are being exported to various countries. Kolar also has an APMC market, which is the second largest in Asia and the largest in South India. I would urge the hon. Minister to introduce projects which will be helping the farmers, students, senior citizens and employees for their respective necessities.

The establishment of new railway lines from Kolar to Bangalore, connecting through the Narsapur industrial area, which will create a lot of employment and help in movement of students to Bangalore, is very much necessary. The establishment of new railway track from Kolar to Tirupati is very much required, which will improve the movement of people to the place of Tirupati Lord Venkateswara. Establishment of a new railway track from Srinivasapura to Madanapalli is also required, so is the construction and establishment of a railway coach factory, which has been kept

pending for almost 12 years. The establishment of a railway station in Chikka Thirupati is required as a part of tourism promotion, and for better economic growth of Railways in the part of Bangalore Circular Railway, which is under survey. Then I suggest the Ministry of Railways to open many medical kiosks, having basic medicines in each and every railway station. That is very much required, because the passengers, once they are in the train, will not have medicines if something goes wrong. They cannot come out of the station and buy medicines. So, the importance of a medical kiosk in each railway station is very much required.

I am confident that the Demands for Grants from the Ministry of Railways will pave the way for a better future for our nation's Railways and contribute to the overall growth and development of our country.

With these words, I myself, and on behalf of my party, Janata Dal (Secular), am concluding my speech on Demands for Grants for the Ministry of Railways 2025-26.

16.00 hrs

श्री राजा राम सिंह (काराकाट) : महोदय, धन्यवाद ।

भारतीय रेलवे एक लंबे समय से देश की जीवन रेखा रही है, जो एक सुलभ और किफायती नेटवर्क के माध्यम से विशाल और विविध जनसंख्या को जोड़ती है । हालाँकि वंदे भारत परियोजना, जिसे भारत की प्रगति का प्रतीक माना जा रहा है, वास्तव में आर्थिक वैश्वीकरण का प्रतिनिधित्व करती है, जहाँ कारपोरेट राजस्व मॉडल के कारण किफायती और सुलभ परिवहन को दरकिनार कर दिया गया है । वंदे भारत ट्रेनों का उदय उनके गतिशील मूल्य निर्धारण और पूरी तरह से ऐसी डिब्बों की संरचना के साथ रेलवे नीति में एक निर्णायक बदलाव को दर्शाता है । अधिकांश एक्सप्रेस ट्रेनों के विपरीत, जो समाज के हर वर्ग की सेवा करती थीं, वंदे भारत में स्लीपर कोच और अनारक्षित डिब्बे नहीं हैं, जिससे

यह केवल उन लोगों के लिए परिवहन का साधन बन गया है, जो प्रीमियम भुगतान कर सकते हैं। यह विशिष्टता सरकार की व्यापक आर्थिक नीतियों के अनुरूप है, जो केवल सम्पन्न वर्ग की सेवा करने वाले नए भारत की छवि बनाने में अधिक रुचि रखती है।

16.02 hrs

(Shri A. Raja in the Chair)

स्टेशन आधुनिकीकरण के भव्य दावों के बावजूद एक हालिया संसदीय स्थायी समिति की रिपोर्ट एक अलग कहानी बताती है। अमृत भारत स्टेशन योजना के तहत पुनर्विकास के लिए चिन्हित एक हजार से अधिक रेलवे स्टेशन उपेक्षित हैं और उनका उन्नयन अनिश्चित काल के लिए विलंबित है। पूँजीगत व्यय को रेल पटरियों के विस्तार, रोलिंग स्टॉक की खरीद और सिग्नलिंग उन्नयन में लगाया जा रहा है, लेकिन क्रियान्वयन की गति बहुत असंतोषजनक है। वास्तविकता यह है कि सरकार आधुनिकीकरण का दावा करती है, लेकिन रोजमर्रा के रेलवे यात्रियों के लिए आवश्यक बुनियादी ढाँचा अभी भी गंभीर रूप से अपर्याप्त है। सबसे महत्वपूर्ण मुद्दा स्लीपर श्रेणी सेवाओं का धीरे-धीरे समाप्त होना है। असमानता की स्थिति रिपोर्ट 2022 के अनुसार देश की 40 प्रतिशत आबादी प्रतिमाह 20 से 30 हजार रुपये प्रतिमाह के बीच कमाती है, लेकिन फिर भी रेलवे नीतियाँ केवल उच्च आय वर्ग को ध्यान में रखकर बनायी जा रही हैं। दिल्ली से पटना आने वाले चार सदस्यों वाले परिवार के लिए जो पहले एक सस्ती यात्रा थी, अब वह आर्थिक बोझ बन गई है। बढ़ते किराये और मुद्रा स्फीति के कारण कई यात्रियों को या तो महँगे यात्रा विकल्प अपनाने पड़ते हैं या अपनी यात्राओं को स्थगित करना पड़ रहा है। विडंबना यह है कि ये नागरिक, जो अप्रत्यक्ष करों का भुगतान करते हैं, उसी सार्वजनिक सेवा का उपयोग करने में असमर्थ हो जाते हैं, जिसे वे वित्त पोषित करने में योगदान देते हैं। भारतीय रेलवे को एक लाभ संचालित ईकाई में बदलने की यह प्रक्रिया इसके राजस्व लक्ष्यों में भी स्पष्ट है। वर्ष 2024-25 के लिए रेलवे का यात्री राजस्व 92,800 करोड़ रुपया आंका गया है, जो पिछले वर्ष की तुलना में 16 प्रतिशत की तेज वृद्धि है। किराये को नियंत्रित रखने की बजाय सरकार इन वित्तीय लक्ष्यों को पूरा करने के लिए यात्री और माल यातायात, दोनों में वृद्धि पर निर्भर कर रही है। हालाँकि यह स्पष्ट नहीं है कि नई ट्रेन की शुरुआत में एसी और गैर-एसी डिब्बों के बीच संतुलन बनाए रखा जायेगा या नहीं। जैसे-

जैसे ध्यान उच्च श्रेणी की सेवाओं पर केंद्रित हो रहा है, कामकाजी वर्ग की आबादी खुद को लगातार बाहर किया हुआ महसूस कर रही है। रेलवे में खाली पद बढ़ते जा रहे हैं। वर्ष 2023 तक 2.74 लाख से अधिक पद खाली पड़े थे, जिनमें 1.7 लाख से अधिक पद केवल सुरक्षा क्षेत्र में थे। हालाँकि इस बजट में इन रिक्त पदों को भरने के लिए कोई प्रावधान या योजना नहीं बनायी गई है। सुरक्षा क्षेत्र में इस कमी को कम करने के लिए रेलवे ने सेवानिवृत्त कर्मचारियों की भर्ती शुरू कर दी है। हाल ही में ग्रुप सी परीक्षा की चयन प्रक्रिया में गंभीर अनियमितताओं के कारण परीक्षा को रद्द कर दिया गया है। यह एक नियमित पैटर्न बन गया है। पहले तो भर्ती प्रक्रिया में देर होती है और जब भर्ती शुरू होती है तो पेपर लीक और भ्रष्टाचार के कारण समय पर नियुक्तियाँ नहीं हो पाती हैं, जिससे भारी स्टॉफ संकट उत्पन्न हो जाता है। हाल ही की घटना इसका सबसे अच्छा उदाहरण है। रिक्त पदों पर भर्ती न करने से मौजूदा कर्मचारियों पर अतिरिक्त दबाव बढ़ रहा है, जिससे कार्य से जुड़ा तनाव बढ़ रहा है और इसका रेलवे के कर्मचारियों एवं अधिकारियों के स्वास्थ्य पर नकारात्मक प्रभाव पड़ रहा है। रेलवे 50 नई नमो भारत ट्रेनों की शुरुआत करेगा, जो 100-200 किलोमीटर पर स्थित शहरों को जोड़ेंगी।

महोदय, इनमें एसी और नॉन एसी 16 डिब्बे होंगे। इसके अलावा सौ अमृत भारत नॉन-एसी ट्रेनों शुरू की जाएंगी, जो सस्ती और सुलभ यात्रा का विकल्प प्रदान करेंगी। इसके साथ 200 वंदे भारत ट्रेनों की शुरुआत भी की जाएगी, जिससे उच्च गति यात्रा नेटवर्क को और मजबूत किया जाएगा। हालाँकि रेलवे के बुनियादी ढांचे की क्षमता बढ़ाने, गति बढ़ाने और मौजूदा ट्रेनों की सुविधाओं में सुधार करने की कोई योजना नहीं है। वंदे भारत पर यह अत्यधिक ध्यान एक अलग श्रेणी की रेल प्रणाली बना रहा है जो अन्य ट्रेनों की कीमत पर चलाई जा रही है, जिन्हें वंदे भारत को दी जाने वाली प्राथमिकता के कारण देरी का सामना करना पड़ रहा है।

महोदय, क्षेत्र से संबंधित कुछ मांगों को आपके सामने रखना चाहूंगा। पहले भी इन मांगों को उठाया गया है लेकिन लगता है कि हमारी चिड़ियों को ठंडे बस्ते में रख दिया जाता है। औरंगाबाद से बहिटा रेलवे लाइन के निर्माण का मामला वर्षों से लम्बित पड़ा हुआ है। प्रधान मंत्री और रेल विभाग द्वारा डालमिया नगर में घोषित रेल कारखाने का निर्माण का मामला लम्बित है। कोरोना काल में ट्रेनों के

ठहराव की रोक को हटाया जाए, लेकिन इस पर सरकार ने जवाब दे रही है और न कार्यवाही कर रही है। अन्य सदस्यों ने भी इस विषय को सदन में उठाया है। अब कोरोना का पीरियड नहीं है, इसलिए जो ठहराव पहले थे, उन्हें फिर से बहाल कीजिए। इससे राजस्व का घाटा हो रहा है और यात्रियों को भी परेशानी हो रही है। इसी तरह कुछ शहरों का, डिहरी शहर में ऐतिहासिक महत्व और फुटफाल के आधार पर 11427-28, 12937-38, 11357-58 ट्रेनों का ठहराव किया जाए। अंकोढ़ा स्टेशन पर ज्यादा आबादी के आवागमन की वजह से 13347-48 रांची-वाराणसी इंटरसिटी एक्सप्रेस का ठहराव किया जाए। वहां दो-दो थर्मल स्टेशनों के यात्री भी आते हैं। यहां लगातार आंदोलन जारी है। अनुग्रह नारायण रोड स्टेशन पर 21893 वंदे भारत, 12389-90 गया-चैन्नई एक्सप्रेस का ठहराव हो।... (व्यवधान)

महोदय, मुंडेश्वरी रेलवे लाइन का निर्माण कार्य तत्काल तथा आरा-सासाराम रेलवे लाइन का निर्माण कार्य किया जाए। राजेन्द्र नगर से धनबाद चलने वाली ट्रेन गंगा-दामोदर की आरा से शुरुआत की जाए। कुल्हड़िया रेलवे गौमती पर बनने वाले ओवर ब्रिज का शीघ्र निर्माण हो। आरा रेलवे स्टेशन का नाम कामरेड राम नरेश राम के नाम पर किया जाए।

इन्हीं शब्दों के साथ मैं अपनी बात समाप्त करता हूं।

श्री जितेंद्र कुमार दोहरे (इटावा) : सभापति जी, आपने रेल बजट पर बोलने का मौका दिया, इसके लिए आपके प्रति आभार प्रकट करता हूं। मैं इटावा लोक सभा क्षेत्र से हूं। हमारे यहां कोरोना काल से जो ट्रेनें बंद हुई थीं, अभी तक शुरू नहीं की गई हैं। ओरैया में डिबियापुर आता है और अच्छल्दा, भरथना आदि जगहों पर रोक दी गई ट्रेनों का दोबारा ठहराव नहीं किया गया है। भरथना रेलवे स्टेशन पर संगम एक्सप्रेस और महानंदा एक्सप्रेस तथा मुरी एक्सप्रेस का ठहराव अभी तक नहीं किया गया है, जिससे हजारों की जनसंख्या अभी भी परेशान है। इसी तरह से इटावा में जहां से 9 सांसद हैं और कई व्यापारी, कई जिले जैसे इटावा, मोरैना आदि जिलों की जनता का दिल्ली में आना-जाना लगा रहता है, वहां अभी तक ट्रेनों का ठहराव नहीं किया गया है। मैं माननीय मंत्री जी से मांग करता हूं कि वहां राजधानी ट्रेन का ठहराव जरूर किया जाए।

माननीय सभापति जी, हमारे लोक सभा क्षेत्र में औरैया शहर है, जिसमें लाखों की आबादी रहती

है। अभी तक औरैया को रेल से नहीं जोड़ा गया है। अगर औरैया को रेल से जोड़ दिया जाए तो औरैया से जालौन, ग्वालियर इत्यादि कई जिलों में जाने का लाभ वहां की जनता को मिलेगा।

महोदय, अब इटावा शहर काफी बड़ा हो गया है। इटावा शहर में करीब दो-ढाई लाख की संख्या में तो केवल वोटर्स हैं। वहां लाइन पार एक अच्छी आबादी है। वहां रेलवे स्टेशन के नीचे कई सालों से पानी का निकास न होने के कारण वहां की पुलिया सँकरी बन गयी है। उन पुलियों को चौड़ा किया जाए, जिससे बरसात में जो वहां पानी भर जाता है तो इससे वहां के सभी लोगों को सहूलियत होगी।

महोदय, इटावा और मैनपुरी में अंडरब्रिज बने हुए हैं। जब वहां बरसात होती है तो वह पूरा पुल पानी से भर जाता है, जिससे स्कूली बच्चों का और वहां के कई जिलों के लोगों का आवागमन वहां से नहीं हो पाता है। उसके लिए कोई उचित व्यवस्था की जाए, जिससे वहां के नागरिकों को आने-जाने में लाभ मिल सके।

इसी तरह से, कई रेलवे के अंडरब्रिज बने हुए हैं, जिनमें बरसात में भारी मात्रा में पानी भर जाता है। अभी तक उसका कोई इलाज नहीं किया गया है। मैं माननीय मंत्री जी से कहना चाहता हूं कि ऐसे पुल बनाने से कोई फायदा नहीं है। वहां ओवरब्रिज बनायी जाए या कोई और व्यवस्था की जाए। ऐसे सैकड़ों पुल बने हैं। हमारे यहां ही नहीं, पूरे देश में, जहां भी अंडरब्रिजेज बनते हैं, उनके लिए कोई उचित व्यवस्था नहीं की जाती है। वहां बरसात में पानी भर जाता है।

महोदय, हमारे लोक सभा क्षेत्र में घसारा हॉल्ट है। वहां कई छोटी ट्रेनें रुकती हैं। लेकिन, अभी तक घसारा हॉल्ट को रेलवे स्टेशन का दर्जा नहीं दिया गया है। मैं आपके माध्यम से मांग करता हूं कि घसारा हॉल्ट को रेलवे स्टेशन का दर्जा दिया जाए।

महोदय, मैं सभी माननीय सदस्यों से कहना चाहता हूं कि हम सभी एम.पी.जी. को दिल्ली आने-जाने की आपने सुविधा दी, हमारे स्पॉन्सर को दी। लेकिन, यह जो डबल इंजन की सरकार है, योगी-मोदी की सरकार है, इनके बच्चे नहीं हैं तो दूसरे लोगों के तो बच्चे हैं। वे कैसे आएंगे-जाएंगे, या तो हमें भी उसमें से निष्कासित कर दिया जाए या फिर बच्चों के आने-जाने के लिए सुविधा दी जाए।

मैं कहना चाहता हूं -

लश्कर भी तुम्हारा है, सरदार भी तुम्हारा है,
तुम झूठ को सच भी लिख दो, ये अखबार भी तुम्हारा है।

जय हिन्द, जय समाजवाद।

श्री विजय कुमार दूबे (कुशीनगर) : सभापति महोदय, आपने हमें रेल मंत्रालय की अनुदानों की मांगों के समर्थन में बोलने का अवसर दिया, इसके लिए आपका धन्यवाद करते हैं। इसमें कोई दो राय नहीं है कि बीते एक दशक में इस देश के ऐतिहासिक विकास में भारतीय रेल ने भी अपना अभूतपूर्व योगदान दिया है।

महोदय, मैं पिछले दशक में रेल विभाग की कुछ उपलब्धियों पर प्रकाश डालना चाहता हूँ, जो सरकार के दूरदर्शी नेतृत्व और आधुनिकीकरण, दक्षता और स्थिरता के प्रति अटूट प्रतिबद्धता का प्रमाण है। 31,180 ट्रैक किलोमीटर की कमीशनिंग, ट्रैक बिछाने की गति, वर्ष 2014-15 में चार किलोमीटर प्रतिदिन से तीन गुना से अधिक बढ़ कर वर्ष 2023-24 में 14.54 किलोमीटर प्रति दिन हो गई है। जो अभूतपूर्व गति से रेलवे के बुनियादी ढांचे का विस्तार करने के लिए सरकार की प्रतिबद्धता को रेखांकित करता है। इसके अलावा 2014 और 2024 के बीच 41,655 किलोमीटर रूट का विद्युतिकरण, जो 2014 से पहले की उपलब्धियों के लगभग दुगुना है। वित्त वर्ष 2023-24 में रेलवे का रिकॉर्ड तोड़ माल लदान 1588 मिलियन टन रहा। जो वर्ष 2014-15 में एक हजार मीट्रिक टन से एक महत्वपूर्ण उछाल है। यह सरकार के लॉजिस्टिक और सप्लाय चैन नेटवर्क को मजबूत करने पर ध्यान केंद्रित करने को दर्शाता है। इसके अलावा हम क्या याद करें, सभी याद करें कि पिछले एक दशक के पहले रेल की गंदगी किसी भी यात्री के लिए बहुत बड़ा सिरदर्द था। क्या वे रेल कोच के शौचालय हों, क्या वे रिटायरिंग रूम के शौचालय हों, क्या वे प्लेटफॉर्म के शौचालय हों, क्या रेल पटरियों की गंदगी हो, एक मिसाल थी, जो यात्रियों के लिए सिरदर्द था। मैं अभिनंदन करता हूँ अपने रेल मंत्री माननीय अश्विनी वैष्णव जी का, जो कि हमारे यशस्वी प्रधान मंत्री माननीय नरेंद्र मोदी जी के स्वच्छता मिशन को अगर मजबूती से धरातल पर उतारने का कार्य किसी विभाग ने किया है तो रेल विभाग ने यह कर के दिखाया है।

ऐसा नहीं है कि रेल विभाग की इन उपलब्धियों से हमारा कुशीनगर लोक सभा क्षेत्र भी वंचित

रहा हो। हमारे संसदीय क्षेत्र के विकास में अगर देखें तो रेल विभाग का अभूतपूर्व योगदान है। जिला मुख्यालय पडरौना जाम से त्रस्त था, व्यापारी त्रस्त थे, आज अंडरपास 68बी पर और 67 पर आरओबी दे कर पडरौना के व्यापारियों को जाम से निजात दिलाने का कार्य किया गया। छितौनी-तमकुही रेल परियोजना डेढ़ दशक पहले, 15 साल पहले बिहार और उत्तर प्रदेश के सीमावर्ती लोगों के लाभ के लिए, उनके आवागमन के लाभ के लिए चालू की गई थी। पांच सालों में चार किलोमीटर रेल पटरी बिछा कर छितौनी रेलवे स्टेशन का निर्माण कर के एक दशक पहले उस परियोजना को पूरी तरह बंद कर दिया गया था। मैं अपने रेल मंत्री माननीय अश्विनी वैष्णव जी का अभिनंदन करता हूँ कि पिछले सत्र में इस बंद पड़ी परियोजना को न केवल डीफ्रीज करते हुए, न केवल दस करोड़ रुपये दे कर उस भूमि अधिग्रहण के कार्य को शुरू करा कर उन्होंने बिहार और उत्तर प्रदेश के सीमावर्ती लोगों की उम्मीदों के सपनों को जगाने का कार्य किया है। हमारे कुशीनगर लोक सभा क्षेत्र के पडरौना और कप्तानगंज रेलवे स्टेशन को स्मार्ट रेलवे स्टेशंस के रूप में रेल मंत्रालय ने उसके निर्माण को प्रारंभ किया है। मैं अपने रेल मंत्री जी का ध्यान आकृष्ट कराना चाहता हूँ और आग्रह करता हूँ कि कुशीनगर एक बौद्ध सर्किट एरिया है। कुशीनगर भगवान बुद्ध का परिनिर्वाण स्थल है। इस कुशीनगर के बौद्ध सर्किट एरिया को अंतर्राष्ट्रीय पटल पर पर्यटन विकास को बढ़ाने के लिए, हमारे यशस्वी प्रधान मंत्री नरेंद्र मोदी जी ने वर्ष 2021 में वहां एक अंतर्राष्ट्रीय हवाई अड्डे का निर्माण करवाया। हमें लगता है कि यह पूरे देश का एक मात्र अंतर्राष्ट्रीय हवाई अड्डा होगा, जो रेल सुविधा से वंचित होगा। वर्ष 2017 में सरदारनगर, गोरखपुर-कुशीनगर, पडरौना की परियोजना का डीपीआर बनने के बाद वर्ष 2017 से बंद है।

महोदय, मैं माननीय रेल मंत्री जी से आग्रह करता हूँ कि बौद्ध सर्किट एरिया के पर्यटन विकास के लक्ष्य को जिसे माननीय प्रधानमंत्री जी ने तय किया था, साकार करने के लिए कार्य करें। माननीय मंत्री जी कुशीनगर बौद्ध सर्किट एरिया को बढ़ाने के साथ ही कुशीनगर नगरपालिका, हाटा नगरपालिका के लोगों को रेल सुविधा देने का भी कार्य करेंगे। इन्हें देश की आजादी के बाद पहली बार रेल की सुविधा मिलेगी।

इसके साथ ही मैं माननीय प्रधानमंत्री श्री नरेन्द्र मोदी जी का भी अभिनंदन एवं स्वागत करता हूँ

। हमारे कुशीनगर की सीमा से लगा हुआ बिहार है। 88 साल बाद भी मिथिला दो भागों में बंटा हुआ था। वहां 516 करोड़ रुपये से कोसी रेल महासेतु बना कर मिथिला को एक करने का कार्य किया गया। मैं अपने प्रधानमंत्री माननीय नरेन्द्र मोदी जी का अभिनंदन करता हूँ।

महोदय, मैं माननीय रेल मंत्री जी से आग्रह करता हूँ कि गोरखपुर, सरदार नगर, कुशीनगर, पडरौना के रेल परियोजना को प्रारंभ करने का कार्य करें। उस क्षेत्र की जनता आपके ऊपर आशा करती है। उन सभी को विश्वास है, क्योंकि वे जानते हैं कि मोदी है तो सब कुछ मुमकिन है।

महोदय, आज मैं रेल विभाग के इस अनुदान की मांगों का समर्थन करते हुए अपनी बातों को समाप्त करता हूँ। धन्यवाद।

ADV. ADOOR PRAKASH (ATTINGAL): Thank you, Sir, for giving me this opportunity to participate in the discussion on the Demands for Grants of Railways of 2025-26.

While the vision outlined in the Budget is ambitious, we must also critically examine the gaps and shortcomings that could hinder the realization of these goals. Our railway network is the lifeline of our nation. However, financial sustainability, delays in project execution, safety measures, and revenue generation remain key areas of concern. The total capital outlay for the year 2025-2026 remains at Rs. 2,65,200 crore, the same as that of 2024-2025. This includes Rs. 2,52,200 crore from Gross Budgetary Support, Rs. 3,000 crore from internal resources, and Rs. 10,000 crore from external budgetary resources. However, this static allocation does not consider the rising infrastructure inflation and maintenance needs. What is more concerning is the continued stagnation in internal resource generation. The allocation of Rs. 3,000 crore in 2025-2026 is the same as in 2024-2025, yet in the latter year, only Rs. 767 crore was realized by January 2025, amounting to just 26

per cent utilization. This calls into question the ability of the Railways to generate self-sustaining revenue, putting excessive reliance on Government support.

The financial burden of outstanding borrowings is also alarming. As of December 31st, 2024, the IRFC's outstanding debt stood at Rs. 4.06 lakh crore. While the Government has refrained from fresh borrowing, this significant liability continues to strain railway finances. The lease financing model in which IRFC leases assets to Indian Railways requires half-yearly lease payments, adding financial pressures. Furthermore, the Revised Estimates for net revenue of 2024-2025 were reduced by over 50 per cent from the budgeted amount, reflecting an inability to meet financial targets. Past data shows similar trends, with net revenue estimates revised downward by over 50 per cent in multiple years, including 2018-19 (-53 percent), 2019-20 (-57 per cent), and 2020-21 (-56 per cent).

This recurring pattern raises serious concerns about financial planning. The Indian Railways aims for 100 per cent electrification, yet the actual progress has not matched the mission. While Rs. 6,150 crore has been allocated for electrification projected in 2025-2026, historical data shows that utilisation rates have often been below expectations. For instance, in 2024-2025, the budgeted amount for electrification was Rs. 6,072 crore, but in December 2024, only Rs. 2,834 crore had been utilised. This slow execution delays the shift towards energy-efficient and environmentally-friendly rail transport.

Similarly, track renewal is critical for safety, yet despite an allocation of Rs. 22,800 crore, the previous year trends indicate shortfalls in achieving targets. In 2024-2025, out of the allocated Rs. 22,669.05 crore, only Rs. 17,728.29 crore had

been spent. This gap suggests project execution bottlenecks that must be addressed.

The freight sector remains a key revenue generator, yet dependent on traditional bulk cargo such as coal continues. The dedicated freight corridors are still incomplete, which leads to congestion on passenger routes. The Government has introduced the Gati Shakti Multi-Modal Cargo Terminal policy, leading to 87 new cargo terminals and estimated freight capacity increase of 148.9 metric tonnes per annum. However, the lack of aggressive expansion into containerised and high-level value of segments remains a challenge. A short-lead concession scheme introduced to attract short-distance freight has also failed to make significant impact due to logistical inefficiencies. With freight revenue targets set at Rs. 1,88,000 crore for 2025-2026, it is essential to diversify freight offerings and improve last-mile connectivity.

While Amrit Bharat Station Scheme aims to modernise railway stations, the progress has been slow. The Government has set a target to upgrade 303 stations in 2025-2026, yet past performance indicates delays. In 2024-25, the allocation for customer amenities was Rs. 12,993.97 crore, but by the end of December 2024, only Rs. 8,331.39 crore had been spent.

Additionally, while the introduction of Vande Bharat and Amrit Bharat Trains is a step forward, the overall passenger revenue remains inconsistent. In 2024-2025, the budget revenue for passenger service was Rs. 80,000 crore, but the actual earnings till December 2024 were only Rs. 55,953 crore. The Railways must improve service quality and adopt demand-based price strategies to maximise

revenue.

The development of railways in the State of Kerala is also in a standstill as the State is not getting adequate share in the railway allocation. There is no progress in the long-standing Angamali- Railway line project for the last 10 years. The Railway Board has shortlisted Nedumangad Town of Kerala under the plan to provide railway connectivity to all towns having population of more than 50,000. It has also been considered.

The development of Nemom Coaching Terminal should be completed at the earliest. There are 16 level crossings in my constituency. Most of the level crossings are at places of high traffic density. These Railway Over-Bridges are very necessary. Even though eight ROB's have already been sanctioned for these level crossings, not a single ROB has been completed so far.

The inordinate delay in the construction of sanctioned railway overbridges is causing a great problem for commuters, and therefore, public protests are going on. It is unfortunate that the works of seven ROB's at Kaniyapuram Level Cross, Sharkara, Manjadimoodu, Edava, Venkulam, Punnamoodu and Azhoor Gate have not been started even after 12 years of being sanctioned. The construction of Chairayinkeezhu ROB has started but the work is getting delayed. It is necessary to take immediate measures for the execution of these projects. ... (*Interruptions*)

HON. CHAIRPERSON: Please conclude.

ADV. ADOOR PRAKASH : Sir, there is a demand of the pilgrims of our State. The demand for introduction of a new train service connecting the pilgrimage centres like Varkala, Sivagiri and Varanasi has not yet been considered. A new train service

from Thiruvananthapuram to Varanasi should be considered for the convenience of pilgrims. ... (*Interruptions*)

HON. CHAIRPERSON: Please conclude now.

ADV. ADOOR PRAKASH : Sir, the hon. Railway Minister is here. I hope, he will consider these issues and take immediate action. ... (*Interruptions*)

HON. CHAIRPERSON: Yes, he will consider it. Do not worry.

Hon. Minister, please consider it.

... (*Interruptions*)

HON. CHAIRPERSON: Hon. Members, those who want to lay the written speeches on the Table, they can do so. It will be treated as part of the proceedings.

***SHRI S. JAGATHRATCHAKAN (ARAKKONAM):** Hon. Chairman Sir, Vanakkam. Both our life and riches, is our Tamil that never fades; Blow this aloud, our Conch-shell." I am happy to speak here as the follower of my beloved leader and the leader of the Dravidian land Thalpathi. I am also happy as you are occupying the Chair when I rose to speak in this House and you being one among the frontrunners of Dravidian Movement. First railway line was laid during the period of Lord Dalhousie in 1853. Bombay to Thane; Calcutta to Ranchi; and Chennnai to Arakkonam. Railways have crossed 167 years of existence in India. It remains the primary institution of the world having the largest number of employees. First passenger train service started on 14 April 1853. Today we have almost 8500 railway stations in the country. The total track length is about 1,21,407 kilometres.

* English translation of the speech originally delivered in Tamil.

Indian Railways operate 11 thousand trains every day. Privatising Railways can only be seen as an attack on democracy. Even though this department remained profitable for the last 167 years, it is unknown why privatisation is being encouraged. Arakkonam railway station is the first railway station in my Arakkonam parliamentary constituency. All the trains going to north India from Chennai should pass through Arakkonam. We demanded for setting up of a fourth terminal at Arakkonam. Sholinghur is a historic famous city. Thirumangai Aazhwar has praised Lord Narasimma as follows:

“Mikkaanai MaRaiyaai Virintha ViLakkai ennuL
Pukkaanai pathamser polkinRa ponmalaiyai
Thakkaanai Kadikai thadangunRin Misaiyiruntha
Akkarak Kaniyaaka thikazhkinRa Sholingur”

Lord Narasimha remains the light of Vedas, a close friend, and also like a sweet. Sholinghur is the place where he is worshipped with devotion. We requested that all the trains should have a stoppage in Sholinghur. But that demand was not fulfilled. Katpadi is also a historically significant place in Tamil Nadu. I requested an over-bridge to be set up in Katpadi. This demand too remain unfulfilled. During 2023-24, 40 accidents took place in India. In one year, almost 313 people died. During the last 10 years, there were 638 rail accidents resulting in death of 748 persons. Statistics reveal that the losses to lives are on the rise. Union Government should act upon swiftly to prevent accidents. Similarly, electric trains are operated from Tambaram which have a running time of more than 2 hours. There are no toilet facilities in such trains. As regards Railways, the infrastructure has been

modernised. If the Union Government invests 1 Rupee, it can get Rs. 5 as income. That is why we say the infrastructure should be modernized. Union Government without having lacklustre approach should liberally invest more on infrastructure.

Railway bridges are mostly built during the British era. Thereafter there were no bridges constructed. Accidents do happen due to non-availability of bridges in many places. Tamil Nadu is being ignored by the Union Government as regards railway projects and their implementation. Income generated in Southern Railways through passenger traffic alone stands at Rs. 7,151 crore. Through freight transport, additional Rs. 3,674 crore has been earned. Other commercial activities have earned Rs. 1184 crore. During last 10 years a total of 1 lakh Crore has been earned by Southern Railways. But only a meagre amount of Rs. 6,621 crore is allocated to Tamil Nadu. I therefore urge that these should be implemented in a non-partisan manner. Why are you privatising Railways? I am unable to understand. Railway track belongs to Government. Drivers are paid by Government. Guard, Track, Railway station are ours. But AC Coaches will be given to private parties. They will earn profit out of this, Ordinary citizens are deprived of using such facilities. Senior citizens, Differently-abled persons, Defence personnel and Journalists were provided concessions earlier. But these concessions were stopped. Only by keeping the second class coaches with the Railways, this Department is giving away all the profit earning departments and coaches to private entities. Railway Department acts in such a way as it is the Department for imposition of Hindi. In Tamil Nadu, the Railway authorities write in English, Tamil and Hindi in all the places. But nobody reads in Hindi in Tamil Nadu.

In Railways, especially in trains, the display should be in the regional or local language of the concerned State. Display panels are written in English and Hindi in all the trains. We do not understand. In the railway stations in North India, these displays are made only in Hindi. Guards, Station Masters appointed in the railway stations of Tamil Nadu know only Hindi and not English and Tamil. When we go to such railway stations, they are not knowing Tamil. This is pathetic. This situation should be changed. I humbly state that the Railway Department should not behave like a department entrusted with the work of imposition of Hindi or spreading Hindi. This department should be there for all and for everything. When we go to ticket booking office in Tamil Nadu, the person talks in Hindi. The person on duty does not know either English or Tamil, the local language of the masses. Those persons knowing the local language of the State should be appointed as Station Masters in the respective States. Whether it is the ticket booking clerk or the railway gatekeeper, they should know Tamil. It is pitiable to note the Gatekeeper does not know either English or Tamil. He sits silently. Accidents happen due to miscommunication or non-communication. Therefore, I should say Railway Department should not be used as tool for imposition of Hindi or spreading Hindi. Our leader has clearly said that only dual language policy should be followed. Google's CEO Sundar Pitchai is a product of two-language policy. He knows English and Tamil. Similarly, Bio-chemist and Nobel Laureate Venkat Ramakrishnan. He does not know Hindi. He knows only Tamil and English. P.S. Veeraraghavan, the Space Scientist and Rocket Engineer knows only English and Tamil. Nambi Narayanan who is an aerospace scientist knows Tamil and English.

Only two languages were known to him. Mayilsamy Annadurai called as the 'Moon Man of India' studied in an ordinary school. He studied only two languages. He knew only two languages, Tamil and English. One who knew only two languages is ruling the space. He is doing miracles. You all know about our former President of India Dr. Abdul Kalam. Such a missile man and great scientist studied in a government school in Tamil medium. He studied Tamil as his mother tongue. Veeramuthuvel belongs to my place. He studied in Tamil medium in a Government run school. They ruled the entire space and world because of the two-language policy.

Many leaders and victorious persons have studied under the two-language policy. Railway Department tries to impose Hindi on us in Tamil Nadu. They write Hindi in every place of Tamil Nadu which we do not understand. You should give importance to the local language of the concerned State. With this I conclude. Thank you.

***श्री काली चरण सिंह (चतरा) :** सही मायने में यह बजट हर वर्ग के लोगों के आकांक्षाओं के अनुरूप इस बजट में समाज के एक नए भारत, एक शक्तिशाली भारत और एक विकसित भारत की परिकल्पना के अनुरूप ही इस बजट में समाज के हर वर्ग, गरीब किसान, नौजवान, सभी वर्गों का ख्याल रखा गया है इसलिए इसकी जितनी भी प्रशंसा की जाय कम है।

हमारी पार्टी एवं विपक्ष के तमाम सांसदों ने इस बजट पर सदन में अपनी अपनी राय रखी इसलिए तमाम मुद्दों पर चर्चा हो चुकी है एवम इसकी पुनरावृत्ति आवश्यक नहीं है। मैं अपने संसदीय क्षेत्र की ओर माननीय रेल मंत्री जी का ध्यान आकृष्ट कराना चाहूंगा, जो मेरे 'नलिखित बह ट्रेन ठहराव, रोड ओवर

* Speech was laid on the Table.

ब्रिज, अंडर पास रेलवे स्टेशन पर मूलभूत यात्री सुविधाओं के बारे में जो निम्नलिखित है।

अपने लोकसभा क्षेत्र में लातेहार जिला है जो अनुसूचित जिला है यहां 80% आवादी आदिवासी बहुल है, यहाँ से देश के कई क्षेत्रों में मजदूर मजदूरी करने जाते हैं। कोरोना काल से पूर्व निम्न रेलों का ठहराव होता था पर कोरोना काल में बंद कर दिया गया था ही। 70 लाख आबादी वाला जिले के श्रमिकों को अभी कलकत्ता, अहमदाबाद, राजस्थान, चेन्नई, बेंगलोर और अन्य स्थानों पर जाने वाले यात्रियों को 200 किलोमीटर की दूरी पर दीनदयाल उपाध्याय या धनबाद जाना पड़ता है।

लातेहार स्टेशन

18009 - 48020(संतरागाछी एक्सप्रेस)

19607 - 19608(कोलकाता मदार एक्सप्रेस)

19443 - 19414(कोलकाता अहमदाबाद एक्सप्रेस)

छिपादोहर स्टेशन

11448 - 11447(शक्तिपुंज एक्सप्रेस)

13347 -13348 (पलामू एक्सप्रेस)

18631-18632(रांची चोपन एक्सप्रेस भया लोहरदगा)

18613 18614(रांची चोपन एक्सप्रेस भया बरकाखाना)

केचकी स्टेशन

11448 - 11447(शक्तिपुंज एक्सप्रेस)

13347-13348(पलामू एक्सप्रेस)

18635-18636(सासाराम रांची इंटर सिटी एक्सप्रेस)

रिचुघुटा रेलवे स्टेशन

18635-18636 (राँची - सासाराम इंटरसिटी एक्सप्रेस)

18613-18614 & 18631-18632 (रांची -चोपमन एक्सप्रेस)

13347-13348 (पलामू एक्सप्रेस)

11447-11448 (शक्तिपुंज एक्सप्रेस)

रेल ओवर ब्रिज - एनएच 22 चंदवा-चतरा-लातेहार मुख्य मार्ग है, जो चोपन-गोमो रेल लाइन को पार करता है। चंदवा में रेल ओवर ब्रिज की अनुपस्थिति के कारण क्षेत्रवासियों को अत्यधिक कठिनाइयों का सामना करना पड़ता है। यह क्षेत्र उग्रवाद से प्रभावित है और रेल ओवर ब्रिज की कमी ने सुरक्षा और आवागमन में अतिरिक्त समस्याएं उत्पन्न की हैं।

वर्षों से स्थानीय लोगों की मांग रही है कि चंदवा में गोमो-चोपन रेल लाइन पर एक रेल ओवर ब्रिज का निर्माण हो। मैं माननीय मंत्री जी से अनुरोध करता हूँ कि चंदवा में रेल ओवर ब्रिज बनाने की पहल करें, जिससे इस क्षेत्र के निवासियों को राहत मिल सके और विकास को और प्रोत्साहन मिले।

यह अत्यंत दुख का विषय है कि आजादी के 75 वर्षों बाद भी चतरा जिला मुख्यालय रेल लाइन से नहीं जुड़ पाया है। वर्षों से स्थानीय जनता की यह मांग रही है कि उग्रवाद प्रभावित इस क्षेत्र में गया (बिहार) से झारखंड में चतरा जिला होते हुए चंदवा तक रेल सेवा का विस्तार किया जाए। इस रेल सेवा का विस्तार होने से रेल के राजस्व में भी वृद्धि होगी।

मैं माननीय रेल मंत्री जी से यह विनम्र निवेदन करता हूँ कि चतरा जिला मुख्यालय को जल्द से जल्द रेल मार्ग से जोड़ने की दिशा में आवश्यक कदम उठाकर एक निश्चित समय-सीमा के भीतर चतरा से चंदवा तक रेल मार्ग का निर्माण किया जाए। मंगरा में अंडर पास दिया जाए।

चतरा लोकसभा क्षेत्र, झारखंड का एक महत्वपूर्ण हिस्सा है, जो अब तक रेलवे नेटवर्क से पूर्णतः नहीं जुड़ पाया है। चतरा को रेल मार्ग से जोड़ने के लिए नए रेल लाइनों का सर्वेक्षण और निर्माण कार्य शीघ्र प्रारंभ किया जाए, जिससे क्षेत्र के नागरिकों को सुगम आवागमन की सुविधामिल सके।

नेतरहाट तक रेल सेवा का विस्तार: नेतरहाट, जो कि एक प्रमुख पर्यटन स्थल है, तक रेल सेवा बहाल करने की योजना पर कार्य किया जाए। इससे पर्यटन को बढ़ावा मिलेगा और स्थानीय अर्थव्यवस्था सुदृढ़ होगी।

लातेहार रेलवे स्टेशन का आधुनिकीकरण: लातेहार रेलवे स्टेशन को आधुनिक सुविधाओं से युक्त करने के लिए 24.50 करोड़ रुपये की लागत से विकास कार्य किया जा रहा है। इस परियोजना को

शीघ्र पूर्ण किया जाए, जिससे यात्रियों को बेहतर सुविधाएं मिल सकें।

रांची से चलने वाली मेमू ट्रेनों को चंदवा (चतरा) तक विस्तारित किया जाए। साथ ही, क्षेत्र के विभिन्न स्टेशनों पर महत्वपूर्ण ट्रेनों के ठहराव को सुनिश्चित किया जाए, जिससे स्थानीय यात्रियों को लाभ हो।

रेलवे सुरक्षा और सुविधाओं में सुधार, रेल यात्रियों की सुरक्षा के लिए व्यापक कदम उठाए जाएंगे। स्टेशनों पर सीसीटीवी कैमरों की स्थापना, स्कैनिंग मशीनों की कार्यशीलता सुनिश्चित की जाए। साथ ही, दिव्यांग यात्रियों के लिए विशेष सुविधाओं का प्रावधान किया जाए।

रेलवे ट्रैक का दोहरीकरण, विद्युतीकरण और सिग्नल प्रणाली का आधुनिकीकरण किया जाए, जिससे ट्रेन संचालन सुगमता और सुरक्षा सुनिश्चित हो सके।

इन मांगों को पूरा करने से चतरा लोकसभा क्षेत्र में रेलवे सेवाओं का विस्तार होगा, जिससे स्थानीय जनता को आवागमन में सुविधा मिलेगी और क्षेत्र का समग्र विकास संभव हो सकेगा।

***श्री मितेश पटेल (बकाभाई) (आणंद) :** भारतीय रेलवे में 2014 से जो क्रांतिकारी और अविश्वासनीय परिवर्तन और विकास हुए हैं और आगे प्रगति पर हैं, उसके लिए मैं विश्व के सबसे लोकप्रिय नेता और भारत के प्रधान सेवक माननीय नरेन्द्र मोदी जी को बधाई देता हूँ और देश और मेरे संसदीय क्षेत्र की जनता की तरफ से आभार व्यक्त करता हूँ।

भारतीय रेलवे को केंद्रीय बजट 2025-26 में 2,65,200 करोड़ रुपये मिले हैं। नेशनल ट्रांसपोर्टर ने इस बजट को रेलवे स्टेशनों के पुनर्विकास, देश के सुदूर कोने तक अपने नेटवर्क का विस्तार आदि जैसे अन्य बुनियादी ढांचे के कार्यों पर खर्च करने का फैसला किया है।

बजट-2025 में गुजरात में रेलवे के लिए 17,155 करोड़ रुपए का प्रावधान रखने के लिए मैं प्रधानमंत्री श्री नरेन्द्र मोदी जी और वित्त मंत्री श्रीमती निर्मला सीतारमण जी का आभार प्रकट करता हूँ।

प्रधानमंत्री श्री नरेन्द्र मोदी जी के नेतृत्व में पूरे देश के साथ-साथ गुजरात का रेलवे नेटवर्क भी

विकास और विस्तार के स्वर्णिम कालखंड का साक्षी बन रहा है और विकसित भारत बजट-2025 से इस विकास यात्रा को और अधिक गति मिलने वाली है।

2009-14 के दौरान गुजरात में रेलवे के लिए मात्र ₹589 करोड़ की राशि दी गई थी, वहीं मोदी सरकार ने वर्ष 2025-26 में इसे 29 गुना बढ़ाकर ₹17,155 करोड़ करने की ऐतिहासिक घोषणा की है। बीते एक दशक में गुजरात में रेलवे ट्रैक्स के इलेक्ट्रिफिकेशन में भी 22 गुना वृद्धि हुई है और अब गुजरात के 97% रेलवे ट्रैक्स का इलेक्ट्रिफिकेशन हो चुका है।

आने वाले दिनों में ₹6,303 करोड़ की लागत से गुजरात के 87 स्टेशनों को अमृत स्टेशन के रूप में विकसित किया जाएगा। इनमें अहमदाबाद, आणंद, अंकलेश्वर, जामनगर, जूनागढ़ जंक्शन, महेसाणा जंक्शन, नवसारी, पोरबंदर, राजकोट जंक्शन, वडोदरा और वापी प्रमुख हैं। इसके साथ-साथ ₹5,572 करोड़ की लागत से 7 प्रमुख स्टेशनों के पुनर्विकास का कार्य भी प्रगति पर है, जिनमें गांधीनगर राजधानी, साबरमती, सोमनाथ, उधना, सूरत, न्यू भुज और अहमदाबाद शामिल हैं।

गांधीनगर में भी ₹799 करोड़ की लागत से स्टेशन पुनर्विकास के कार्य किये जा रहे हैं। रेलवे नेटवर्क के इस कायाकल्प से गुजरात में व्यापार, उद्योग, यातायात और रोजगार को और भी अधिक बढ़ावा मिलेगा। मैं आदरणीय माननीय रेल मंत्री, भारत सरकार श्री अश्विनी वैष्णव जी का आभार व्यक्त करता हूँ कि उन्होंने हमारे आनंद जंक्शन के विकास हेतु सदैव मेरा उत्साहवर्धन किया है और अमृत स्टेशन के तहत इसके विकास में अभूतपूर्व प्रगति हुई है।

मैंने अपने संसदीय क्षेत्र आनंद में रेलवे संबंधी समस्याओं के निदान हेतु आम बजट 2025-26 में रेलवे को आवंटित बजट से रेलवे विकास संबन्धित अनुदान की मांग का विवरण आपके विचारार्थ सदन के पटल पर रखा है, जिसमें से पेटलाद रेलवे फ्लाईओवर और समारखा रेलवे फ्लाईओवर का कार्य जनहित की दृष्टि से अत्यंत ही महत्वपूर्ण है। तदनुसार मैं निम्न कार्यों को करवाने हेतु बजट की व्यवस्था हेतु आपसे विनम्र आग्रह करता हूँ:-

तारापुर स्टेशन का अपग्रेडेशन और ब्यूटीफिकेशन,

तारापुर- अरनेज- भावनगर (45 की०मी०) नई रेलवे लाइन की स्वीकृति,

आनंद अंतर्गत समरखा चौराहा पर रेलवे द्वारा निर्मित ओवर ब्रिज जो पुराना होने से डैमेज हो रहा है तोड़कर नयी डिजाइन का ओवर ब्रिज बनाना अति आवश्यक है।

आनंद-खंभात सेक्शन के दोहरिकरण का कार्य,

भदरग- नडियाड वाया पेटलाद नैरोगेज को ब्राड गेज में परिवर्तित किया जाय।

आपने मुझे बोलने का समय दिया, इसके लिए धन्यवाद।

***SHRI JAGDAMBIKA PAL (DOMARIYAGANJ):** I would like to express my views on the demand for grants of the ministry of Railways for the year 2025-26. The Indian Railways has always been the backbone of our nation's economic growth, and under the visionary leadership of the Modi govt, it is undergoing a transformational journey.

The central government has allocated ₹2,52,200 crore in budgetary support for Railways in 2025-26, which covers 95% of capital expenditure. Since 2014, there has been a massive boost in capital outlay, ensuring the modernization of Railways with better infrastructure. The operating ratio has improved from 98.9% (2024-25) to 98.43% (2025-26), indicating better financial efficiency. The Budgetary Support to Rs. 2,50,200 cr. in 2025-26 which was only Rs. 28,174 cr. in 2013-14. The result of infusion of Capex is clearly visible as IR has achieved an all-time high freight loading of 1588 MT in FY 2023-24 up from 1095 MT in 2014-15 and Railway is inching towards the goal of 3,000 MT by 2030.

The government has set a target to increase railway freight share to 45% by 2030-31 from the current 26%. Freight revenue for 2025-26 is expected to increase

* Speech was laid on the Table

by 4.4%, reaching ₹1,88,000 crore. The dedicated freight corridors are nearly complete, with 96% of the 2,843 km operational, enhancing goods transport efficiency. Private sector participation is being encouraged through schemes like the General Purpose Wagon Investment Scheme and Liberalized Wagon Investment Scheme.

97% of broad-gauge routes have been electrified, making Indian Railways a leader in green transportation.

The Railways aims to achieve 30 GW of solar and wind power capacity by 2030, promoting clean energy. Open access to power procurement has saved ₹13,417 crore in electricity costs between 2017-18 and 2021-22.

Introduction of new Amrit Bharat non-AC trains for affordable long-distance travel. Vande Bharat Express expansion-136 trains already operational, with upcoming AC sleeper versions. Increased focus on comfort and speed, with premium and high-speed corridors planned for the future.

Consequential train accidents have dropped significantly, with accidents per million kilometres reduced from 0.65 in 2000 to just 0.03 in 2023-24. The introduction of Kavach, an automatic train protection system, is enhancing safety. Already, 1,465 route km are covered. The Rashtriya Rail Sanraksha Kosh (RRSK) fund has been extended to ensure continued investment in safety infrastructure.

Under the Amrit Bharat Station Scheme, 1,337 railway stations are being modernized. Redevelopment focuses on improved facilities, executive lounges, and better connectivity, enhancing the passenger experience. First railway stations have been redeveloped through public-private partnerships (PPP) to improve

efficiency.

Railways' total revenue is projected to grow by 8.3%, reaching Rs. 3,02,100 crore in 2025-26. Sundry revenue (advertisements, land monetization, etc.) has grown by 9% year-over-year, showing better asset utilization.

Government reforms in freight pricing and efficiency improvements will enhance competitiveness against road transport. Railways have adopted a new approach for infrastructure development in the last budget 2024.

Three Economic Railway Corridors- are Energy, Mineral and Cement corridors (192 Projects);

Port connectivity corridors (42 Projects) and

High Traffic Density corridors (200 Projects)

have been identified under the PM Gati Shakti Mission for enabling Multi-Modal connectivity. Capacity enhancement, decongestion of high density networks, achieving reduction in logistics cost in the country, enhancing Passenger experience and their Safety remains the priority areas for the government.

Passenger revenue at Rs 80,000 crore is expected 10% growth from the revised estimate for 2023-24.

Amrit Bharat Train Project:

Objective: Development of 50 new Amrit Bharat Trains.

Fast-Track Initiative: Introduction of 2,500 electrically-powered cargo trains with well-distributed systems.

Train Production Schedule:

2024-25:

EMU (Electric Multiple Unit): 612

MEMU (Mainline Electric Multiple Unit): 944

Recent Developments (2019-24):

Number of involved racks: 291

New production plans for racks: 300

Vande Bharat Trains:

New Sanctions:

102 Vande Bharat Trains for routes of 100-800 km.

Night Sleeper Vande Bharat Trains for routes longer than 700 km.

Unnat Pariyojana Nishpadan: (2024 figures)

Rail Path Construction: 14.54 km/day

Automatic Signalling Installation: 50 km/month

Electronic Interlocking Systems: 10 stations/week

The assured annual outlay for the fund was Rs 20,000 crore every year, with Rs 15,000 crore as contribution from the central government and Rs 5,000 crore from the internal resources of Railways.

It has been extended for another five years from 2022-23.

Category	2013-14 (crore)	2025-26 (crore)	Increase in %
Track Renewals	9800	22800	132%
Workshop Production unit	2200	4624	110%

Bridge and tunnel works	2300	7000	204%
Staff welfare	520	833	60%
Signaling & Talecome	1120	1465	30.80%
Rolling Stock Rehabilitation	14300	23763	66%
Total Rehabilitation Expenditure	30240	60485	100%

Comparisons of Key Railway Performance Indicators (2025-26 vs 2013-14)

Indicators	2013-14	2025-26	% increase
Rail Path Construction	43 km/day	15.07 km/day	250%
Automatic Signalling Installation	7 km/month	60 km/month	757%
Electronic Interlocking Installation	4 station/week	12 station/week	200%

Comparisons of Key Railway Performance Indicators (2025-26 vs 2013-14)

Approval of New Infrastructure in Railways for 2025-26

Infrastructure Type	2023-24 (achieved In km)	2024-25 (Target In km)	2025-26 (Target in km.
New Railway Lines	2,806	700	700
Gauge Conversion	259	200	200
Doubling of Railway Lines	2,244	2,900	2,600
Track Renewals	5,950	5,000	5,500

Hon'ble speaker sir,

These figures reflect the government's unwavering commitment to making the Indian Railways safer, faster, greener, and more efficient.

1. New Railway Lines: 700 km of new railway lines are planned for 2025-26, maintaining the same target as 2024-25.

2. Gauge Conversion: 200 km of gauge conversion projects will be undertaken to enhance connectivity.

3. Doubling of Lines: The target for doubling has been reduced by 10% from 2,900 km (2024-25) to 2,600 km (2025-26), possibly to focus on completing existing projects

4. Track Renewals: Increased by 10% to improve safety and operational efficiency.

The transformation of Indian Railways is not just about infrastructure-it is about

empowering the economy, creating jobs, and improving the lives of millions of citizens.

I wholeheartedly support the Demand for Grants and look forward to continued progress in this vital sector.

***ADV. GOWAAL KAGADA PADAVI (NANDURBAR):** I Would like to place my views on the demand for grants on railways. Railways continue to be the dominant method of travel in many parts of India and especially rural India. And in the modern times, there is a need for rail advancement in the country and a revamp of the railway system. I have certain demands with regard to the railways which I would like to state on record. I am sure everyone has seen the video of a female foreign tourist demonstrating the condition of western toilet on Indian railways in the month of October, 2024. I am also sure everyone has seen the video of the harassment faced by a female foreign tourist by an Indian man traveling from Delhi to Agra and the safety of the women passengers on the train in the month of January, 2025. It is sad that it takes a foreign tourist to showcase the poor conditions of Indian railways when the Indians are tired of complaining. Why does the media only bring it to attention when a foreign tourist shares a video on social media, but when a common Indian man is tired of complaining to the authorities? Anyways, at least the Indian government will take cognizance of it now? Or will it take more international mockery to prove the point?

Indian railways have also seen a recent and shameful death of passengers

* Speech was laid on the Table

on the Delhi platform due to the mistake of the railway authorities. This has once again shown how the Mahakumbh was not only mismanaged in state of Uttar Pradesh but also in Delhi.

Maha-kumbh Mela chief in 2013, Mr. Azam Khan, had resigned when a stampede had happened in northern city of Allahabad, but this time there is no response from the Government. This only shows how remorseful the Government is towards deaths.

Railways is the life-line of the country and its people, but its worse when one sees the conditions of the railways today. The deteriorating conditions of the railways, the plight of the passengers cramped up in tight spaces, the long hours of travel, the delays, the cancellations, the waiting lists, the struggle of a common man and the problems which keep mounting on.

How can we dream of Viksit Bharat especially when you see the quality of trains operating in the country right now. I am sure everyone has seen the trains, the platforms, the stations of developed countries like USA, China, Korea, Japan and many other European nations. Are we even close in comparison to them? Are we even on the same path as them? Have we begun development of such trains? Then why sell fake dreams to the people that we are going to be the 3rd most developed country in the world?

Although, I would still suggest some changes and recommendations for my Nandurbar parliamentary constituency and similarly for the rest of the Indian railways.

I have enlisted certain demands for the Railway of my Nandurbar

parliamentary constituency. You can find them in the following points below:

1. There should be regular trains from Nandurbar to Mumbai every week. The trains usually were running from Bhusawal to Mumbai which is Mumbai-Bhusawal Express i.e. Khandesh Express bearing Train No. 19003 (now 19004) and BDSL Dadar Spl bearing train No 09052. This train was operating from Bhusawal to Mumbai Central Station. The Trains should be from Nandubbar to Mumbai Crotal station instead of Dadar Railway station. It should begin from Mumbai Central Station instead of Dadar station and vice-versa. Mumba Central is the prime location and closer to the government offices located in the south of Mumbai.
2. There should be a special train from Nandurbar to Pune. This is for students and other professionals who travel from Nandurbar and other parts of Khandesh to Pune. The number of people traveling from Nandurbar to Pune is more as compared to Mumbai. This is mainly for people seeking study and job opportunities. The road fare is too expensive especially via buses and other modes of road transport. There should be a new train operating from Nandurbar to Pune for the sake of regular travellers.
3. There should be more Sleeper coaches as compared to AC coaches. There are lot of people who cannot afford AC ticket faces especially from my Nandurbar constituency and the north part of Maharashtra. Therefore, considering my tribal constituency and the regular travellers there should be more sleeper coaches. The population traveling from Nandurbar to other parts of the state and the country are Lower Middle Class or the Lower Class;
4. There should be reduction in ticket fares especially of the train number 09052.

The Zero has to be removed and the ticket fare should drop. These are holiday and special trains which need to be replaced. There is a demand for regular trains from Nandurbar to Mumbai.

5. There is an urgent need of two Elevator works to be completed fast on both the platforms of the Nandurbar Railway Station. These two elevators will be for public use and not commercial use. This will be beneficial to the old persons and handicapped people. There is an urgent need to revamp the trains under Amrit Bharat Railway scheme;

6. New Platform work to be completed fast on the other side of the Nandurbar Railway station. Land acquisition should be expedited and ticket counter to be set up soon on the other side. But this should be completed in a manner without disturbing existing structure of old buildings;

7. Escalator should be there on both the side of the platforms. These will help the old age and divyang patients of the Nandurbar Railway station;

8. There is a demand for a brand-new manufactured trains operating from Nandurbar to Mumbai. The old trains are not in proper working conditions, with poor toilet facilities, poor doors and no CCTV inside trains. There is also demand for CCTV in all areas of the platforms. The CCTV should be in operation especially near the proposed elevators, ticket centre and the platform areas;

9. There is a demand for train from Mumbai to Nandurbar in the nature of Vande Bharat Express or semi-speed Vande Bharat Trains. This will cut down many hours of travel and long-distance hurdles;

10. There is an urgent need of battery-operated vehicle/buggy services for old age

people to transport from vehicle to Train boarding. This will solve many problems related to old people and divyang patients wishing to travel;

11. Upgradation of anti-collision devices (ACDs) and Train Protection and Warning Systems (TPWS) in trains passing from Nandurbar and all the rail zones;

12. There is a need of Railway Protection Force (RPF) in coaches for safety and security on the trains traveling from Nandurbar to elsewhere. This will grant safety and protection to the travellers;

13. Installation of KAVACH system on trains running from Nandurbar. There has been recent rise of train accidents all over India and this system needs to be installed to all the trains of the country in a speedily manner;

14. There should be urgent Repair of toilets etc. both Indian and Western toilets in all the coaches of railways in the country. The exhaust fans are rotting, drainage system is old, the basin is broken, the dispensable soaps are in poor condition, the seats are unhygienic and in total the whole experience is unpleasant. The washrooms need to be renovated urgently especially after a foreigner lady made a video criticising the conditions of the railway;

15. The food maintenance and quality of the food in AC coaches is below par and it needs to be improved and quality testing to be made public. There were instances where the food was kept in a paper containers next to the lavatories.

16. There needs to be new and cleaner bedsheets, towels, blankets and bigger pillows that must be provided in the railways.

17. There are many instances where underpasses have water logging problems giving rise to traffic which needs to be addressed at the earliest.

18. Last but not the least, why does India feel there is a need for bullet trains with such kind of expenditure? If the same money can be utilized for revamping the present Indian railway system then the rest of India can benefit from it and not just the businessmen commuting from Mumbai to Ahmedabad.

***श्रीमती गनीबेन नागाजी ठाकोर (बनासकांठा) :** मैं केन्द्रीय बजट 2025-2026 के रेलवे मंत्रालय की अधीन अनुदानों की मांगों पर अपने विचार रखती हूँ।

रेल विश्व का सबसे बड़ा नेटवर्क है, जो सभी छोटे-बड़े शहरों को जोड़ कर रखे हुए है तथा हर वर्ग के लोगों के सफर को आसानी से करने में मददगार बना रखा है। परंतु इस विभाग की या सरकार की कुछ न कुछ खमियां हैं, जिससे आए दिन रेल गाड़ियों की दुर्घटनाएं होती रहती हैं। उससे काफी जानें जा रही है और काफी लोग घायल हो रहे हैं। उससे लोगों को रेल से सफर करने में भय का सामना करना पड़ रहा है। इन दुर्घटनाओं के रोक थाम के लिए सरकार को कठोर कदम उठाने चाहिए, जिससे भविष्य में ऐसी घटनाओं को रोका जा सके। पिछले बजट की भांति इस वर्ष 2025-26 के बजट में रेल में यात्रा करने वाले, बच्चों, बुजुर्गों की उपेक्षा की गई है। इस बजट में छोटे बच्चों को और बुजुर्गों को दी जाने वाली छूट के बारे में कोई जिक्र नहीं किया गया है। अगर सरकार का इस पर ध्यान जाता तो उपरोक्त सभी वर्गों के लोगों को इसका लाभ मिलता।

मैं गुजरात के बनासकांठा संसदीय क्षेत्र से आती हूँ। उस क्षेत्र का मुख्य रेलवे स्टेशन पालनपुर है। उस स्टेशन से बहुत अधिक यात्रियों द्वारा सफर किया जाता है। इस स्टेशन पर लगा शेड काफी छोटा होने के कारण लोगों को धूप अथवा बारिश में काफी कठिनाइयों का सामना करना पड़ता है। उस स्टेशन से राजधानी के अलावा कई महत्वपूर्ण गाड़ियों का आवागमन होता है, फिर भी अभी तक उस रेलवे स्टेशन पर सरकार का ध्यान नहीं गया है। इसलिए, मैं आपके माध्यम से माननीय रेल मंत्री जी से मेरी मांग है की पालनपुर रेलवे स्टेशन पर पर पूरी तरह से शेड लगवाया जाय और उस स्टेशन को

मॉडल स्टेशन घोषित किया जाए, ताकि वर्षों से उपेक्षित उस रेलवे स्टेशन का विकास कार्य सही तरीके से किया जा सके। साथ ही साथ मेरे संसदीय क्षेत्र में एक भाभर रेलवे स्टेशन है। वह पूर्ण रूप से ग्रामीण क्षेत्र है। वहां के स्थानीय लोग यात्रा के लिए पालनपुर से ट्रेन की यात्रा करते हैं। यदि उस स्टेशन पर अधिक से अधिक रेल गाड़ियों का ठहराव किया जाता है तो वहां के स्थानीय लोगों को काफी सुविधा होगी। मेरे संसदीय क्षेत्र बनासकांठा में स्थित पालनपुर-अहमदाबाद रेलवे फाटक संख्या -169 पर जनता ब्रिज के लिए धनराशि आवंटित की जा चुकी है, परंतु अभी तक उसका निर्माण कार्य शुरू नहीं किया गया है। इस बजट के माध्यम से मेरी माननीय रेल राज्य मंत्री जी से मांग है कि पालनपुर-अहमदाबाद रेलवे फाटक संख्या-169 पर जनता ब्रिज का निर्माण कार्य जल्द से जल्द शुरू करवाया जाए।

***डॉ. आलोक कुमार सुमन (गोपालगंज) :** मैं रेल मंत्रालय के डिमांड्स फॉर ग्रांट्स 2025-26 पर अपने विचार रखता हूँ। मैं भारतीय रेल की बहुत बड़ी भूमिका है भारतीय अर्थव्यवस्था में, माल ढुलाई में तथा लोगों को एक स्थान से दूसरे स्थान तक आवागमन में सराहनीय योगदान है।

विकसित भारत 2047 का लक्ष्य प्राप्त करने की दिशा में, भारतीय रेल ने वर्ष 2024 में अपनी परिवर्तनकारी यात्रा जारी रखी, जिससे आधुनिकीकरण और प्रगति के एक नए युग का मार्ग प्रशस्त हुआ। रेल यात्रा को विश्व स्तरीय अनुभव वाला बनाने, माल ढुलाई दक्षता को बढ़ाने और उन्नत तकनीकों को अपनाने पर जोर देने के साथ, रेलवे ने राष्ट्रीय विकास के उत्प्रेरक के रूप में अपनी भूमिका को मजबूत किया है। आधुनिक स्टेशन, अत्याधुनिक ट्रेनें और अभिनव सुरक्षा प्रणालियां रेल यात्रा के परिदृश्य को नया आकार दे रही हैं। स्थायित्व के लिए प्रतिबद्ध भारतीय रेल व्यापक बुनियादी ढांचे के उन्नयन और क्षमता निर्माण के माध्यम से आर्थिक विकास को आगे बढ़ाते हुए लगातार हरित संचालन की ओर बढ़ रहा है। रेलवे ने इस वर्ष विश्व स्तरीय परिवहन नेटवर्क बनने के अपने दृष्टिकोण की पुष्टि की है, जो गतिशील और विकासशील राष्ट्र की जरूरतों को पूरा करने के लिए परंपरा को नवाचार के साथ जोड़ता है।

* Speech was laid on the Table

वित्तीय वर्ष 2025- 2026 के लिए केंद्रीय बजट में रेलवे के लिए आवंटन रु 2.55 लाख करोड़ रखा गया है, जो पिछले वित्तीय वर्ष (वित्तीय वर्ष 2025) के लिए आवंटित राशि के समान है। पिछले बजट में, जुलाई 2024 में, केंद्रीय वित्त मंत्री माननीय निर्मला सीतारमण ने नई वंदे भारत ट्रेनों की घोषणा की थी और साथ ही यह भी कहा था कि भारत में तीन प्रमुख रेलवे आर्थिक गलियारे बनेंगे, जिनमें ऊर्जा, खनिज और सीमेंट गलियारा पोर्ट कनेक्टिविटी गलियारा और उच्च यातायात घनत्व वाला गलियारा शामिल होगा। महोदय, मैं डिमांड्स फॉर ग्रान्ट्स पर अपनी बात रखते हुए माननीय रेल मंत्री जी का ध्यान अपने संसदीय क्षेत्र गोपालगंज की ओर आकृष्ट करना चाहता हूँ, मेरे संसदीय क्षेत्र के थावे जंक्शन से कोई भी डायरेक्ट ट्रेन महानगरों के लिए नहीं है। दिल्ली और मुंबई जैसे महानगरों के लिए ट्रेन के अभाव में 150-200 बसें चलती हैं। कभी-कभी इन बसों से भयंकर हादसा भी होता है और काफी लोगो की मृत्यु हो जाती है। यह सभी सवारीयां ट्रेन की है लेकिन ट्रेन के अभाव में यहाँ की सवारी बसों से सफर करने के लिए मजबूर होती है। अगर वंदे भारत ट्रेन या अन्य सुपरफास्ट ट्रेंस या मेल ट्रेंस इन महानगरों के लिए थावे जंक्शन से शुरू की जाती है तो रेलवे को रेवेन्यु भी मिलेगा तथा लोगों की समस्याओं से भी समाधान मिलेगा।

भारतीय रेल ने 01.04.2024 से अब तक कुल 3433 किलोमीटर का काम पूरा कर लिया है, जिसमें 1158 किलोमीटर नई लाइन, 259 किलोमीटर गॉज परिवर्तन और 2016 किलोमीटर दोहरीकरण शामिल है। मेरे संसदीय क्षेत्र के थावे जंक्शन से संबंधित जो भी रेलवे ट्रेक की broad gauge & इलेक्ट्रिफिकेशन, पुरा हो चुका है। ट्रेक का दोहरीकरना होना है उसे निर्धारित समय में पूरा कर लिया जाता है तो निश्चित ही इस क्षेत्र का रेलवे से कॉमनेक्टिविटी बढ़ेगी और रेलवे को रेवेन्यु की भी प्राप्ति होगी।

थावे जंक्शन से महानगरों के लिए ट्रेन सेवा की डिमांड 32 लाख लोगों की है। मैंने सदन के माध्यम से अनेकों बार माननीय रेल मंत्री जी एवं रेल मंत्रालय का ध्यान आकृष्ट कराया है।

पूर्वोत्तर रेलवे गोरखपुर के चीफ मैनेजर, ट्रान्सपोर्टेशन मैनेजर (सीपीटीएम) ने प्रस्ताव 6 सितम्बर 2021 को रेलवे बोर्ड के कार्यकारी निदेशक कोचिंग के पास ट्रेन नंबर 15053/15054 लखनऊ छपरा

एक्सप्रेस और 15083/15084 छपरा फरुखाबाद एक्सप्रेस का एक्सटेंशन थावे तक करने के लिए भेजा है लेकिन अभी तक रेलवे बोर्ड के अधिकारियों के द्वारा निर्णय नहीं लेने से थावे तक इनका एक्सटेंशन नहीं हो सका है। अतः मैं माननीय रेल मंत्री जी से आवेदन कर निवेदन करता हूँ कि छापरा लखनऊ एक्सप्रेस और छपरा फरुखाबाद एक्सप्रेस का एक्सटेंशन थावे जंक्शन तक एवं ट्रेन नम्बर 15113/15114 छपरा कचहरी गोमती नगर का एक्सटेंशन दिल्ली तक किया जाए।

थावे जंक्शन बनारस डिविजन में आता है लेकिन पूरे बिहार में इस डिविजन में केवल छपरा में पिटलाइन या रेलवे पिट है जिसके कारण थावे जंक्शन से ट्रेन नहीं है एवं हर तरह के यात्री-व्यापारी, छात्र एवं सीरियस मरीज़ दूसरे जिलों में जाकर ट्रेन पकड़ते हैं। थावे जंक्शन पर कमरशियल फिजिबिलिटी के साथ-साथ यात्रियों की संख्या-क्षेत्र में काफी है। इसलिए थावे जंक्शन को पिटलाइन एवं रेलवे यार्ड की सुविधा दी जाए एवं इसके साथ-साथ 12555/56-गोरखधाम एक्सप्रेस और 12571/72 - हमसफर एक्सप्रेस को थावे जंक्शन होते हुए छपरा तक बढ़ाया जाए अथवा 22412/13 अरुणाचल एक्सप्रेस, 12553/54 वैशाली एक्सप्रेस, 12203/04 गरीबरथ एक्सप्रेस, 12565/66 बिहार सम्पर्क क्रान्ति एक्सप्रेस, ए. सी. एक्सप्रेस आदि ट्रेनों को थावे जंक्शन होते हुए दिल्ली के लिए डाइवर्ट कर दिया जाए। इसके अलावा तेजस या राजधानी एक्सप्रेस, जैसी ट्रेनों को भी थावे जंक्शन से होते हुए चलाई जाए ताकि मेरे संसदीय क्षेत्र के लोगों को महानगरों के लिए डायरेक्ट ट्रेन की सुविधा मिल सके। इससे रेलवे का रेवेन्यू भी बढ़ेगा एवं गोपालगंज का थावे जंक्शन महानगरों से भी जुड़ेगा।

अभी तक देश में विकास के लिए 1253 स्टेशनों की पहचान की गई है तथा इनको आदर्श स्टेशन के रूप में विकसित किया जा रहा है। मेरे संसदीय क्षेत्र का थावे जंक्शन भी आदर्श स्टेशन की तरह विकसित करने के लिए शामिल किया गया है। थावे जंक्शन में विभिन्न यात्री सुविधाओं, जिनमें अन्य बातों के साथ-साथ स्टेशन भवन के अग्रभाग में सुधार, विश्रामालय, प्रतीक्षालय (स्थान की सुविधाओं के साथ) महिलाओं के लिए अलग प्रतीक्षालय, निर्धारित पार्किंग संकेतक, पे एंड उसे टॉयलेट्स, फुट ओवर ब्रिज और रैम्प एट एंट्री टु स्टेशन आदि की कमी है तथा इसमें सुधार की भी ज़रूरत है। थावे जंक्शन के लिए मास्टर प्लान बनाकर आदर्श स्टेशन योजना के तहत जल्द से जल्द काम शुरू किया

जाए ताकि थाने जंक्शन आदर्श स्टेशन योजना के कारण विकसित हो सकें ।

मैं यह बताना चाहूंगा कि उत्तर प्रदेश में मात्र 60-70 किलोमीटर की दूरी पर ही पिट की सुविधा दी गई है जबकि बिहार में पड़ने वाले एनईआर के वाराणसी रेल मंडल में सिर्फ छपरा में ही सुविधा दी गई है । विदित हो कि थावे जंक्शन को पूर्व में मंडल भी घोषित किया गया था और यहाँ ओएसडी की भी पदस्थापना कर दी गई थी थावे जंक्शन को विकसित करने के लिए । अतः मैं माननीय रेलमंत्री जी से निवेदन करता हूँ कि थावे जंक्शन जो कि एनईआर के बनारस डिविजन में आता है. और यह अमृत भारत स्टेशन में शामिल भी है इसको जल्द से जल्द विकसित कर दिया जाए इससे रोजगार भी बढ़ेगा और रेलवे को रेवेन्यु भी मिलेगा । इन्हीं शब्दों के साथ डिमांड्स फॉर ग्रांट्स 2025-26, रेलवे का समर्थन करता हूँ । धन्यवाद ।

***श्रीमती विजयलक्ष्मी देवी (सिवान) :** मैं सीवान, बिहार की जनता की ओर से रेलवे संबंधी महत्वपूर्ण मुद्दों पर अपने विचार रखती हूँ । सबसे पहले, मैं प्रधानमंत्री श्री नरेंद्र मोदी जी और रेल मंत्री श्री अश्विनी वैष्णव जी को धन्यवाद देती हूँ, जिन्होंने भारतीय रेलवे के विकास और आधुनिकीकरण के लिए कई महत्वपूर्ण कदम उठाए हैं ।

बिहार, विशेष रूप से मेरा संसदीय क्षेत्र सीवान, ऐतिहासिक, शैक्षणिक और व्यावसायिक रूप से अत्यंत महत्वपूर्ण स्थान रखता है । लेकिन रेलवे सुविधाओं के अभाव में यहाँ के लोग, व्यापारी, छात्र और आम नागरिक कठिनाइयों का सामना कर रहे हैं । इसलिए, मैं निम्नलिखित मांगों को आपके समक्ष प्रस्तुत करना चाहती हूँ ।

सीवान जंक्शन को 'A-1' ग्रेड स्टेशन का दर्जा दिया जाए । प्लेटफार्मों की संख्या बढ़ाई जाए और वेटिंग हॉल, एस्केलेटर, लिफ्ट और स्वच्छता सुविधाओं में सुधार किया जाए । रेलवे ओवरब्रिज और अंडरपास का निर्माण किया जाए ताकि यातायात सुगम हो । महोदय, सीवान से नई दिल्ली, मुंबई, बंगलुरु, पुणे और कोलकाता के लिए सीधी ट्रेनें चलाई जाएँ ।

बिहार से दक्षिण भारत के लिए रेल संपर्क आज भी कमजोर है, अतः सीवान से चेतई, हैदराबाद और बंगलुरु के लिए नई ट्रेनें चलाई जाएँ। सीवान-गोरखपुर इंटरसिटी ट्रेन को प्रतिदिन किया जाए। अमृत भारत एक्सप्रेस और बंदे भारत ट्रेन का संचालन सीवान से किया जाए।

मैं आपके माध्यम से माननीय रेल मंत्री जी से यह मांग करती हूँ कि, थावे-बगहा-छपरा रेलवे लाइन का कार्य शीघ्र पूरा किया जाए। सीवान-मसरख नई रेल लाइन परियोजना को मंजूरी दी जाए। छपरा-सीवान-गोरखपुर रेलखंड के दोहरीकरण और विद्युतीकरण को जल्द पूरा किया जाए।

सीवान में रेलवे वर्कशॉप और मेंटेनेंस डिपो खोला जाए, जिससे स्थानीय युवाओं को रोजगार मिले। अध्यक्ष महोदय, रेलवे भर्ती में बिहार के युवाओं को प्राथमिकता दी जाए। अध्यक्ष महोदय, मैं आपके माध्यम से यह माँग करती हूँ कि सीवान में रेलवे अस्पताल और हेल्थ सेंटर की स्थापना की जाए।

ट्रेनों में महिलाओं और वरिष्ठ नागरिकों की सुरक्षा के लिए RPF और GRP की संख्या बढ़ाई जाए। टिकट काउंटर और डिजिटल सेवाओं को सुलभ बनाया जाए ताकि यात्रियों को परेशानी न हो। जैसा कि राष्ट्रकवि रामधारी सिंह दिनकर ने कहा है:

"समर शेष है, नहीं पाप का भागी केवल व्याध,
जो तटस्थ हैं, समय लिखेगा उनके भी अपराध।"

इसलिए, मैं सरकार से आग्रह करती हूँ कि वह सीवान और बिहार के विकास के लिए उपरोक्त मांगों को शीघ्र पूरा करे। यह केवल रेलवे के विकास की बात नहीं, बल्कि बिहार की जनता की सामाजिक और आर्थिक समृद्धि का प्रश्न है।

धन्यवाद।

***श्री सुनील कुमार (वाल्मीकि नगर) :** मैं वित्त मंत्री जी द्वारा पेश किये गए 2025-26 के आम बजट में रेलवे संबंधी डिमांड और ग्रांट्स पर अपने विचार रखती हूँ। भारत सरकार ने रेलवे सुधार की दिशा में

काफी उल्लेखनीय कार्य किये हैं जिससे रेलवे सुरक्षा और सुविधा की दृष्टि से काफी सुदृढ़ हुआ है। देश में नए ट्रैक का निर्माण तेज गति से हुआ है और आधुनिक सुविधाओं से युक्त ट्रेन की संख्या में वृद्धि हुई है। प्रस्तुत बजट का स्वागत करते हुए मेरे संसदीय क्षेत्र बाल्मीकिनगर में रेलवे की कुछ प्रमुख समस्याओं के समाधान की तरफ सरकार का ध्यान आकृष्ट कराना चाहता हूँ।

छितौनी- तमकुही रेल लाइन का काम वर्षों से काफी धीमी गति से चल रहा है। यह क्षेत्र पूरी तरह से रेल और सड़क नेटवर्क से वंचित है जिस कारण लोगों को कहीं आने जाने में यहाँ निजी सवारी ही एकमात्र विकल्प है। इस रेल परियोजना को अविलम्ब पूरा कराया जाय। हाजीपुर-सुगौली रेल मार्ग का विस्तार लौरिया, नवलपुर, बथवरिया, चौतरवा होकर बगहा तक किया जाये। बगहा स्टेशन रेलवे को अच्छा राजस्व देने वाला स्टेशन होने के साथ पुलिस जिला मुख्यालय है और बिहार उत्तर प्रदेश की अंतर्राज्यीय व भारत - नेपाल की अंतर्राष्ट्रीय सीमा का प्रमुख स्टेशन है। बेतिया व नरकटियागंज की तर्ज पर बगहा को भी अमृत भारत स्टेशन योजना में शामिल कर इसका सौंदर्यकरण किया जाए।

माननीय मंत्री जी ने गोरखपुर से वाया नरकटियागंज, बेतिया होते हुए पटना तक वन्दे भारत एक्सप्रेस ट्रेन चलाने की घोषणा की है जिसका ठहराव बगहा और हरिनगर में जरूर सुनिश्चित किया जाय। बगहा पुलिस जिला मुख्यालय है और व्यावसायिक दृष्टि से भी एक महत्वपूर्ण स्टेशन है। पूर्व में 13021 मिथिला एक्सप्रेस से पार्सल यान सुगौली तक आता था। लेकिन अब हावड़ा से मोतिहारी तक का ही पार्सल लिया जा रहा है जिससे बाल्मीकिनगर संसदीय क्षेत्र के व्यवसायियों का माल बड़े पैमाने पर हावड़ा से मिथिला एक्सप्रेस द्वारा मंगाया जाता रहा है जो अब सुगौली तक नहीं पहुंचने से परेशानी हो रही है। फिर से पार्सल को सुगौली स्टेशन तक लाने की व्यवस्था पर विचार करने की आवश्यकता है। 15705 व 15706 चम्पारण हमसफ़र एक्सप्रेस, कामाख्या-कटरा एक्सप्रेस और गांधीधाम एक्सप्रेस का ठहराव बगहा रेलवे स्टेशन पर करना सुनिश्चित करना चाहिए, पुलिस जिला मुख्यालय है और बिहार-उत्तरप्रदेश की सीमा पर रेलवे को एक प्रमुख वाणिज्यिक लाभ देने वाला स्टेशन है। बगहा बाल्मीकिनगर नेपाल की अंतर्राष्ट्रीय सीमा भी है इसलिए चम्पारण हमसफ़र एक्सप्रेस ट्रेन को बगहा स्टेशन पर ठहराव सुनिश्चित करने पर विचार करने का कष्ट करें।

गाड़ी नंबर 05096 सुबह 11:30 बजे नरकटियागंज पहुंचती है और अपराह्न 15:15 पर वापस होती है। इस बीच करीब 04 घंटे यह गाड़ी नरकटियागंज खड़ी रहती है जिसे वाया सिकटा रकसौल तक बढ़ाया जा सकता है जिससे इस क्षेत्र के यात्रियों को लाभ होगा। वर्ष 2016 और फिर कोविड काल के पूर्व गोरखपुर से वाया नरकटियागंज होकर मुजफ्फरपुर तक और मुजफ्फरपुर से वाया नरकटियागंज होकर गोरखपुर तक सीधी रेल सेवा द्वारा सवारी गाड़ियां चलती थीं इन्हें पूर्व की भांति ही चलाया जाय ताकि जिला और प्रमंडल मुख्यालय जाने में जनता को परेशानी न हो। यह जानकर खुशी हुई कि रेलवे देशभर में 165 नई अमृत भारत ट्रेन चलाने जा रही है। बिहार व उत्तरप्रदेश के सीमावर्ती जिले पूर्वी व पश्चिमी चम्पारण से हजारों मरीज ईलाज हेतु गोरखपुर मेडिकल कालेज, पीजीआई लखनऊ और दिल्ली एम्स जाते हैं? मुजफ्फरपुर से लखनऊ तक अमृत भारत ट्रेन की इस बजट में घोषणा भी हुई है।

मेरा सरकार से अनुरोध होगा कि इस सुदूरवर्ती व सीमावर्ती क्षेत्र के लिए एक अमृत भारत ट्रेन नई दिल्ली से वाया लखनऊ-गोरखपुर-नरकटियागंज-बेतिया होकर मुजफ्फरपुर तक चलाने पर विचार करे। छात्रों की सुविधा के लिए एक गाड़ी कोटा के लिए मुजफ्फरपुर से वाया नरकटियागंज होकर चलाई जाय। साथ ही नरकटियागंज होकर देहरादून जाने वाली राप्ती गंगा एक्सप्रेस को प्रतिदिन चलाई जाय।

इसके साथ ही सरकार आनंद बिहार से वाया अयोध्या होकर दरभंगा तक चलने वाली 15557/15558 अप/ डाउन अमृत भारत एक्सप्रेस ट्रेन को प्रतिदिन या कम से कम सप्ताह में तीन दिन चलाने पर विचार करे ताकि पूर्वांचल, चम्पारण व मिथिला क्षेत्र के लोग भगवान श्रीराम व माता जानकी की जन्मस्थली अयोध्या व सीतामढ़ी की सुविधापूर्वक यात्रा कर सकें।

बाल्मीकि नगर संसदीय क्षेत्र जो उत्तरप्रदेश और नेपाल की सीमाओं से जुड़ा हुआ है, पर्यटन, धार्मिक एवं अंतर्राष्ट्रीय दृष्टिकोण से अति महत्वपूर्ण स्थल है। समतल भूमि के साथ नेपाल की तराई का मिला-जुला सम्मिश्रण वाला क्षेत्र है बिहार की राजधानी पटना एवं पड़ोसी राज्य उत्तर प्रदेश के गोरखपुर से सटे होने के कारण चिकित्सा, शिक्षा, व्यवसाय एवं अन्य कार्य हेतु संसदीय क्षेत्र सहित उत्तर बिहार के लोगों का गोरखपुर आना-जाना लगा रहता है। अन्य चल रही गाड़ियों की स्थिति भी काफी भीड़भाड़ वाली है। इस चंपारण की धरती पर महात्मा गांधी की कर्मभूमि महर्षि वाल्मीकि की तपोभूमि

के लिए विश्व विख्यात है। इस क्षेत्र के लाखों लोगो की सुविधा के लिए पटना और गोरखपुर के बीच वाया बेटिया, मोतिहारी वन्दे भारत ट्रेन के अलावा मिडल क्लास के लिए भी एक सुपरफ़ास्ट एक्सप्रेस ट्रेन की आवश्यकता है।

बगहा रेलवे ओवरब्रिज का डिजाइन गलत होने से बगहा 2 का बाजार दो भागों में विभक्त हो गया है जिससे व्यवसाय बुरी तरह प्रभावित होने वाला है। स्थानीय व्यवसायी गण की तरफ से मेरा सरकार से यह अनुरोध होगा कि ओवरब्रिज चालू होने के बाद भी स्थानीय व्यवसायियों के हित में उनके परिवार के भरण पोषणके साधन को ध्यान में रखकर वर्तमान रेलवे गुमटी को बंद नहीं किया जाय।

जननायक एक्सप्रेस का ठहराव बाल्मिकीनगर रोड स्टेशन पर भी किया जाय ताकि बाल्मिकीनगर की तरफ जाने वाले यात्रियों को सुविधा हो सके। अंत में मेरा सरकार से अनुरोध है कि इस पिछड़े जनजाति बहुल क्षेत्र के यात्रियों की सुविधा को ध्यान में रखकर मेरी मांगों पर गंभीरता से विचार किया जाये। रेलवे के आधुनिकीकरण और यात्री सुविधाओं में विस्तार के लिए रेल मंत्रालय द्वारा किये जा रहे प्रयासों की मैं पुनः सराहना करते हुए अपनी बात समाप्त करता हूँ।

***श्री दुलू महतो (धनबाद) :** हम सभी यह जानते हैं की जिस गति से माननीय नरेंद्र मोदी जी के नेतृत्व में देश प्रगति कर रहा है, उसी गति से माननीय अश्विनी वैष्णव जी के नेतृत्व में रेल प्रगति कर रही है। रेलवे के विस्तार एवं प्रगति की बात करें, तो भारतीय रेलवे विश्व में चौथा सबसे बड़ा नेटवर्क संचालित करता है, जिसका देश भर में 1.2 लाख किलोमीटर से अधिक का विस्तार है। आज लगभग 14 लाख से अधिक कर्मचारी भारतीय रेलवे के साथ कार्यरत हैं। रेलवे अपने आपमें ही एक बड़ा यातायात नेटवर्क है। परिवहन किसी भी देश के किसी भी आर्थिक, संस्कृति, सामाजिक और औद्योगिक विकास की रीढ़ होता है। भारतीय रेल भारत के लोगों के जीवन का एक अहम हिस्सा है। इसका महत्व यहां के लोगों के लिए अत्यधिक माना गया है। करीब 2.50 करोड़ लोग प्रतिदिन यातायात के लिए भारतीय रेलवे का उपयोग करते हैं। 12.27 लाख कर्मचारियों के साथ भारतीय रेलवे दुनिया की आठवीं सबसे बड़ी

* Speech was laid on the Table

व्यावसायिक इकाई है। भारत का रेल नेटवर्क माल ढुलाई के मामले में भारत करीब 1.01 मिलियन टन के साथ दुनिया में चौथा स्थान पर है।

हम और सभी जानते हैं कि वर्ष 1853 में अंग्रेजों ने भारतीय रेलवे का विकास प्रारंभ किया था और आजादी के बाद विकास लगभग अवरुद्ध-सा हो गया था। वर्ष 2014 में इंडियन रेलवे और डीआरडीओ के डायरेक्टर ने डिस्चार्ज शौचालय को बदलने का मन बनाया था। सभी ट्रेनों में आज जैव शौचालय है। डायरेक्ट डिस्चार्ज शौचालय को बदलकर बायो टॉयलेट और रेल कोचों का नवीनीकरण किया गया है। मैं रेलवे को धन्यवाद दूंगा कि आज स्वच्छता अभियान का महान कार्य किसी ने किया है, तो भारतीय रेलवे ने किया है।

मेरे संसदीय क्षेत्र से संबंधित कुछ मांगों को माननीय रेल मंत्री जी के समक्ष रखना चाहता हूं, जिनका विवरण निम्नलिखित है।

मेरे संसदीय क्षेत्र धनबाद, झारखंड एवं आसपास के जिलों से बड़ी संख्या में श्रद्धालुओं का श्री माता वैष्णो देवी के दर्शन हेतु कटरा-जम्मू की ओर हमेशा आना-जाना बना रहता है और ऐसे में सीधी ट्रेन सुविधा के अभाव से जनता को काफी दिक्कतों का सामना करना पड़ता है। इस संबंध में महोदय को अवगत कराना है कि इस मार्ग पर ट्रेन संख्या 03309/10 धनबाद से जम्मूतवी स्पेशल चल रही है। सरकार से विनम्र अनुरोध है कि इस ट्रेन को नियमित करते हुए श्री माता वैष्णो देवी कटरा तक चलाया जाए, साथ ही इस ट्रेन को एलएचबी कोच से चलाया जाए।

वर्तमान में धनबाद से बनकर दिल्ली के लिए एक भी डेडिकेटेड ट्रेन नहीं है, जो भी दिल्ली के लिए है, वह कोलकाता से बनकर चलती है, जिसके कारण प्रतीक्षा सूची बहुत अधिक होती है और क्षेत्रीय कोटा कम होने के कारण टिकट कन्फर्म नहीं हो पाता है, जिसके कारण हमारे संसदीय क्षेत्र के लोगों को दिल्ली की ओर यात्रा करने में काफी समस्याओं का सामना करना पड़ता है। अतः धनबाद से नई दिल्ली के लिए एक नई ट्रेन चलाने की अत्यंत आवश्यकता है।

सरकार को अवगत कराना चाहता हूं कि मेरे संसदीय क्षेत्र धनबाद एवं आसपास के क्षेत्र से जनता को रोजी-रोटी एवं इलाज हेतु दक्षिणी प्रदेशों की ओर आना-जाना लगा रहता है। धनबाद से इन प्रदेशों

में कोई सीधी ट्रेन की सुविधा न होने के कारण जनता को काफी कठिनाइयों का सामना करना पड़ता है । वर्तमान में इस रूट पर एकमात्र दैनिक नियमित ट्रेन, गाड़ी संख्या 13351/52 धनबाद-अलेप्पी एक्सप्रेस का संचालन हो रहा है, जो एक बहुत धीमी गति की गाड़ी है और इसके स्टॉपेज भी अत्यधिक हैं । यह ट्रेन मेडिकल ट्रेन के नाम से भी प्रसिद्ध है, क्योंकि यह क्षेत्र से सीएमसी, वेल्लोर जाने वाले यात्रियों को सेवा प्रदान करती है । ट्रेन का धीमा होना और इसके अनेक स्टॉपेज के बावजूद, इसमें साल भर हमेशा भीड़ रहती है और ट्रेन में हमेशा वेटिंग लिस्ट होती है । जनरल डिब्बों में सालभर अमानवीय स्थितियां बनी रहती हैं, जो यात्रियों के लिए अत्यंत कठिनाइयों का कारण बनती है । इस स्थिति को ध्यान में रखते हुए, इस रूट पर तिरुवनन्तपुरम तक एक वैकल्पिक सुपरफास्ट ट्रेन की आवश्यकता है।

ट्रेन संख्या 03397/98 धनबाद-नासिक रोड का नियमितकरण एवं लोकमान्य तिलक टर्मिनल तक विस्तार करना आवश्यक है । देश की आर्थिक राजधानी मुंबई सहित इसके निकटवर्ती क्षेत्र में लाखों लोग रोजगार के लिए कोयला राजधानी धनबाद एवं निकटवर्ती क्षेत्र से जाते हैं । धनबाद-लोकमान्य तिलक टर्मिनस (एलटीटी) कोयलानगरी सुपरफास्ट एक्सप्रेस की अति आवश्यकता है । वर्तमान में हावड़ा-सीएसएमटी मेल एवं रांची एलटीटी साप्ताहिक एक्सप्रेस (गोमो होकर) इस मार्ग पर सेवा देने वाली कुछ रेलगाड़ियां हैं, जिसमें धनबाद में रिमोट लोकेशन कोटा के कारण धनबाद या गोमोह में अक्सर सीट उपलब्धता सीमित होती है । पूर्व मध्य रेलवे ने धनबाद से नासिक रोड तक रांची गरीब रथ के पुराने रैक से एक स्पेशल ट्रेन चलाई पर, नासिक रोड तक चलाने के कारण मेरे लोकसभा क्षेत्र के यात्रियों को मुंबई की कनेक्टिंग ट्रेन नहीं मिलने से लोग ब्रेक जर्नी करने पर मजबूर हैं एवं इस ट्रेन की रिटर्न जर्नी में भी अपेक्षानुसार बुकिंग नहीं हो रही है ।

अतः अनुरोध है कि धनबाद से कतरासगढ़, चंद्रपुरा, बरकाकाना, डाल्टोनगंज, सिंगरौली, भुसावल होते हुए नासिक रोड तक चलने वाली 03397/98 गरीब रथ स्पेशल को नियमित करते हुए नॉर्मल एलएचबी कोच काम्पजिशन के साथ एलटीटी मुंबई तक विस्तार किया जाए, ताकि सभी श्रेणी यथा एसी, स्लीपर एवं जनरल श्रेणी के यात्री अपनी सुविधानुसार यात्रा कर सकें एवं ट्रेन में नॉर्मल एलएचबी कोच काम्पजिशन होने के कारण जनरल कोच में गरीब व्यक्ति भी यात्रा कर सकें ।

धनबाद से बेंगलुरु तक केल कैपिटल सुपरफास्ट एक्सप्रेस का परिचालन मेरे लोकसभा क्षेत्र के नागरिकों की पुरानी मांग है। धनबाद एसएमवीटी (सर एम. विश्वेश्वरैया टर्मिनल) ट्रेन के महत्व को कई प्रमुख बिंदुओं द्वारा रेखांकित किया जा सकता है। यह ट्रेन झारखंड के एक महत्वपूर्ण औद्योगिक शहर धनबाद को भारत के एक प्रमुख शैक्षणिक और तकनीकी केंद्र बेंगलुरु से जोड़ेगी। बेंगलुरु में पेशेवर, छात्रों और कामगारों सहित अन्य लोगों की आवाजाही को सुगम बनाने के लिए इस ट्रेन की आवश्यकता बहुत महत्वपूर्ण है। धनबाद और बेंगलुरु के बीच सीधे संपर्क का अभाव वर्षों से रहा है, जिससे यात्रा में असुविधा होती है। इस ट्रेन के माध्यम से यह दूरी कम होगी और लोगों को अधिक सुविधा प्राप्त होगी। साथ ही धनबाद से चलकर भगवान बालाजी का तिरुपति में दर्शन करने जाने हेतु आज कोई ट्रेन नहीं है। वर्तमान में तिरुपति जाने वाले श्रद्धालु गाड़ी संख्या 13351/52 से गुड्डूर तक जाते हैं, जो तिरुपति से लगभग 98 किलोमीटर की दूरी पर स्थित है। सामान के साथ यह ब्रेक यात्रा अत्यंत कठिन हो जाती है, जो कि वृद्धों के लिए और भी कष्टकारी हो जाता है। इस ट्रेन के चलने से तिरुपति धनबाद से सीधे तौर पर जुड़ जाएगा।

धनबाद एवं हजारीबाग, उत्तरी छोटानागपुर प्रमंडल के दो महत्वपूर्ण नगर हैं, जिनकी प्रशासनिक, व्यापारिक एवं सामाजिक गतिविधियों में महत्वपूर्ण भूमिका है। वर्तमान में धनबाद से हजारीबाग तक की यात्रा करने वाले नागरिकों को अत्यधिक कठिनाइयों का सामना करना पड़ता है, क्योंकि यह यात्रा पूरी तरह से बसों पर निर्भर है। बस सेवाएं महंगी होती हैं और उनका समय भी अनियमित होता है, जिससे नागरिकों को काफी असुविधा होती है। धनबाद, गोमो और आसपास के क्षेत्रों के नागरिकों को प्रशासनिक कार्यों के लिए अक्सर हजारीबाग जाना पड़ता है, लेकिन वर्तमान परिवहन व्यवस्था के चलते उन्हें या तो महंगे बस के माध्यम से या फिर पहले कोडरमा तक ट्रेन से यात्रा करनी होती है और फिर बस के द्वारा हजारीबाग पहुंचना होता है। अतः महोदय से विनम्र अनुरोध है कि धनबाद से हजारीबाग, बरकाकाना, मेसरा होते हुए रांची तक मेमो ट्रेन सेवा की शुरुआत की जाए, जिससे नागरिकों को प्रशासनिक कार्यों, व्यापारिक गतिविधियों और सामाजिक कार्यक्रमों में भाग लेने के लिए बेहतर परिवहन सुविधा मिल सके।

धनबाद से आरा जंक्शन तक आज कोई भी सीधी ट्रेन सेवा उपलब्ध नहीं है। इस कारण लाखों यात्रियों को पटना जाकर गाड़ी बदलनी पड़ती है। इस वजह से बुजुर्गों, महिलाओं को विशेषकर तकलीफ होती है। भोजपुर, विक्रमगंज पिरो के बहुत लोग व्यापार एवं आजीविका के लिए धनबाद में निवास करते हैं, जिन्हें विवाह एवं पर्व त्योहार में सीधी ट्रेन सेवा न होने से समस्या होती है। अतः गंगा दामोदर एक्सप्रेस की तर्ज पर गया सासाराम पिरो होते हुए धनबाद-आरा रात्रि ट्रेन चलाई जाए।

कोरोना काल के दौरान बढ़ती महामारी को ध्यान में रखते हुए देश में कई ट्रेनों का संचालन बंद कर दिया गया था। कालांतर में जब देश में कोरोना बीमारी का प्रभाव कम होने पर अस्थायी रूप से बंद ट्रेनों को पुनः बहाल कर दिया गया है, परंतु मेरे संसदीय क्षेत्र धनबाद में अभी भी अस्थायी रूप से बंद की गई ट्रेनों का संचालन बाधित है। बंद पड़ी ट्रेनों का विवरण निम्नलिखित है।

धनबाद-आसनसोल मेमू 63552 (डाउन)/63551 (अप) धनबाद से वर्धमान एवं वर्धमान से धनबाद (प्रतिदिन)। आसनसोल-भोजूडीह मेमू 53522 (डाउन)/53521 (अप) आसनसोल से भोजूडीह एवं भोजूडीह से आसनसोल (प्रतिदिन)। जनहित को ध्यान में रखते हुए मेरे संसदीय क्षेत्र धनबाद में उक्त दोनों ट्रेनों का संचालन पुनः जल्द से जल्द स्थापित किया जाए।

धनबाद के अंतर्गत थापर नगर रेलवे स्टेशन पर कोरोना काल के पूर्व जिन ट्रेनों का ठहराव हुआ करता था, परंतु कोरोना काल के दौरान इन ट्रेनों को थापर नगर रेलवे स्टेशन पर ठहराव अस्थायी रूप से बंद कर दिया गया था, जो कि वर्तमान में भी बाधित है। निम्नलिखित ट्रेनों का थापर नगर रेलवे स्टेशन पर ठहराव होने से थापर नगर एवं आसपास के क्षेत्र से रेल यात्रा करने वाले यात्रियों को काफी सुविधा होगी। देवघर-रांची/दुमका-रांची इंटरसिटी (13319/13320) (18619/18620), कोलफील्ड एक्सप्रेस 12339/12340, ब्लैक डायमंड एक्सप्रेस 22387/22388. थापर नगर रेलवे स्टेशन पर उपरोक्त ट्रेनों का ठहराव कराने की कृपा करें, जिससे जनता को रेल सुविधाओं का लाभ मिल सके।

धनबाद लोकसभा के अंतर्गत कालूबथान रेलवे स्टेशन पर कोरोना काल से पूर्व निम्नलिखित ट्रेनों का ठहराव हुआ करता था, परंतु कोरोना काल के दौरान महामारी को देखते हुए इन ट्रेनों का उक्त रेलवे स्टेशन पर ठहराव अस्थायी रूप से बंद कर दिया गया था, जो अभी भी बाधित है। यदि निम्नलिखित

ट्रेनों का कालूबथान रेलवे स्टेशन पर ठहराव हो जाए, तो कालूबथान एवं आसपास के क्षेत्र से रेल यात्रा करने वाले यात्रियों को काफी सुविधा प्राप्त होगी। देवघर-रांची इंटरसिटी (13319/13320) (18619/18620), कोलफील्ड एक्सप्रेस (12339/12340), कालूबथान रेलवे स्टेशन पर उपरोक्त दोनों ट्रेनों का ठहराव कराने की कृपा करें।

धनबाद लोकसभा के अंतर्गत कुमारधूबी रेलवे स्टेशन पर कोरोना काल से पूर्व निम्नलिखित ट्रेनों का ठहराव हुआ करता था, परंतु कोरोना महामारी के दौरान इन ट्रेनों का कुमारधूबी रेलवे स्टेशन पर अस्थाई रूप से ठहराव बंद कर दिया गया है, जो अभी तक बाधित है। मुंबई मेल (12321/12322), धनबाद -पटना इंटरसिटी एक्सप्रेस (13331/13332), गोमो-आसनसोल ईएमयू (03542/03543), वनांचल-एक्सप्रेस (13403/13404), कुमारधूबी रेलवे स्टेशन पर उपरोक्त सभी ट्रेनों का ठहराव जल्द से जल्द करने की कृपा करें।

धनबाद जिले के अंतर्गत श्री राम राज मंदिर चिटाहिधाम आस्था का प्रमुख केंद्र है। यहां प्रतिदिन हजारों की संख्या में श्रद्धालु दर्शन पूजन करने आते हैं। मंदिर परिसर तक आने हेतु एनएच 32 सीनीडीह से मुख्य रास्ता मंदिर तक जाता है। उक्त रास्ते में धनबाद-चन्द्रपुरा रेलखंड के 20वें किलोमीटर में अवस्थित अंडरपास से होकर जाना पड़ता है, जो अत्यंत ही संकरा और छोटा है। इस अंडरपास में बड़े आकार के चार पहिया वाहनों को आवागमन में काफी परेशानी होती है। अतः निवेदन है की श्रद्धालुओं एवं ग्रामीणों के सुगम आवागमन हेतु धनबाद-चन्द्रपुरा रेलखंड के 20वें किलोमीटर में अवस्थित उक्त अंडरपास का पुनर्निर्माण करवाया जाए, जिससे की बड़ी चार पहिया वाली गाड़ियां वहां से गुजर सकें।

दक्षिण पूर्व रेलवे के आद्रा मंडल अंतर्गत मालकेरा (MLQ) महुदा (MHQ) खंड स्थित लेवल क्रॉसिंग AM50-AM51 के बीच ओवरब्रिज की मांग वर्षों से की जा रही है। रेलवे द्वारा अंडरब्रिज का प्रस्ताव लाया गया था, जिसको ग्रामीणों ने पुरजोर विरोध भी किया था। ग्रामीणों द्वारा चयनित स्थल पर ओवरब्रिज का निर्माण सुगम एवं कम लागत का होगा, जो आपके स्तर पर विचाराधीन एवं निर्णय योग्य है। अतः सरकार से आग्रह है कि जनहित को ध्यान में रखकर दक्षिण पूर्व रेलवे के आद्रा मंडल अंतर्गत मालकेरा (MLQ) महुदा (MHQ) खंड पर लेवल क्रॉसिंग AM50 एवं AM51 के बीच प्रस्तावित

अंडरब्रिज को निरस्त कर ओवरब्रिज के निर्माण का निर्देश दिया जाए।

इसके साथ-साथ मेरे संसदीय क्षेत्र से संबंधित कुछ अन्य प्रमुख मांगों की ओर माननीय रेल मंत्री जी का ध्यान आकर्षित करना चाहता हूँ।

कुसुण्डा रेलवे फाटक से जोनल ट्रेनिंग स्कूल भूली होते हुए बासेपुर तक सड़क निर्माण हेतु एनओसी दी जाए। धनबाद रेलवे स्टेशन दक्षिणी भाग पुराना बाजार अंडरब्रिज से स्टेशन तक सड़क का जिर्णोद्धार करवाया जाए। धनबाद रेलवे स्टेशन दक्षिणी भाग से झरिया पुल तक खाली पड़े स्थल पर पार्किंग एवं दुकान बनाकर आवंटित किया जाए। धनबाद रेल मंडल अन्तर्गत रेलवे के आवासीय परिसर की नियमित साफ-सफाई हेतु जर्जर आवासों की मरम्मत को सुनिश्चित किया जाए। धनबाद रेलवे अस्पताल को सुपर स्पेशलिटी अस्पताल में परिवर्तित किया जाए। धनबाद के लिए आपालकालीन कोटा में वृद्धि की जाए। साथ ही जिन ट्रेनों में कोटा नहीं है, उसमें कोटा उपलब्ध कराया जाए। धनबाद रेलवे स्टेशन पर स्थित रिटायरिंग रूम एवं डॉरमेट्री को उच्च स्तरीय एवं अधुनिक सुविधा युक्त बनाया जाए। धनबाद चन्द्रपुरा सवारी गाड़ी 03331-32 का फेरा बढ़ाते हुए नियमित परिचालन किया जाए।

मैं आशा करता हूँ की माननीय रेल मंत्री जी मेरे संसदीय क्षेत्र से संबंधित रेलवे की मांगों पर विचार करते हुए बजटीय प्रावधान कर, उन्हें जल्द से जल्द पूरा करेंगे, जिससे मेरे संसदीय क्षेत्र धनबाद की जनता रेलवे की सुविधाओं का लाभ ले सके।

***SHRI LAVU SRIKRISHNA DEVARAYALU (NARASARAOPET):** I with immense gratitude to commend the visionary leadership of Hon'ble Prime Minister Shri Narendra Modi ji and Hon'ble Chief Minister of Andhra Pradesh Shri N. Chandrababu Naidu garu for their unwavering commitment to the development of Indian Railways. The remarkable increase in railway budget allocation-from Rs. 68,018 crore in 2019-20 to a staggering Rs. 2,55,445 crore in 2025-26-reflects the

* Speech was laid on the Table

bold and decisive approach of this double-engine government. This 275% surge is not just a number, it is a testament to the relentless efforts of the Modi government in modernizing our railway infrastructure and making it truly future-ready.

The approval of the South Coast Railway Zone and the Amaravati Railway Line marks a historic milestone for Andhra Pradesh. These projects will serve as catalysts for economic growth, significantly boosting industrial and agricultural activities while strengthening connectivity between major cities and ports. The double-engine government has ensured that Andhra Pradesh gets the long-overdue attention it deserves, unlocking new opportunities for trade, investment, and employment.

I would like to highlight the government's unparalleled focus on transforming Indian Railways into a world-class entity, in line with the vision of Atmanirbhar and Viksit Bharat. The record capital expenditure of Rs. 2,62,200 crore allocated to Railways in the Union Budget 2024-25 represents a significant increase from Rs. 2,40,200 crore in 2023-24 and an even more substantial rise from Rs. 28,174 crore in 2013-14. This commitment underscores the government's resolve to modernize the railway sector, drive economic growth, and enhance connectivity.

Under the leadership of Prime Minister Narendra Modi ji, railway infrastructure development in Andhra Pradesh has been prioritized. The Rs. 2,245 crore Amaravati Railway Line will establish crucial connectivity to major cities like Hyderabad, Chennai, and Kolkata, while providing vital access to key ports, including Machilipatnam, Kakinada, and Krishnapatnam. These projects will boost trade and logistics, significantly enhancing the state's economic prospects.

Additionally, Chief Minister N Chandrababu Naidu garu has demonstrated exceptional leadership in fast-tracking these railway projects. In just four months since the formation of the government, he has set up a dedicated task force to address land acquisition challenges and ensure timely project completion. Land acquisition for crucial lines, such as the Kotipalli-Narsapur line and the Renigunta-Gudur third line, is set to be completed within four months. Furthermore, Rs. 20 crore has been approved for acquiring land for the Nadikudi-Srikalahasti route, while the Kadapa-Bengaluru line is being reassessed for alignment changes.

The passage of the Railways Amendment Bill 2024 is another commendable step by this government. By empowering the Railway Board with greater autonomy, the Bill lays the foundation for a railway sector that is more responsive, accountable, and aligned with the demands of a rapidly evolving economy. It ensures that Indian Railways is future-ready and capable of meeting the challenges ahead with agility and effectiveness.

Moving to the concerns of my constituency, Narasaraopet, I am grateful for the Union Government's decision to extend the benefits of the Amrit Bharat Station Scheme to six railway stations in Palnadu. This initiative will modernize these stations and enhance passenger facilities. The Nadikudi-Srikalahasti railway project will drive industrial growth in the drought-prone regions of Palnadu and Prakasam, facilitating freight transport in this mineral-rich belt.

However, certain issues require urgent attention. The doubling of the Guntur-Bibinagar railway line, though approved, is yet to be implemented. I request the Ministry to expedite this project to improve connectivity and economic

opportunities. Additionally, I urge the government to consider extending the Vijayawada-Bangalore Vande Bharat Express to Guntur via Narasaraopet, ensuring better connectivity for our people.

Furthermore, I have made representations to the Ministry of Railways and South Central Railways to introduce new train services, extend existing ones, and provide halts at stations in Palnadu, which will significantly benefit the region. The introduction of MMTS Train services with metro-like standards in high-population areas will address the growing demand for efficient public transportation. Several train stoppages were discontinued during the COVID-19 pandemic, and I strongly urge their restoration to enhance transportation facilities for passengers in the region. In particular, trains such as the Narsapur-Secunderabad Express and the Repalle-Secunderabad Delta Express no longer halt in Palnadu. I request the reinstatement of these stoppages to improve connectivity and address the commuting needs of the local population.

I also urge the Ministry to focus on improving station amenities, such as TIB and CIB displays, drinking water facilities, washrooms, parking facilities, platform shed extensions, and the conversion of 24 railway underbridges (RuBs) into railway overbridges (RoBs). The proposal to expedite the conversion of these proposed RuBs into RoBs in the Palnadu district should be prioritized and expedited. These are critical to improving passenger comfort and overall railway efficiency in my constituency.

the National Rail Plan's ambitious goal to increase the share of freight traffic by rail from 27% to 45% by 2030 is a crucial step toward transforming India's rail

infrastructure and economy. However, to achieve this target, the focus must be on improving infrastructure and diversifying the types of goods transported by rail. The construction of Dedicated Freight Corridors (DFCs) on key routes has already shown tangible benefits, reducing commodity prices and contributing to revenue growth.

Yet, Indian Railways must reduce its dependence on coal, which currently accounts for 50% of freight volumes and revenue. With the global shift toward sustainable energy, coal's dominance is likely to decline. Therefore, it is vital to expand the range of freight offerings, including agricultural products, intermodal cargo, and consumer goods. Anantapur, the "Fruit Bowl of Andhra Pradesh," had the first Kisan Rail of South India, connecting it to New Delhi. Unfortunately, this service was discontinued during COVID-19. I urge the Ministry to reinstate the Kisan Rail services in Andhra Pradesh and reintroduce the 50% transportation subsidy on fruits and vegetables.

The redevelopment of railway stations under the Amrit Bharat Stations Scheme is commendable. However, I urge the government to accelerate this process by involving private players through Public-Private Partnerships (PPP). Such collaborations will not only enhance infrastructure but also make the railway system more efficient and future-ready.

Lastly, I request the Honourable Minister to reinstate the railway concession for senior citizens, which was suspended during the COVID-19 lockdown. Before its suspension, around 12 crore senior citizen passengers benefited from this concession in 2019-20. Given that the pandemic crisis has passed, restoring this

concession would be a compassionate step towards making rail travel more accessible for the elderly.

I strongly urge the Ministry to consider the proposals and recommendations put forth. I commend the government for this budget and the steps taken toward building a modern, efficient, and accessible railway network that will serve the needs of our people, support economic development, and contribute to a prosperous India.

Under the able leadership of PM Modi ji and CM Chandrababu Naidu garu, the double-engine government is scripting a new chapter of progress, ensuring Andhra Pradesh remains a key driver of India's economic growth. Let us move forward with this vision, making Indian Railways not just the backbone of our nation's development but a symbol of world-class infrastructure and efficiency.

Thank you.

***डॉ. बच्छाव शोभा दिनेश (धुले) :** मैं रेल मंत्रालय के नियंत्रणाधीन अनुदान मांगों पर अपने विचार रखता हूँ। मैं पार्टी नेतृत्व का भी धन्यवाद करना चाहूंगी। मैं रेल मंत्रालय से संबंधित कुछ मुद्दे प्रस्तुत करना चाहूंगी।

रेलवे की कुल आंतरिक आय का 60 परसेंट से अधिक हिस्सा माल भाड़े की आय से प्राप्त होता है। वर्ष 2022 में, रेलवे ने 2027 तक 3,000 मिलियन टन (MT) माल परिवहन का लक्ष्य निर्धारित किया था, जो 2022-23 के स्तर (1,509 मिलियन टन) का लगभग दोगुना है। बाद में इस लक्ष्य की समय-सीमा को बढ़ाकर 2030 कर दिया गया। इस लक्ष्य को 2030-31 तक प्राप्त करने के लिए रेलवे के माल यातायात को 9 परसेंट की वार्षिक वृद्धि दर से बढ़ाना आवश्यक होगा। हालांकि, वर्तमान में

* Speech was laid on the Table

वार्षिक वृद्धि दर लगभग 4 परसेंट है, जो आवश्यक दर के आधे से भी कम है। राष्ट्रीय रेल योजना, 2020 (NRP) ने उल्लेख किया था कि क्षमता में अपर्याप्त निवेश के कारण उच्च मांग वाले मार्गों पर भारी भीड़भाड़ देखी जा रही है - 80 परसेंट उच्च घनत्व वाले नेटवर्क मार्गों और 48 परसेंट उच्च उपयोग वाले नेटवर्क मार्गों पर क्षमता उपयोग 100 परसेंट से अधिक दर्ज किया गया है। NRP ने यह भी बताया कि मालगाड़ियों की औसत गति कम है। वर्ष 2022-23 में, भारत में मालगाड़ियों की औसत गति 30 किलोमीटर प्रति घंटा थी, जबकि एक दशक पहले, 2012-13 में यह गति 26 किलोमीटर प्रति घंटा थी। इस तथ्य को ध्यान में रखते हुए कि रेलवे की अधिकांश आंतरिक आय माल यातायात से आती है, मंत्रालय को महत्वपूर्ण माल परिवहन मार्गों पर भीड़भाड़ और मालगाड़ियों की धीमी औसत गति जैसी समस्याओं का समाधान करने की आवश्यकता है।

रेलवे के संदर्भ में, दुर्घटनाओं में हुई भारी वृद्धि और उससे होने वाली मौतों व चोटों का मुद्दा उठाना आवश्यक है, जैसे कि बालासोर और कंचनजंघा दुर्घटनाएं, और पिछले दो वर्षों में हुई कई अन्य घटनाएं। ये घटनाएं रेलवे में सुरक्षा बढ़ाने की आवश्यकता को उजागर करती हैं। पूरे भारत में स्वचालित ट्रेन सुरक्षा प्रणाली 'कवच' (Kavach) की तैनाती इन टकरावों को रोकने की दिशा में सबसे महत्वपूर्ण कदम हो सकता है। सरकार ने दावा किया था कि वर्ष 2022-23 में 2000 किलोमीटर रेलवे ट्रैक पर 'कवच' प्रणाली स्थापित की जाएगी। हालांकि, अब मार्च 2025 में, दो साल से अधिक समय बीत जाने के बावजूद, यह कहने में अत्यंत दुख होता है कि केवल 1500 किलोमीटर से भी कम क्षेत्र में 'कवच' प्रणाली स्थापित की गई है। रेलवे के कुल 72,000 किलोमीटर के ट्रैक नेटवर्क की तुलना में, यह कुल ट्रैक का मात्र 3 परसेंट भी नहीं है। महोदय, 'कवच' प्रणाली लगाने की लागत लगभग 50 लाख रुपये प्रति किलोमीटर और 80 लाख रुपये प्रति लोकोमोटिव है। इसका अर्थ है कि 2000 किलोमीटर में 'कवच' प्रणाली लगाने के लिए लगभग 1 लाख करोड़ रुपये की आवश्यकता है, जिसमें प्रति लोकोमोटिव लागत शामिल नहीं है। फिर भी, दिसंबर 2024 तक 'कवच' कार्यों पर खर्च की गई राशि मात्र 1,547 करोड़ रुपये है, जो आवश्यक धनराशि का 2 परसेंट भी नहीं है। यह देखते हुए कि 'कवच' एक स्वदेशी प्रणाली है, जो भारत में निर्मित और विपणन की जाती है, इसके लिए इतनी कम धनराशि क्यों आवंटित

की जा रही है? क्या भारत का आम नागरिक, जो अपनी रोजमर्रा की यात्रा के लिए रेलवे पर निर्भर करता है, सुरक्षित और विश्वसनीय परिवहन प्रणाली का हकदार नहीं है?

इतना ही नहीं, सरकार ने यह दिखा दिया है कि वे और जनता की सुरक्षा के प्रति उदासीन हैं, क्योंकि उन्होंने रेलवे में सुरक्षा कार्यों के लिए धनराशि में कटौती कर दी है। भारत के नियंत्रक और महालेखा परीक्षक (CAG) की 2022 की ऑडिट रिपोर्ट में यह देखा गया कि रेलवे, अपनी आंतरिक आय के माध्यम से राष्ट्रीय रेल संरक्षा कोष (RRSK) को वित्तपोषित करने में विफल रही है, क्योंकि राजस्व अधिशेष (Revenue Surplus) अपर्याप्त रहा है। वर्ष 2019-20 में, जहां 5,000 करोड़ रुपये का वित्तपोषण आवश्यक था, वहां केवल 201 करोड़ रुपये ही इस कोष में स्थानांतरित किया गया। यह कुल राशि का मात्र 4 परसेंट है। वर्ष 2021 से 2025 के बीच, रेलवे संसाधनों से राष्ट्रीय रेल संरक्षा कोष (RRSK) के लिए 9,800 करोड़ रुपये का बजट निर्धारित किया गया था, लेकिन वास्तव में इस कोष में 5,000 करोड़ रुपये से भी कम राशि हस्तांतरित की गई। वर्ष 2017-18 से 2022-23 तक, रेलवे के एक अन्य सुरक्षा कोष हास निधि (Depreciation Reserve Fund - DRF) के लिए कुल 9,600 करोड़ रुपये का बजट निर्धारित किया गया था। लेकिन रेलवे ने इस कोष से मात्र 3,140 करोड़ रुपये खर्च किए, जो कि कुल निर्धारित राशि का एक-तिहाई से भी कम है। संपत्तियों के मूल्यहास (Asset Depreciation) के लिए अपर्याप्त बजट आवंटन के कारण संपत्ति प्रतिस्थापन कार्यों (Asset Replacement Works) में भारी देरी हुई है, जिसका अनुमानित मूल्य मार्च 2022 तक 34,319 करोड़ रुपये है (CAG के अनुसार)। बचपन से हम सुनते आए हैं- "समय पर किया गया एक टांका, नौ टांकों को बचाता है"। अतः मैं माननीय मंत्री महोदय से अनुरोध करती हूं कि रेलवे के सुरक्षा कार्यों को सर्वोच्च प्राथमिकता दी जाए।

रेलवे भारत की जीवनरेखा है। यह केवल लोगों को जोड़ने का माध्यम ही नहीं है, बल्कि देशभर में हजारों लोगों को रोजगार प्रदान करने में भी इसकी महत्वपूर्ण भूमिका है। मैं उन लाखों रेलवे कर्मचारियों का धन्यवाद करना चाहूंगी, जो मिलकर कार्य करते हैं और देश में रेलवे के संचालन को संभव बनाते हैं। रेलवे कर्मचारियों की सुरक्षा एक और महत्वपूर्ण विषय है। मैं इस सदन को नवंबर 2024

में हुई दुर्भाग्यपूर्ण घटना की याद दिलाना चाहूंगी, जिसमें अमर कुमार राव नामक एक गरीब और मेहनती कुली की एक शंटिंग ऑपरेशन के दौरान मौत हो गई थी। भले ही ज्यादातर लोग इस घटना को भूल गए हों, लेकिन मैं इसे नहीं भूली हूँ। अमर राव बस अपना काम कर रहे थे। वह दो कोचों के बीच कपलिंग खोलने का प्रयास कर रहे थे, तभी अचानक ट्रेन ने रिवर्स चलना शुरू कर दिया और वह दो डिब्बों के बीच कुचल गए। मुझे पूछना है कि जब आज के युग में कपलिंग-डीकपलिंग (Coupling-Decoupling) के लिए सुरक्षित और स्वचालित तकनीक उपलब्ध है, तो सरकार अब भी मैनुअल अनकपलिंग प्रक्रिया का उपयोग क्यों कर रही है? मैं सरकार से अनुरोध करती हूँ कि मैनुअल कपलिंग प्रक्रिया को समाप्त कर इसे पूरी तरह से यंत्रीकृत (mechanised) किया जाए। इस देश के श्रमिक सुरक्षित कार्य प्रणालियों के हकदार हैं।

गरीब और जरूरतमंद यात्रियों के प्रति मंत्रालय की उपेक्षा गंभीर चिंता का विषय है। मार्च 2020 में, कोविड प्रोटोकॉल के मद्देनजर वरिष्ठ नागरिकों को दी जाने वाली रियायत वापस ले ली गई थी। वर्ष 2022 में 17वीं लोकसभा की रेलवे पर स्थायी समिति ने अपनी 12वीं रिपोर्ट में सिफारिश की थी कि मंत्रालय को कम से कम स्लीपर क्लास और तृतीय एसी में वरिष्ठ नागरिकों के लिए रियायत बहाल करने पर पुनर्विचार करना चाहिए, ताकि वास्तव में जरूरतमंद वरिष्ठ नागरिक इस सुविधा का लाभ उठा सकें। विभिन्न सांसदों ने इस मुद्दे को उठाया है। मैं आग्रह करती हूँ कि वरिष्ठ नागरिकों के लिए रियायत को पुनः शुरू किया जाए।

अक्टूबर 2020 में, रेलवे बोर्ड के तत्कालीन अध्यक्ष ने घोषणा की थी कि सरकार ने सभी मेल और एक्सप्रेस ट्रेनों से नॉन-एयरकंडीशन (नॉन-एसी) डिब्बों को चरणबद्ध तरीके से हटाने का कार्य शुरू कर दिया है। हालांकि, गैर-एसी डिब्बों को हटाने की दिशा में बहुत कम प्रगति दिखाई देती है। इस सरकार द्वारा गरीब रथ ट्रेनों की उपेक्षा चिंताजनक है, क्योंकि ये ट्रेनें भारत के लोगों को सस्ती, आरामदायक, सुरक्षित और सम्मानजनक यात्रा का विकल्प प्रदान करती थीं। इसके विपरीत, सरकार का अमृत भारत एक्सप्रेस ट्रेनों पर ध्यान केंद्रित करना चिंता का विषय है, क्योंकि ये ट्रेनें अधिकतम 130 किमी/घंटा की गति तक चल सकती हैं, फिर भी इनमें कई गैर-एसी डिब्बे शामिल हैं। यह स्वयं

सरकार के अनुसार यात्रियों की सुरक्षा और सुविधा के लिए एक गंभीर जोखिम है।

अंत में, मैं सरकार से अनुरोध करती हूँ कि वह मेरे निर्वाचन क्षेत्र धुले में चलने वाली ट्रेनों के मार्गों और ठहराव से संबंधित कई महत्वपूर्ण अनुरोधों पर विचार करे। सबसे पहले, धुले (बोरविहिर)-नरडाना रेलवे लाइन को 31.01.2019 को स्वीकृति दी गई थी। हालांकि, इस परियोजना की प्रगति बहुत धीमी है। स्थानीय निवासी लंबे समय से इस वादे के तहत दी जाने वाली बुनियादी सुविधाओं की प्रतीक्षा कर रहे हैं। मैं माननीय मंत्री जी से अनुरोध करती हूँ कि वे इस परियोजना की वर्तमान स्थिति के बारे में जानकारी प्रदान करें और इसके कार्य में तेजी लाएं। इस रेलवे लाइन के शीघ्र पूरा होने से इस क्षेत्र में निवास करने वाले करोड़ों लोगों के सामाजिक-आर्थिक कल्याण को बहुत बल मिलेगा। दूसरे, मुंबई-नागपुर हाई स्पीड रेल परियोजना के लिए विस्तृत परियोजना रिपोर्ट (DPR) वर्ष 2023 में प्रस्तुत की गई थी, लेकिन मंत्रालय की मंजूरी अभी भी लंबित है। इस स्वीकृति में देरी क्यों हो रही है? यदि कोई समस्या है तो उसे जल्द से जल्द सुलझाया जाना चाहिए। तीसरे, सरकार ने इंदौर और मनमाड़ के बीच एक नई रेलवे लाइन का प्रस्ताव दिया है। मैं मंत्रालय से अनुरोध करती हूँ कि वह इस परियोजना के लिए डीपीआर तैयार करे और उसे जारी करे, ताकि कार्य शीघ्र आरंभ किया जा सके। ट्रेनों के ठहराव, नई ट्रेनों के संचालन या पुलों के निर्माण से संबंधित किसी भी अतिरिक्त मांग को यहां जोड़ा जा सकता है। धन्यवाद। जय हिंद। जय महाराष्ट्र।

***SHRI B. Y. RAGHAVENDRA (SHIMOGA):** I highlight the remarkable progress of Indian Railways over the last decade and how this year's budget is taking it in the right direction. The Railway Budget 2025-26 is not just about numbers; it is about growth, connectivity, and a vision for a stronger, more inclusive India. Under the leadership of Prime Minister Narendra Modi Ji, Indian Railways has undergone historic changes. What was once an outdated system is now a modern,

* Speech was laid on the Table

safe, and high-speed network, driving our economy forward.

A Decade of Progress in Indian Railways: Since 2014, we have worked to make Indian Railways a symbol of development and opportunity. Today, close to 95% of broad-gauge tracks are electrified. New tracks are being laid at 150 km per year, up from just 113 km before 2014. The Indian Railways is currently running around 136 Vande Bharat Express train services across the country. But this progress is not just about infrastructure-it is about empowering people. Railways have created lakhs of jobs, improved business logistics, and made travel affordable and comfortable, especially for lower-income groups.

Railway Budget 2025-26: A Vision for Growth. This year's budget sets new records in investment and expansion:

- Rs. 2,65,200 crore Railways. Highest-ever capital allocation for Indian Railways
- 200 new Vande Bharat trains for faster travel.
- 100 Amrit Bharat trains for affordable long-distance journeys.
- 17,500 new non-AC general coaches for the common people.
- Rs.1,16,514 crore for safety, ensuring secure journeys.
- Freight expansion to help farmers, businesses, and entrepreneurs transport goods faster and at lower costs.

Strengthening Railways in Karnataka. Karnataka is receiving Rs. 7,564 crore this year, showing the government's commitment to railway development: 1,652 km of new railway tracks added since 2014 more than the total railway

network of Sri Lanka! 96.5% electrification completed, making travel smoother and more efficient. Kavach safety system being deployed across 1,672 route km to enhance security. Demand for grants regarding Budget 2025

I would like to bring the kind attention of the Hon'ble Railway Minister to some important railway proposals that are crucial for the people of my constituency and the surrounding regions. These proposals will improve connectivity, boost economic growth, and provide better travel facilities for passengers. Bhadravathi is home to Visvesvaraya Iron & Steel Plant (VISL), Mysore Paper Mill, and the industrial hub of Machenahalli. The Government of India has taken steps to revive VISL by approving a mining plan and reserving 150 acres of iron ore land.

A new railway line from Bhadravathi to Chickjajur via Channagiri (80 km) will improve connectivity for passengers and help in transporting mining goods from Sandur to Bhadravathi in the future. I request the Hon'ble Minister to sanction this railway line at the earliest.

Many people from Sagara and Thalaguppa travel daily for work, education, and pilgrimage. A railway line from Thalaguppa to Hubballi via Siddapura, Sirsi, and Thadasa will provide them with a much-needed travel option. I request the Hon'ble Minister to approve this important project.

Shivamogga and Bhadravathi have a large number of passengers traveling daily for business, education, and pilgrimage.

A direct railway line from Shivamogga to Mangalore via Shringeri, Karkala, and Uppinangadi will save time and improve travel convenience. I urge the Hon'ble Minister to sanction this railway line.

Many people from Shivamogga and Bhadravathi travel daily to Bengaluru for work, business, and education. A Vande Bharat train between Yeshwantpur and Shivamogga will provide a fast and comfortable travel option. I kindly request the Hon'ble Minister to approve this train service.

With the construction of the Shivamogga-Shikaripura-Ranebennur new railway line and the Koteganguru Coaching Depot, train traffic in this section will increase significantly. The Birur-Bangalore railway line doubling is almost complete. Extending it to Shivamogga will reduce delays, improve efficiency, and enhance both passenger and freight movement. I urge the Hon'ble Minister to approve this project at the earliest.

The Mookambika Road Byndoor station is the main railway station for pilgrims visiting the Kollur Sri Mookambika Temple, one of the most sacred places in the country. Several important trains pass through this station without stopping. I request the Hon'ble Minister to provide stoppages for the Vande Bharat train and all express train passing through this station.

Providing stoppages for these trains will save time and reduce unnecessary travel expenses for thousands of devotees.

Train No. 10215/10216 Madgaon-Ernakulam Super Express, currently a weekly service, should be made a daily train and renamed "Mookambika Express", with a stoppage at Mookambika Road Byndoor. KRCL authorities have confirmed there are no obstacles to this proposal. I urge the Hon'ble Minister to approve this request.

Please consider merging Konkan Railway Corporation with Indian Railways.

This will help in bringing in budgetary investments that are essential for infrastructure development.

Byndoor, with its major ports like Gangolli Harbour, Maravanthe Outer Harbour, and fish landing centers in Koderi and Shirur, is a key hub for seafood exports.

A Seafood Park is also planned on 53 acres in Byndoor. With 40+ acres of railway land available.

I urge the Hon'ble Minister to sanction an additional railway line at Mookambika Road Byndoor station to facilitate efficient seafood transportation and boost the local economy.

Hon'ble Speaker Sir, all these proposals are of great importance to the people of my constituency and the surrounding regions. I sincerely urge the Hon'ble Railway Minister to consider these requests and take necessary action at the earliest. Thank you.

***SHRI RAJU BISTA (DARJEELING):** I join the people of Darjeeling hills, Terai and Dooars in thanking Hon'ble Prime Minister Sh. Narendra Modi ji, and Hon'ble Railway Minister Sh. Ashwini Vaishnaw ji.

For setting an incredible pace for the development of Railway infrastructure in our region, as well as across the nation. Continuing with the development of railway infrastructure in our nation, our Govt is making significant Capital Expenditure

* Speech was laid on the Table

2013-14: Rs 28174 crores only

2025-26: Rs 2.65 Lakh Crores

Increase of 940% in the past 11 years

This year, a significant fund has been earmarked for the safety related activities in the railways. We should take pride in the fact that the Indian Railways is the Greenest Railways in the world. Over 96% broad-gauge network have been electrified

By comparison

USA 1%

United Kingdom 38%

European Union 56%

China electrified 71%

Our Government is modernizing tracks, and we are also modernizing trains. New trains are being introduced: Amrit Bharat; Vande Bharat Chair Car; Vande Bharat Sleeper Train; Bharat Gaurav Train;

Stations are being modernized; Amrit Bharat Station Re-development Scheme; 1337 stations across India are being modernized and redeveloped.

New Metro are being built; Indian Railways are not only connecting people, but they have become one of the world's largest freight transporters.

Focus on developing "Dedicated Freight Corridors" is going a long way in enabling faster transfer of goods from one place to another.

CM Mamata Banerjee was Railway Minister, but WB is getting 10 times more today, than what CM Mamata ji allocated for WB. A total of 45 projects covering

4660kms at budget 64000cr is being undertaken. FY 2025-26 a record budgetary allocation of Rs 13955cr have been made for Railway Projects in WB. This is three times the total allocation made between 2009-14.

Kolkata Metro

From 1972-2014: only 28kms was constructed, Rs 6000cr spent

From 2014-2024: 38kms have been constructed

* Presently 59km metro is under construction in Kolkata at Rs 23000cr

9 Vande Bharat running-3 from Siliguri; Siliguri to Guwahati; Siliguri to Kolkata; Siliguri to Patna

100 stations modernisation under Amrit Bharat Station Scheme - including Siliguri JN, NJP, Alipurduar in North Bengal is being undertaken

NJP Railway Station development - Rs 335cr

Asansol Railway Station development - Rs 431cr work underwat

Sevoke-Rangpo railine - Rs 12000cr project-on the verge of completion. This will connect our Darjeeling and Kalimpong region, and the state of Sikkim with the rail network; This line will have five stations, Rangpo, Malli, Teesta Bazar, Riyang, Sevoke. This line will provide much needed boost to tourism in the Darjeeling, Kalimpong, Sikkim and Dooars region.

Our region being situated in the "Chicken Neck" region of India sees heavy cross border traffic too. We get people from Bhutan, Nepal, Bangladesh who travel through our region. For this, the railway infrastructure and facilities is very important I have therefore, some demands for our region

In June 2023, the Ministry of Railways had allocated Rs 48cr towards the

construction of ROB at Rangapani level crossing. However, due to the delay in granting NOC by the WB Govt, the project was re-set to the Railway board for cost re-estimate. I request the Railway Board to expedite the construction of the ROB at Rangapani. People in Rangapani and nearby areas have patiently waited for this ROB, I request the Hon'ble Minister to intervene.

Due to lack of proper medical facilities in the region, thousands of people from our region travel to Hyderabad, Chennai and Vellore for their medical treatment. Thousands of students who study in the states of Telangana, Andhra Pradesh, Tamil Nadu, Karnataka and Kerala also travel from our region. However, there are no direct trains connecting South Indian cities like Hyderabad, Katpadi (Vellore), Bengaluru, Chennai, Thiruvananthapuram from our region. Therefore, we request the Government to kindly introduce South Bound train originating from Sevoke/Siliguri

The NF region being located in a critical geography which connects NE India to rest of India, and borders Nepal, Bhutan and Bangladesh attracts a large number of people on a daily basis. Thousands of people from travel to Delhi/NCR for business, study, work. However, the frequency of direct train connection to Delhi is only twice a week. We request for trains frequency to be increased to Daily, instead of once a week

The land of Bhagwan Jagannath is revered by the people from our region. However, even 77-years after Independence, we don't have a train originating from our region, connecting to Bhubaneswar or Puri. I am requesting you to kindly introduce an Vande-Bharat train connecting Siliguri to Puri, and

An Express Train connecting Siliguri to Bhubaneswar. Increasing the number of frequency for Paharia Express (Train No. 15722/15721), which currently operates only once a week between New Jalpaiguri (NJP) and Digha. Increasing its frequency to at least thrice a week is requested

Siliguri Town station is located among a very busy Bagha Jatin Road, College Para, area of Siliguri. Lack of a railway overbridged in Bagracot here, cause massive problem to the locals, especially college students. Hence, there is an urgent need to construct a Railway Overbridged in Siliguri Town Station at the Bagracot Area

I request for keeping Darjeeling Mail origin station at NJP or introduction of New Train from Haldibari instead of extending Darjeeling Mail. Darjeeling Mail is the only train that runs from Siliguri to Sealdah Station (Kolkata) and is a popular train among tourists and travellers. The Name associates the train with the place - extending the station takes away the essence of Darjeeling Mail. Public request for keeping Darjeeling Mail origin station at Siliguri or NJP. The Ministry can easily start a New Train from Haldibari instead of extending Darjeeling Mail. A new train connecting North Bengal to Kolkata, which will originate from Haldibari Railway Station can be started. It can be called "Darjeeling Express"

Opening Rangapani-Bagdogra siding like for public commercial train or laying out a new 6 km line parallel from Rangapani to Bagdogra is necessary. This will ensure that the people from Darjeeling, Kalimpong districts can avail train services and any train from North East India can run smoothly via that 6 km railway route. This will add the flexibility to Indian Railways and provide more lines and

options for the trains to be run on. Since, this requires approval and permission from Army, I request the Hon'ble Minister to kindly pursue this with the Ministry of Defence. This will also help in easing rail congestion at NJP

Constructing an NJP Bypass by connecting Ambari Falakata and Siliguri Town to ease congestion. Connecting Ambari-Falakata to Siliguri Town station will greatly reduce the congestion at NJP. This will also provide more options for train re-routing via Bagdogra, Naxalbari and Adhikari for the ease of passengers in this region

Constructing a new railway line from Bagdogra to Tin Mile Hat via Ghoshpukur, Bidhangar, and Sonapur Hat. The construction of a new line connecting these places will greatly help ease of travel for rail-yatris from across Darjeeling hills, Terai and Dooars. As this will enable easy interchange and strengthen the rail network in the "Chicken Neck" region

Extension of CAPITAL EXPRESS Train No 13245 till Gaya & Starting New Train from Siliguri to Gaya. Presently it starts from NJP and ends at Rajendranagar (Patna). Extension of Capital Express to Gaya will immensely help Buddhist pilgrims from the Darjeeling, Kalimpong Dooars, Sikkim region. Tens of thousands of people from our region visit Buddha Gaya annually, and lack of direct train connecting Siliguri to Gaya acts as a hindrance. Starting a direct train from Siliguri to Gaya is also requested.

Darjeeling Himalayan Railway along with Kalka-Shimla Railway and Nilgiri Mountain Railway and Matheran Hill Railway are specialized meter-gauge trains. These are part of our Heritage.

I am requesting Hon'ble Ashwini ji to establish a Separate Division for preserving these Heritage Rail Lines. Most importantly, these trains require specially trained people to keep them running.

Due to lack of medical facilities in the region, people face huge difficulties in access proper medical care. Opening the Tindharia Railways hospital unit for general public will ease the pain of the people and also build a positive relation with community at large.

Upgradation and modernization of Tindharey workshop is important. We can use this to set up Meter-Gauge Loco-Factory, which will produce Locos for all the Mountain Railways in the country, and we can export abroad as well.

Numerous posts in DHR, especially those in Tindharey Railway Workshop has remained unfulfilled for long, due to which maintenance of DHR is getting delayed. There is acute staff and manpower shortage in DHR that hampering the proper functioning of the Railway. Requesting the Minister to kindly recruit in these open posts.

Implementation of Rule 18 of the Language Policy of India, "sign Boards of Railway stations should be in regional language, use of language on Railway Information Boards, naming of Railway stations should be in regional languages" However, local language Nepali is not used. This has become a source of constant grief among the locals. Can the Ministry use sign boards in Nepali language as well?

As DHR is a popular tourist attraction, integration of local culture and traditions through DHR could promote tourism. Encourage engagement of local

CSOs, SHGs, and youth for railways works and services, wherever applicable. Increase of CSR activities and community engagement initiative through Railways along Sevoke-Rangpo region. Conclusion: In supporting the Request for Grants from the Railways, Hon'ble Finance Minister Nirmala Sitharaman ji has endeavoured to meet the needs of the Indian Railways. She has encouraged them to continue serving our beloved motherland with renewed vigour. The Indian Railways will be able to walk the path of progress and development as visualized by our Hon'ble Prime Minister Modi ji. I once again thank Hon'ble Minister Ashwini Vaishnaw ji and congratulate him for the efforts he has put in to transform our railways.

I commend the budget and whole heartedly support the request for grants of the Railways.

***DR. T. SUMATHY ALIAS THAMIZHACHI THANGAPANDIAN (CHENNAI SOUTH):** The budgetary allocation for Railways is grossly inadequate to execute the infrastructure development, the introduction of new trains, modernization projects, and safety measures. No Focus on Passenger Safety. Despite multiple train accidents over the past year, there were no announcements to improve safety standards, such as the KAVACH safety system. The Finance Minister Nirmala Sitharaman did not announce any new trains or modernization plans for Indian Railways. Though the Finance Minister announced the development of three major railway economic corridors in last year budget, viz 1. Energy, Mineral, and Cement

* Speech was laid on the Table

Corridor, 2. Port Connectivity Corridor and 3. High Traffic Density Corridor, very much wanted in as far as the Railway requirements of Tamil Nadu. There were expectations for significant announcements regarding new train services. However, no major announcements were made in the budget regarding new trains. Sir, the budgetary allocation for the Railway projects in Tamil Nadu is inadequate and cannot solve several important issues pertaining to the railways in Tamil Nadu. The people of Tamil Nadu feel they are betrayed by the union government. Tamil Nadu contributes richly for the Central exchequer. But get back a miserly contribution from the union government. Railway is being no exception. Tamil Nadu gets a paltry amount for the execution of Railway projects. I urge the union Government to allocate substantial amount to expedite the completion of all pending projects. The ongoing railway projects in Tamil Nadu need the government's attention and generous funding. Unfortunately the amount allocated in the budget were paltry low and grossly insufficient.

I urge the government to allocate substantial funds for the execution of the following railway projects.

1. Tindivanam-Ginjee-Tiruvannamalai;
2. Tindivanam-Nagari;
3. Athipattu-Paththur,
4. Erode-Palani;
5. Chennai-Cuddalore;
6. Madurai Aruppukottai-Thoothukudi;
7. Sriperumbudur-Guduvancheri - Irunkattukottai - Avadi;

8. Morappur-Dharmapuri.

9. The doubling project of Katpadi - Villupuram section.

There are several pertinent questions raised by the people of Tamil Nadu pertaining to the railway needs of people in Chennai Division. They are,

1. The current status of progress made in the modernisation of eighteen railway stations in the Chennai Division. How much funds are earmarked for each station.
2. How many more stations will be developed under the Amrit Bharat Station Scheme apart from the 15 stations already selected under the Amrit Bharat Station Scheme.
3. The current status of 4.3 km Chennai Egmore Beach fourth line? The total funds earmarked for this project and the amount disbursed and spent so far? The approximate time of completion of the project.
4. Sir, with demand for introduction of new trains getting louder, the infrastructure development at Tambaram terminal for introducing new trains is very important. Whether the Railways have allocated any funds to implement the project and the steps taken to expedite this project? If so the details thereof?
5. Whether the Southern Railway has given in-principle approval for handing over MRTS to CMRL and the merger of the Mass Rapid Transit System (MRTS) with Chennai Metro Rail Limited (CMRL).
6. Is it true that MRTS is reporting Rs 100 crore operational loss every year although the MRTS has a potential capacity of 5 lakh passengers a day. The steps taken by the Railways to expedite the merger of MRTS with CMRL. The funds

allocated for the same. The steps taken by the government to protect the interest of the employees of MRTS.

7. The MRTS Phase 2 Project completed between Chennai Beach and Velachery and inaugurated by former Chief Minister M. Karunanidhi in November 2007, was proposed to be extended to the St. Thomas Mount railway station. But the extension project is still pending for a 500-m stretch due to the lackadaisical attitude of the union government in the last 10 years. MRTS Phase 2 project can be completed if only when the portion of track for Chennai Metro Rail Phase-II project which extends from St. Thomas mount and crisscrosses the Adambakkam railway station. The union Government is jeopardizing these two crucial projects by not focusing on the speedy completion of the projects.

8. There is an urgent need for the creation of Fourth Railway terminal in Chennai to cater more train services from and to Chennai. Whether the government is providing financial assistance and support for the development of fourth Railway terminal is not announced in this budget.

9. Whether the Southern Railway has plans to introduce air-conditioned EMUs to boost passenger comfort commuting on suburban sections just like in Mumbai Suburban trains. If so the details thereof and the total number of AC coaches manufactured annually at the Integral Coach Factory (ICF) and how much AC coaches are to be deployed on all four suburban lines.

10. The current status of modernization and Redevelopment of Egmore Railway station and the approximate time by which it will be completed?

11. Whether the Railways is planning to start shuttle trains between Chennai and

Kanchipuram and Chennai and Villupuram.

12. I would like the Government to execute redevelopment of Saidapet railway station which is located in the heart of the Chennai City.

13. In the same way all the MRTS stations from Velachery to Thirumylai station needs to be redeveloped with all essential facilities for train commuters especially women, elderly persons and students.

To introduce a daily express train service from Chennai to Rameswaram via Tiruvarur, Tiruthuraipoondi and Karaikudi for the benefit of the rail users besides providing revenue to the railways.

To expedite the electrification work between Tiruvarur and Karaikudi which would save fuel cost and time.

To restore the railway line between Mayiladuthurai and Tharangambadi which existed when it was a metre gauge line.

Laying of a new railway line in the Pudukottai Thanjavur Ariyalur stretch
To introduce Vande Bharat express train between Thanjavur and Chennai Egmore via Kumbakonam and Mayiladuthura

Extension of the Hyderabad Tambaram Charminar express up to Nagercoil via Chidambaram, Kumbakonam and Thanjavur.

Introduction of a new express from Thanjavur via Kumbakonam to New Delhi by duly extending the Hazrat Nizamuddin-Chennai Central Hazrat Nizamuddin Garib Rath express.

To extend the Erode Tiruchi express up to Karaikal via Nagapattinam.
To meet the increasing demand the railways must double the production and utility

of General Coaches, Sleeper class Coaches, 3AC coaches in all South bound trains.

The long pending demand of the Hosur Jolarpet inter-rail service project has to be implemented very soon.

A multi-modal cargo terminal for Hosur area should be developed so that the industries could get the correct logistic solutions and to increase employment opportunities

To operate an overnight express train between Velankanni and Bengaluru via Tiruvarur and Thanjavur and an early morning express train between Velankanni and Chennai via Tiruvarur.

To operate the Tirupati-Mannargudi Pamani Express, the Ernakulam-Velankanni Express and the Tambaram-Sengottai Express press as daily services.

To expedite modernisation of railway stations in Tamil Nadu under the Amrit Bharat Station Scheme.

To speed up the 4.3 km Chennai Egmore Beach fourth line with adequate funds To fund adequately for the infrastructure development at Tambaram terminal for introducing new trains.

To expedite the Amalgamation of MRTS with Sub-Urban trains and CMRL in Chennai mega city.

To introduce air-conditioned EMUs to boost passenger comfort commuting on suburban sections just like in Mumbai Suburban trains.
To expedite the Modernization and Redevelopment of Egmore Railway station
To start shuttle trains between Chennai - Arakkonam and Chennai – Kanchipuram.

Indian Railway, is a national transportation system connecting different parts of India through a rail network. It holds the 4th rank in the list of largest Rail Networks of the world. Also the Indian Railway is a source of major income of the Government of India. It is the largest mode of transport in India preferred by Indians. It connects the destinations of long distances and is quite comfortable. Ever since the first passenger train in India ran on 16th April 1853 between Bombay and Thane, Indian Railway has come a long way. The first 3 zones of Indian Railways were Southern, Central and Western Zones introduced in 1951. India got its first fully AC Train in 1956 between Howrah and Delhi.

The website of Indian Railway was launched in 2000 and consequently Indian Railway launched online ticketing and reservation system in 2002. Undoubtedly Indian Railway is world's 8th largest employer. It has approximately 1.3 Million employees. Along with the employment, the Indian Railway also offers housing, sports, hospitals and other facilities to its employees.

Indian Railway is the largest Rail Network in Asia. Indian Railway has about 8500 Railway Stations all over India. Indian Railway has about 121407 kms. of total route and running tracks in India. Indian Railways runs approximately 11,000 trains per day. The Indian Railway is meant for the welfare of citizens till it is in the control of the government.

This bill seems to be the curtain raiser for the privatization of Railways. This will make Railway profit based but will slowly be out of reach of poor Indian Citizens.

There are several distinct disadvantages of privatization of Railways. The Indian Railway connects every small and large part of India. Privatization of Indian Railway will make it inaccessible in less popular areas because they will generate less profit. The privatization of Indian Railway will give a hike in fares because as it is obvious that the privatized Railway will focus only on profits. Private firms don't disclose their policies and so it will become impossible to access information about Indian Railway and also it will lack transparency. The Railways has already stopped some special ticket concession provisions in Indian Railways for Senior citizens, physically Challenged people, freedom fighters etc. This is the further step towards privatization of Railways by the government.

It is no secret that the Indian Railways is in dire need of funds. If the country's rail network is to be truly strengthened and its capacity augmented by increasing the speed of trains and opening dedicated freight corridors, huge investments are needed.

The infrastructure that we see in developed countries was all built by their governments. No private player had either the will or the capacity to do it. Investment in railways is also rewarding.

As per an economic survey conducted by economist Arvind Subramanian, if you invest Rs 1 in the railways, it generates Rs 5 in the economy. The Chinese government invests 11 times more in its infrastructure than India.

There is a proposal of a National Rail Plan, or NRP, for India. It is a 30-year plan from 2021 to 2051, which envisages investments of Rs 38.5 lakh crore. The plan is to create a "future ready" railway system by 2031.

According to the NRP, all freight trains will be privatised by 2031, along with 30 percent of the 750 railway stations. All profit-making AC coaches will also be privatised. Only loss-making second class passenger trains will be left with the Railways.

Interestingly, the private player just has to invest in running the trains. The driver and guards will be from the railways as will be the tracks. The railways will also maintain the stations, while the bookings will be done by the Indian Railway Catering and Tourism Corporation, or IRCTC, a subsidiary of the Indian Railways. This means the Indian Railways will run only loss-making passenger trains while all profit-making trains will be operated by the private sector. As the profit is only from AC trains, won't the railway losses increase by this? What will the railway earn from privatisation in the first place? It will collect only haulage charges, including fees for using station premises, railway engines, tracks, signals, and overhead electricity as well as driver salaries. The private parties will be free to quote any prices and could resort to dynamic pricing, as happens in the air travel business. If you ask at least what percentage of profit comes back to the public with all the private investment, the answer is that there is no data. It has been proven time and again that the private sector doesn't come forward to invest in infrastructure because it has a long gestation period, and they must wait for profit to arrive. The Indian Railways is driven by a social obligation to provide basic transport facilities to people, and lays the foundation for several small and medium scale economic activities. So privatising the railways means privatizing profit and burdening the public sector with losses.

Women passengers safety and specific facilities:- Safety and security of Women passengers in Railways needs to be given top priority. There is a need to provide atleast one each all women coach in either General or AC coaches in every train for the single women passengers to travel without any problem. I request the railway minister to depute a police woman in the women coaches.

The cleanliness in trains particularly in toilets needs to be improved and water supply be maintained throughout the journey. In most of the trains water supply is not there after few hours of journey. This makes the toilets unclean and fowl smelling.

As far as the catering services are concerned lot needs to be done. The supply of clean and good food is mandatory in all long distance trains. The bedsheets and blankets needs to be washed and sterilized before it is being used. There is a report that blankets are washed once in a month. I am sure the Hon'ble Minister of railways will take this matter seriously. Rail coaches should not become the breeding grounds for harmful germs and bacteria. I request the Hon'ble Minister to give top priority to maintain hygiene and cleanliness in train coaches. Never play with the life of the people. There are several lacunae in the maintenance of Railway Stations and platforms. This needs to be addressed with utmost care.

Every Railway junction require a rail yatri niwas providing rest rooms at an affordable rates to rail commuters.

Special assistance counters with women helpers must be there to assist

Women passengers in every major terminals. Porter services must be regulated and needs to be monitored with caution and care. All railway stations should be provided with CCTV cameras at vantage points to provide 24/7 uninterrupted security and surveillance.

Railway police strength should be increased adequately in proportion to the number of train services and rail commuters.

The budgetary allocation for Southern Railway especially for the Railway ongoing projects in Tamil Nadu in the last 10 years are grossly inadequate to execute the infrastructure development on time.

No Focus on Passenger Safety. Despite multiple train accidents over the past year, there were no announcements to improve safety standards, such as the KAVACH safety system.

Tamil Nadu contributes richly for the Central exchequer. But get back a very less contribution from the union government. The Railways is being no exception. Tamil Nadu gets a paltry amount for the execution of Railway projects. I urge the union Government to allocate substantial amount to expedite the completion of all pending projects.

The railway budgetary allocation to the State of Tamil Nadu in the last 4 years is almost equal to the annual allocation to the State of UP. This continuous neglect of the needs and aspirations of the State has resulted in extreme inconvenience to the people of Tamil Nadu.

Overall the Railways earn very high revenue in Tamil Nadu, but the budgetary allocation is very negligible, that shows the negligence of this region in

as far as Budget allocation is concerned. There is no reason why Tamil Nadu being neglected this much though we are the second highest income earning states in the country.

The step motherly treatment of Tamil Nadu and Tamil population by the Union Government stands exposed again in this budget. The people of Tamil Nadu are totally dejected to see such a large scale injustice done in as far as the Railway needs of the State are concerned. Before I conclude, I would like to record in this august House that Tamil Nadu being the second highest contributor to central exchequer, deserves better and much more. I hope the Hon'ble Prime Minister, Finance Minister and Railway minister will do justice to the people of Tamil Nadu. Sir, Modernisation of rail signalling systems and upgradation of rail safety measures is the need of the hour especially since the Balasore rail accident which killed nearly 300 people in 2023. Whether the government has allocated adequate funds for the installation and commissioning of KAVACH Technology in Railways?. If so the details of the funds allocated and the work done in this regard after the Balasore rail accident.

The IRCTC is collecting insurance amount for the purchase of every railway ticket by the passengers. I would like to know from the Hon'ble Minister the total amount collected from the passengers as insurance premium by IRCTC every year and how the government work out the insurance plan for train passengers

At a time when hundreds and thousands of suburban commuters are suffering from poor amenities at railway stations, especially along the Chennai

Beach-Tambaram-Chengalpattu section, the announcement that 15 railway stations of the Chennai division would be developed under the Amrit Bharat Station Scheme (ABSS) came as a big relief.

The Station Redevelopment scheme was announced in January 2023 and the work was initiated in March 2023. The Southern Railway had promised to complete the work in six months and appointed a project consultant to monitor the progress of the work. While more than one-and-a-half years have passed, the ABSS project on the Chennai Beach-Tambaram-Chengalpattu corridor is progressing at a snail's pace. The Authorities of Southern Railway should act swiftly to complete the Station Redevelopment works under Amrit Bharat Station Scheme.

The suburban electric train services is the mainstay for millions of commuters to travel with in Chennai and adjoining areas.

The Integral Coach Factory (ICF), which manufactured air-conditioned trains for Mumbai suburban services, has manufactured air-conditioned train set for the Chennai division of Southern Railway.

The 12-car AC coaches, with a passenger capacity of 5,280, have a similarity to Vande Bharat trains. There is an urgent need to manufacture and prolific use of 12-car AC coaches to cater the large volume of people commuting by suburban trains.

Therefore I urge the union government to expedite the Redevelopment works at all 15 railway stations in Chennai division and to introduce the Vande Bharat trains with 12 coaches to cater the people from Greater Chennai and it's adjoining areas.

The new railway line project of 179.28 Km length connecting Chennai and Cuddalore via Mamallapuram, Puducherry is pending for 16 long years. There was an inordinate delay due to the interference of government of Puducherry and the latest cost of the Project stand at Rs.2670 crore. An outlay of Rs 50 crore has been provided for Financial Year 2023-24. Final Location Survey (FLS) has been taken up on revised alignment. The idea is to link it to the main line from Beach/Egmore and run express and goods trains.

The line was originally intended to be built from Perungudi along an embankment between OMR and ECR to reach Mamallapuram, then down the coast to Puducherry and Cuddalore. The proposed new railway line will connect Mamallapuram to the rail network and will cut travel time to Puducherry to less than two hours. Now, trains take more than four hours to reach Puducherry via Villupuram. This new railway line is very important for the people of Tamil Nadu particularly for people of the East Coast Road (ECR) and OMR, is a crucial lifeline project. It is concerning to know that Railways has planned to start the Chennai-Cuddalore railway line from Chengalpattu or Tambaram, instead of Perungudi avoiding the coastal route. This will neglect the welfare of the coastal constituents and will fail to achieve its sole goal of facilitating the train commutation of people live along the ECR and OMR. Therefore I urge the union Government to expedite the construction of the new railway line connecting Chennai and Puducherry as proposed in 2008.

Thank you

***DR. PRABHA MALLIKARJUN (DAVANAGERE):** I would like express my views on Demand for Grants for the Ministry of Railways for the financial year 2025-26. Indian Railways has long been the lifeline of our nation-connecting people, enabling commerce, and driving economic growth. But today, this proud institution is in deep financial distress. Inefficiency, mismanagement, and lack of planning have pushed our railways to the brink, leaving both passengers and freight users frustrated. The question before us is clear will Indian Railways modernize for the 21st century, or will it collapse under outdated policies and bureaucratic inertia?

In the Central Sector expenditure allocations for critical areas show a concerning trend. Comparing the Revised Estimates (RE) of 2024-25 to the Budget Estimates (BE) of 2025-26, Customer Amenities have been reduced by 6.73%, Road Safety Works at Level Crossings have decreased by 0.56%, and allocations for Road Over/Under Bridges have dropped by 6.34%. At a time when passenger experience and safety should be top priorities, such cuts are unjustifiable.

Meanwhile, Electrification Projects have increased slightly by just 1.27%, and Track Renewals have gone up by a mere 0.57%. These marginal increases fail to address the pressing need for infrastructure improvements. If we truly seek modernization and safety, why do budgetary allocations reflect shifting priorities that undermine these very objectives?

The Railways' internal revenue for 2025-26 is estimated at Rs. 3,02,100 crore, an 8.3% increase over last year. But these figures hide the truth. Railways'

* Speech was laid on the Table

own surplus is too small to cover capital expenditure. Every major development- new tracks, station upgrades, and high-speed corridors-is funded not through earnings but through budgetary support and extra-budgetary resources (EBR). If the Railways cannot finance its own growth, can we still call it "self-reliant"?

The reality of railway spending is alarming:

- Salaries consume 42% of revenue,
- Pensions take 22%,
- and lease charges account for 20%.

That means Rs. 69 of every Rs. 100 earned is spent just on salaries and pensions! With lease charges further draining resources, what remains for expansion and modernization? Where is the money for better services? Where is the vision for a sustainable future?

The Operating Ratio for 2025-26 is projected at 98.4%, meaning the Railways spends Rs. 98.4 for every Rs. 100 it earns. This is barely sustainable. In 2021-22, the Operating Ratio was 107%, meaning the Railways lost money on every rupee earned! Instead of solving this crisis, the government resorts to creative accounting to hide losses. The time for manipulation is over. We need real financial reforms, not budgetary tricks.

Railway Project delays are a chronic issue. On average, railway projects take 5.3 years to complete. A recent audit revealed that 22 out of 39 doubling-track projects exceeded five years, and only two were completed in less than two years. Despite repeated targets and announcements, projects continue to lag behind

schedule, with rising costs and missed deadlines becoming the norm.

Railway safety remains a critical concern, with repeated failures exposing serious lapses. As of January 31, 2025, the progress under the Kavach safety system for the installation of trackside equipment stood at only 3,677 RKm out of a total 68,000 RKm network. Despite repeated assurances, safety implementation remains painfully slow. In 2022-23, 48 accidents were reported, while 40 accidents occurred in 2023-24. According to an RTI reply, 313 passengers and four railway employees lost their lives in these 40 train accidents in 2023-24. The horrific stampede at New Delhi Railway Station, which claimed 18 lives and left many injured, is a direct result of the government's mismanagement and negligence. Despite knowing well in advance about the massive influx of pilgrims for the Maha Kumbh Mela in Prayagraj, there was a complete failure to prepare, regulate crowd movement, or deploy additional trains. How many more lives must be lost before the Modi government takes responsibility?

Let me turn to my own Constituency Davanagere, which has long suffered from government neglect in railway infrastructure, with repeated demands for solutions falling on deaf ears. The Fish Market Railway Crossing causes massive congestion, with gates closing every hour for ten minutes. An underpass or overbridge is urgently needed-how long must people wait?

The Ashoka Talkies Link Road remains narrow and chaotic, yet no expansion has been planned. The Lingeshwara Temple Footpath puts pedestrians, including schoolchildren and the elderly, at daily risk due to poor infrastructure. How can a government that claims to care about citizens ignore such basic safety needs?

The Shimoga-Shikaripura-Ranebennur Railway Line was allocated Rs. 990 crore, yet progress is painfully slow. This project was meant to boost the region's economy, will the government ensure when it will be completed or continue making excuses?

The Railway Hospital and School in Harihara remain outdated, with no modernization efforts in sight. Why are smaller cities like Davanagere left behind in development plans?

Indian Railways is in crisis. Mismanagement, delays, outdated infrastructure, and safety lapses have pushed it to the brink. If this continues, our railway system will fall further behind while the world moves ahead. The people of India do not need more slogans, they demand action. They deserve a modern, efficient, and safe railway network, not one crippled by inefficiency and neglect.

Will the government act, or will it continue to fail? The choice is theirs, but the consequences will be borne by the people.

Thank you.

***श्री दिलीप शङ्कीया (दारंग-उदालगुड़ी) :** दुनिया के चौथी सबसे बड़ी हमारी रेलवे व्यवस्था देश की रीढ़ और जीवन रेखा है, जोकि देश के आर्थिक विकास में बहुत ही महत्वपूर्ण भूमिका निभाती है । पिछले 10 वर्षों के दौरान माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के कुशल मार्गदर्शन में भारतीय रेल ने विकास के नए आयाम और कीर्तिमान स्थापित किये हैं ।

एक यूपीए सरकार का शासन काल था, जब रेल में यात्रा करना देश के आम नागरिकों की मजबूरी

* Speech was laid on the Table.

हुआ करती थी, सुरक्षा और सुविधाओं के नाम पर केवल आश्वासन ही थे, लेकिन आज मोदी सरकार के कार्यकाल में आवागमन को लेकर देश के आम नागरिकों की पहली पसंद भारतीय रेलवे है।

पिछले 10 वर्षों में भारतीय रेलवे पूरी तरह से आधुनिक, सुरक्षित और सुविधाओं से परिपूर्ण है।

2025-26 बजट में रेल मंत्रालय के लिए बजटीय आवंटन:-

1. मोदी सरकार ने वित्त वर्ष 2025-26 में भारतीय रेलवे के लिए ₹ 2 लाख 65 हजार 200 करोड़ रुपए का आवंटन कर सभी पूर्व रिकॉर्ड तोड़ दिए हैं। इस वित्तीय वर्ष का आवंटन यू.पी.ए सरकार के दौरान मिले 45,900 करोड़ से छह गुना अधिक है।
2. मोदी सरकार द्वारा निरंतर भारतीय रेलवे का विस्तार करने का कार्य किया गया है। पिछले एक दशक में भारतीय रेलवे में 31,180 किमी. नई पटरियाँ बिछाई गई हैं, जबकि यात्री सुरक्षा को ध्यान में रखते हुए 'कवच' सुरक्षा प्रणाली को 4,876 किमी. ट्रैक पर कार्यान्वित किया जा चुका है।
3. वित्त वर्ष 2025-26 के बजट में सिग्नलिंग और टेलीकॉम कार्य के लिए ₹6 हजार 800 करोड़ रुपए का आवंटन किया गया है। इसके अलावा, 200 वंदे भारत और 50 अमृत भारत ट्रेनों को चलाने की योजना बनाई गई है।
4. इन सभी पूंजीगत निवेशों के बावजूद, भारतीय रेलवे ₹1 लाख 8 हजार करोड़ रुपए के माल भाड़े राजस्व का अनुमान लगा रहा है, जबकि यात्री राजस्व में 13.2% की वृद्धि के साथ 80 हजार करोड़ रुपए तक पहुंचने की उम्मीद है।
5. माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में रेलवे विस्तार की गति दोगुनी हो गई है। पिछले एक दशक के दौरान 31 हजार 180 किलोमीटर पटरियों का निर्माण कर चालू किया गया है। 2013-14 में प्रतिदिन 4 किलोमीटर ट्रैक बिछाया जाता था, जो अब 2024-25 में बढ़कर लगभग 15 किलोमीटर प्रतिदिन हो गया है।
6. हर वर्ष लगभग 4,000 किमी नई पटरियाँ जोड़ी जा रही हैं, जो यू.पी.ए शासनकाल की धीमी प्रगति के विपरीत है। नई पटरियों के दैनिक कमीशनिंग की गति भी दोगुनी हो गई है, जिससे तेज कनेक्टिविटी और नेटवर्क दक्षता में सुधार सुनिश्चित हुआ है।

7. आजादी के बाद से वर्ष 2014 तक भारतीय रेलवे का केवल 21 हजार किमी. ट्रैक का ही विद्युतीकरण हुआ था, लेकिन पिछले 10 वर्षों के दौरान 60 हजार किमी. से ज्यादा का ट्रैक का विद्युतीकरण हो चुका है। जल्द ही भारतीय रेलवे 100 प्रतिशत विद्युतीकरण के लक्ष्य को प्राप्त करने वाला है।

केन्द्रीय बजट 2025-26 में भारतीय रेलवे द्वारा असम समेत पूर्वोत्तर भारत के लिए 10 हजार 440 करोड़ रुपये का प्रावधान किया गया है, इसके लिए मैं, माननीया वित्त मंत्री जी व रेल मंत्री जी का आभार व्यक्त करता हूँ। यू.पी.ए. सरकार के कार्यकाल के दौरान वर्ष 2013-14 में पूर्वोत्तर भारत में रेल विकास के लिए मात्र 260 करोड़ रुपये के लगभग आवंटन किया गया था।

पूर्वोत्तर भारत में रेलवे का विकास:-

माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी ने देश के पूर्वोत्तर भाग को विशेष स्थान देते हुए सभी क्षेत्रों में विकास को तेज गति प्रदान की है। पिछले 10 सालों के दौरान असम समेत पूर्वोत्तर में रेलवे की विभिन्न परियोजनाओं के द्वारा लगभग 81 हजार करोड़ रुपये खर्च किये गए हैं।

असम और त्रिपुरा पहले ही रेलवे के राष्ट्रीय नेटवर्क से जुड़ चुके हैं। वर्तमान वित्तीय वर्ष में पूर्वोत्तर के मिजोरम, सिक्किम, अरुणाचल प्रदेश का पासीघाट, नगालैंड की राजधानी कोहिमा और मणिपुर की राजधानी इंफाल के करीब तक रेलवे का नेटवर्क पहुंच जाएगा।

वर्ष 2029 तक पूर्वोत्तर के सभी राज्य राष्ट्रीय रेल नेटवर्क से जुड़ जाएंगे। आजादी के 67 साल बाद वर्ष 2014 में मेघालय, देश के रेल नेटवर्क पर आया, नागालैंड को 100 साल बाद अपना दूसरा रेलवे स्टेशन मिला।

यूपीए सरकार के 10 वर्षों के कार्यकाल में 84 ट्रेन दुर्घटनाएं, 867 ट्रेन पटरी से उतरना और 1711 दुर्घटनाएं हुई थी, जबकि मोदी सरकार के 10 वर्षों के कार्यकाल में 29 ट्रेन दुर्घटनाओं, 426 ट्रेन पटरी से उतरना और कुल 638 दुर्घटनाओं के साथ इसमें भारी कमी आई है।

यूपीए शासन काल - 10 वर्षों में 2453 लोगों ने अपनी जान गंवाई। मोदी सरकार - 2014 से ट्रेन दुर्घटनाओं में 781 लोगों ने अपनी जान गंवाई।

मोदी सरकार ने वित्त वर्ष 2025-26 के दौरान राष्ट्रीय रेल सुरक्षा कोष के लिए 10 हजार करोड़

रूपए और रेलवे सुरक्षा कोष के लिए 45 हजार करोड़ रूपए आवंटित किये हैं, जबकि वर्ष 2013-14 में यूपीए सरकार के कार्यकाल के दौरान यह केवल 2 हजार करोड़ रूपए था।

वित्त वर्ष 2013-14 के रेल बजट भाषण में तत्कालीन रेल मंत्री जी ने स्वीकार किया था कि यूपीए सरकार रेलवे सुरक्षा कोष के लिए पर्याप्त राशि आवंटन करने में विफल रही है।

हमारी केंद्र सरकार द्वारा पिछले 10 वर्षों के दौरान देश के लोगों को सुगम, सुरक्षित और सुलभ रेल यात्रा प्रदान करने के उद्देश्य से रेलवे के बुनियादी ढाँचे में अभूतपूर्व बदलाव किये हैं, आज भारतीय रेलवे अपने यात्रियों को आधुनिक और विश्वस्तरीय सुविधाएँ प्रदान कर रहा है।

मैं, माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी, वित्त मंत्री श्रीमती निर्मला सीतारमण जी व रेल मंत्री श्री अश्विनी वैष्णव जी का आभार व्यक्त करते हुए इस बजट का समर्थन करता हूँ।

मैं संसदीय क्षेत्र के लिए निम्नलिखित मांग करता हूँ:-

1. मेरे संसदीय क्षेत्र दरंग- उदालगुड़ी (असम) के अंतर्गत दरंग जिला अभी तक रेल मार्ग से नहीं जुड़ सका है। इस विषय में पहले भी कई बार मेरे द्वारा सदन के माध्यम से, रेल मंत्री जी से व्यक्तिगत भेंट और पत्राचार के माध्यम से अनुरोध किया गया है, लेकिन अभी तक इस विषय में सकारात्मक कार्यवाही नहीं हो सकी है। वर्तमान स्थिति से भी अवगत करवाएं।
2. असम की 2 लम्बी दूरी की ट्रेनों (गुवाहाटी-दिल्ली-गुवाहाटी और गुवाहाटी-चेन्नई-गुवाहाटी के मध्य संचालित होने वाली) के नाम श्रीमंत शंकरदेव जी और श्रीमंत माधवदेव जी गुरुजनों के नाम पर किया जाए।
3. कोविड-19 के दौरान मेरे संसदीय क्षेत्र और पूर्वोत्तर भारत समेत देशभर में बंद किये गए ट्रेनों के अधिकारिक ठहरावों को पुनः चालु किया जाए, ताकि ग्रामीण और दूरस्थ क्षेत्रों के आम नागरिकों को भी ट्रेनों की सुगम और सुरक्षित यात्रा उपलब्ध हो सके। मेरे संसदीय क्षेत्र के अंतर्गत Khoirabari, Dekargaon, Goreswar, Majbat, Tangla, Udalguri रेलवे स्टेशनों पर बंद किये गए विभिन्न ट्रेनों के ठहरावों को जल्द से जल्द शुरू किया जाए।
4. स्थानीय रेल यात्रियों की सुविधा को ध्यान में रखते हुए डिब्रूगढ़ से वाया रंगिया और उदालगुड़ी होते

हुए गुवाहाटी तक एक नई वन्दे भारत एक्सप्रेस का संचालन किया जाए।

5. स्थानीय रेल यात्रियों की सुविधा को ध्यान में रखते हुए डिब्रूगढ़ से वाया जोरहाट होते हुए गुवाहाटी तक भी एक नई वन्दे भारत एक्सप्रेस का संचालन किया जाए।

6. लगभग 45 लाख से ज्यादा उड़िया लोग असम में निवास करते हैं, जिनके लिए गुवाहाटी से ओड़िसा के जगदलपुर तक कोई सीधी ट्रेन उपलब्ध नहीं है, जिस कारण इन लोगों को आवाजाही में बहुत सी दिक्कतों का सामना करना पड़ता है। गुवाहाटी (असम) से जगदलपुर (ओड़िसा) के मध्य एक नई रेल सेवा की शुरुआत की जाए।

***DR. AMOL RAMSING KOLHE (SHIRUR):** The Indian Railways is not just a mode of transportation; it is a lifeline that underpins the economy, particularly for the middle and lower-income segments of our population. Every day, Indian Railways operates more than 12,817 trains, transporting approximately 24 million passengers across the nation. It is not just a transportation system; it is one of the world's largest employers, with a workforce of over 1.3 million individuals. Beyond passenger transportation, Railways plays a crucial role in the movement of freight, thus being the backbone of India's logistics sector.

Given its immense importance, the Railways sector is integral to the functioning and development of the Indian economy. However, despite its significance, the Ministry of Railways has not been able to adequately address the myriad challenges facing this critical sector. In this submission, I will highlight some of the shortcomings of the current Railway Budget and how the government's approach has failed to meet the expectations of the common people. Towards the end, I will

* Speech was laid on the Table.

also propose some demands for my constituency, aiming for a more efficient, safe, and equitable railway system.

One of the most significant issues in the current Railway Budget is the neglect of infrastructure development. The allocation for key projects, which could have provided much-needed improvements, has been significantly reduced. For instance, the Budget Estimate (BE) for New Railway Lines has been slashed from Rs. 34,672.56 crore in 2024-25 to Rs. 32,325.24 crore in 2025-26, marking a decline of approximately 6.77%. Similarly, funding for the Doubling of Railway Lines has dropped by 15.67%, from Rs. 36,806.07 crore in 2023-24 to Rs. 31,031.86 crore in the next financial year. This reduction in funding reflects a lack of prioritization for expanding the railway network, which is vital for easing congestion and improving the efficiency of train services.

India's railway infrastructure still lags behind global standards despite numerous ambitious claims. The much-touted high-speed rail (HSR) corridor between Mumbai and Ahmedabad is a prime example of this delay. Initially expected to be operational by 2023, the project is now slated for completion only by 2026. The delays in this flagship project demonstrate the government's failure to execute large-scale infrastructure projects on time.

Furthermore, there are currently 779 projects that are running behind schedule. Among them, 36% have been delayed by 25-60 months, 26% by 1-12 months, 23% by 13-24 months, and 15% by more than 60 months. The average delay is about three years. These delays not only create bottlenecks in the system but also result in missed opportunities for economic growth and job creation.

While the railway system continues to serve millions of passengers every day, the common man continues to suffer due to poor management and lack of basic amenities. Every year, especially during festivals, we witness images of passengers traveling under deplorable conditions. The recently concluded Mahakumbh was a glaring example of the continued hardships faced by railway passengers. The tragic incidents, such as people breaking glass to board overcrowded trains and the stampede at New Delhi Railway Station that claimed lives, point to the severe mismanagement in ensuring passenger safety.

Despite such incidents, there seems to be no significant effort by the government to address the mismatch between demand and supply. Securing confirmed tickets remains a matter of privilege, with many passengers being forced to pay extra money to unauthorized middlemen. It is estimated that about 12 lakh people access the IRCTC website per minute. This overload often leads to temporary slowdowns or server crashes, especially during peak travel times.

Instead of addressing these pressing issues, the government appears to focus on upgrading luxury segments, such as the Vande Bharat trains, which cater to a small fraction of the population. While these trains may be an achievement in terms of modernity, they do little to alleviate the everyday struggles of the common man, who depends on affordable and reliable travel options such as the Garib Rath.

Safety has been another major concern in the Indian Railways sector. In the last five years alone, 351 people have lost their lives and 970 have been injured in 200 consequential railway accidents. The government has failed to address this issue with the seriousness it demands. The Railway Safety Fund remains stagnant

at Rs. 45,000 crore, despite the increasing number of accidents.

One of the primary solutions to prevent train collisions is the Kavach Automatic Train Protection (ATP) system, yet its implementation remains sluggish. While the Railway Ministry claims that the system is being deployed on 3,000 route kilometres, this represents only a small fraction of the entire railway network, which requires urgent safety upgrades. Without full-scale deployment of such safety measures, the risk of accidents will continue to persist. Moreover, the safety of railway employees is also a matter of grave concern. The tragic deaths of railway employees due to manual coupling of train engines and coaches highlight a systemic failure to prioritize worker safety. As India moves towards digitalization, the continued reliance on outdated and hazardous manual processes in the railway system is a disturbing contradiction. According to the Minister's own reply, at least 361 railway workers have lost their lives in the past five years due to these unsafe working conditions.

Indian Railways is one of the largest employers in the country, yet there is a severe shortage of staff, especially in critical safety categories. As of June 2023, there were 2.74 lakh vacant posts, with over 1.7 lakh of them in safety categories such as train drivers, track maintainers, signal controllers, and station masters. These vacancies represent a direct threat to passenger safety, as overburdened workers are more prone to errors, which can lead to accidents and operational inefficiencies.

The recruitment process, unfortunately, is plagued by delays. Railway recruitment exams are often postponed, and the process can stretch on for years,

causing frustration among job seekers. In a country where millions of youth are eagerly awaiting employment, the prolonged delays in recruitment only add to their hardships. The government's lack of urgency in filling these vacancies, coupled with the rise of contractual hiring, further exacerbates the situation. Contractual employees are often deprived of job security, benefits, and protections that permanent staff enjoy. This not only undermines the morale of the workforce but also fosters an environment of exploitation and inequality.

The decision to hire retired staff instead of recruiting young talent is yet another example of the government's failure to create stable, long-term employment opportunities for the youth. This practice deprives young aspirants of a chance to build a career in the public sector and undermines the future of Indian Railways.

One of the major concerns with the Indian Railways sector is the declining share of rail in freight transport. In 1951, railways accounted for 85% of freight transport, but by 2022, this figure had dropped to a mere 27%. This decline is due to the increasing preference for road transport, which is more flexible and faster for short distances. Despite the government's claims to increase the share of railways in freight transportation, the actual figures and the budget allocation suggest otherwise.

The Operating Ratio, which stood at 90.12% in 2012-13, remains alarmingly high at 98.43%. This means that for every Rs. 100 earned, Rs. 98.43 is spent on operating expenses, leaving little room for investment in infrastructure expansion, modernization, or the improvement of services. The high Operating Ratio is

indicative of poor financial health and inefficient management, which further limits the ability of Indian Railways to modernize and compete with other modes of transport.

Finally, I would like to highlight a few demands raised by the people in my constituency. I have raised these issues multiple times using various parliamentary tools, but unfortunately, I am compelled to repeat them as there has been no progress.

Pune and Nashik have experienced rapid economic growth in recent years, which has led to a significant rise in the volume of people and goods being transported along the Pune-Nashik route. Together with Mumbai, Pune and Nashik form the "Golden Triangle" of Maharashtra, a region known for its fast-paced socio-economic development. Seamless connectivity to industrial zones in Pune and Nashik, such as Alandi, Chakan, Khed, Manchar, Narayangaon, Sinnar, and Satpur, is crucial. This would create a new revenue stream for industries by enabling the fast-track movement of cargo via railways.

In addition, providing connectivity for the transportation of coal to thermal power plants is essential for supporting energy needs. It will also facilitate the cost-effective transportation of industrial goods from the Pune region to different parts of the country and to ports.

Therefore, I urge the government to complete the project as per the original Detailed Project Report (DPR) as soon as possible.

Furthermore, the proposed Kalyan-Nagar railway line, which will connect Marathwada to Mumbai. This will help Marathwada a drought-prone and historically

neglected region of Maharashtra. It faced long and serious development challenges due to scarce natural resources and limited infrastructure.

The much-awaited railway connectivity will benefit the people of eight districts in the region, namely Aurangabad, Beed, Hingoli, Jalna, Latur, Nanded, Osmanabad, and Parbhani. Also a dedicated freight corridor linking key industrial zones in Maharashtra (Sambhajinagar, Karde, Ranjangaon, Chakan, Talegaon to ports like JNPT and Vadhvan), will further enhance the region's economic prospects.

I hope that the Minister will consider the suggestions provided as constructive criticism and take action on the various concerns raised above. As an opposition MP, it is my duty to hold the government accountable and ensure that the voices of the people are heard. The issues raised are not just points of disagreement but reflect the genuine concerns of the public. I urge the government to engage in meaningful dialogue, acknowledge the shortcomings, and take immediate steps to address these pressing matters. It is only through collaboration and transparency that we can work towards a better future for all citizens.

***श्रीमती रूपकुमारी चौधरी (महासमुन्द) :** रेलवे हमारे देश का सबसे बड़ा सार्वजनिक परिवहन तंत्र है और बीते एक दशक में इसने अभूतपूर्व प्रगति की है। भारतीय रेलवे ने केवल अपने बुनियादी ढांचे को ही सशक्त नहीं किया है, बल्कि सुरक्षा और यात्री सुविधाओं में भी क्रांतिकारी बदलाव लाए हैं। किंतु यह दुर्भाग्यपूर्ण है कि विपक्ष इन प्रयासों की सराहना करने या रचनात्मक सुझाव देने के बजाय केवल जनता को भ्रमित करने का कार्य कर रहा है। एक जागरूक नागरिक और रेलवे के विकास की समर्थक के रूप

* Speech was laid on the Table.

में, मैं भारतीय रेलवे की उपलब्धियों को उजागर करना अपना कर्तव्य समझती हूँ।

सुरक्षा के प्रति रेलवे के समर्पण का प्रमाण आंकड़ों में स्पष्ट रूप से दिखाई देता है। 2014 से पहले प्रतिवर्ष औसतन 171 रेल दुर्घटनाएं होती थीं, लेकिन यह संख्या घटकर 2023-24 में मात्र 40 रह गई हैं। क्या यह साधारण उपलब्धि है? निश्चित रूप से नहीं! यह रेलवे द्वारा तकनीकी उन्नयन, आधुनिक सिग्नलिंग प्रणाली, और स्वचालित ब्रेकिंग सिस्टम जैसे सुधारों का परिणाम है। इसके अलावा, रेल सुरक्षा आयोग का गठन कर हर दुर्घटना की विस्तृत जांच कर, उन्हें रोकने के लिए ठोस कदम उठाए गए हैं। परिणामस्वरूप, रेलवे दुर्घटनाओं में 75 प्रतिशत की कमी आई है।

मैं विपक्षी साथियों से यह पूछना चाहती हूँ कि क्या भारतीय यात्रियों के पास आज से 10 वर्ष पहले उतने ही आरामदायक और आधुनिक विकल्प थे, जितने आज हैं? क्या वंदे भारत एक्सप्रेस जैसी ट्रेनें, तेजस जैसी उच्च श्रेणी की सुविधाएं, या भारत गौरव ट्रेनों का विस्तार पहले संभव था? नहीं! संसाधनों की कमी नहीं थी, बल्कि कमी थी राजनीतिक इच्छाशक्ति की। वर्तमान सरकार ने दूर-दराज के क्षेत्रों को जोड़ते हुए रेलवे में ऐसा बदलाव किया है, जो पहले केवल पश्चिमी देशों की रेल सेवाओं में देखने को मिलता था।

वर्ष 2013-14 में भारतीय रेलवे की आय 1,40,000 करोड़ थी, जो अब बढ़कर 2,51,000 करोड़ तक पहुंच गई है। यह केवल यात्री सुविधाओं और रेलवे प्रशासन में सुधार के कारण ही संभव हो पाया है। आज रेलवे स्टेशनों पर वाई-फाई, आरोग्य सेतु ऐप, ई-टिकटिंग, स्वच्छता और सुरक्षा जैसी सेवाएं पहले से कहीं अधिक प्रभावी रूप से उपलब्ध हैं। 4,000 से अधिक स्टेशनों पर एस्केलेटर और लिफ्ट लगाई गई हैं, जिससे बुजुर्गों और दिव्यांग यात्रियों के लिए यात्रा अधिक सहज हुई है।

विपक्ष अक्सर ट्रेनों की देरी को लेकर सवाल उठाता है। मैं स्पष्ट करना चाहती हूँ कि रेलवे एक अत्यंत विशाल नेटवर्क है, जिसे प्राकृतिक आपदाओं, भीषण मौसम और लाखों यात्रियों के दबाव के बावजूद संचालित किया जाता है। सरकार ने आधुनिक सिग्नलिंग सिस्टम, फास्ट ट्रेक परियोजनाओं और स्मार्ट ट्रेन प्रबंधन प्रणाली लागू कर समयबद्धता में सुधार किया है। वर्ष 2023 में कई नए मार्गों पर ट्रेक सुधार कार्यों से ट्रेनों की समय पर संचालन दर में बढ़ोतरी देखी गई है।

अंत में मैं केवल इतना कहना चाहूंगी कि भारतीय रेलवे के विकास और इसकी प्रगति को अनदेखा करना न केवल अव्यावहारिक है, बल्कि यह देश की क्षमता और परिश्रम को भी नकारने जैसा है। पिछले 10 वर्षों में रेलवे ने सुरक्षा, यात्री सुविधाओं और प्रौद्योगिकी के क्षेत्र में जो ऐतिहासिक उपलब्धियां हासिल की हैं, वे इस राष्ट्र के लिए गर्व का विषय हैं। भारतीय रेलवे आज दुनिया के अग्रणी रेलवे नेटवर्क में शामिल हो चुका है और हमें इस उपलब्धि को स्वीकार कर और अधिक समर्थन देना चाहिए, ताकि हम भविष्य में और भी ऊंचाइयों को छू सकें।

रायपुर से आरंग पिथौरा, बसना, सराईपाली, बरगढ़ तक रेलवे लाइन का विस्तार किया जाए। रायपुर से जगन्नाथपुरी तक वंदे भारत ट्रेन चलाई जाए।

***श्री किशोरी लाल (अमेठी) :** मैं भारतीय रेलवे की अनुदान मांगों पर अपने विचार रखता हूँ। यह विषय देश की प्रगति और नागरिकों की सुविधा से सीधा जुड़ा हुआ है, इसलिए इस पर गंभीर मंथन आवश्यक है।

भारतीय रेलवे देश की जीवनरेखा है, लेकिन पिछले कुछ वर्षों में इसकी स्थिति चिंताजनक रही है। पहले रेलवे का अलग बजट हुआ करता था, जिससे रेलवे के विकास को समुचित प्राथमिकता मिलती थी, लेकिन 2017 में इसे आम बजट में मिला दिया गया। इसके बाद रेलवे की वित्तीय आवश्यकताओं पर ध्यान अपेक्षाकृत कम हुआ है।

वित्तीय वर्ष 2025-26 के लिए रेलवे को 2.52 लाख करोड़ रुपये आवंटित किए गए हैं, जो पिछले वर्ष की तुलना में मात्र 3.9% अधिक है। यह वृद्धि भारतीय रेलवे की वर्तमान और भविष्य की आवश्यकताओं के अनुरूप नहीं है। सरकार का दावा है कि यह राशि ट्रेक इंफ्रास्ट्रक्चर के आधुनिकीकरण, सुरक्षा उपायों, वंदे भारत एक्सप्रेस जैसी सेमी-हाई-स्पीड ट्रेनों के विस्तार, और यात्री सुविधाओं में सुधार पर खर्च की जाएगी। लेकिन हकीकत यह है कि कई महत्वपूर्ण परियोजनाएँ धीमी गति से चल रही हैं और यात्री सुविधाओं में अपेक्षित सुधार नहीं हो पा रहा है।

* Speech was laid on the Table.

भारतीय रेलवे को वैश्विक मानकों के अनुरूप विकसित करने की आवश्यकता है। हमें रेलवे पटरियों का विस्तार करना होगा ताकि माल और यात्री परिवहन अधिक सुचारु हो सके। रेलवे को अधिक 'उपयोगकर्ता-अनुकूल' बनाने के लिए ई-कॉमर्स लॉजिस्टिक्स के अनुरूप कस्टमाइज्ड वैगन और कंटेनर विकसित किए जाने चाहिए।

रेलवे को पूरी तरह से विद्युतीकृत करने और इसे 'हरित रेलवे' में बदलने की दिशा में तेजी से काम करने की जरूरत है। इसके अलावा, रेलवे में अत्याधुनिक तकनीक का अधिकतम उपयोग होना चाहिए, ताकि यह अधिक स्मार्ट और कुशल बन सके।

मैं माननीय रेल मंत्री का ध्यान रेलवे में रिक्त पड़े लाखों पदों की ओर आकर्षित करना चाहता हूँ। प्रशिक्षित मानव संसाधन की कमी के कारण दुर्घटनाएँ हो रही हैं, जिससे यात्रियों की सुरक्षा प्रभावित हो रही है। सरकार को रेलवे में भर्ती प्रक्रिया को शीघ्र पूरा कर प्रशिक्षित कर्मियों की नियुक्ति करनी चाहिए।

अब मैं अमेठी, रायबरेली और आसपास के क्षेत्रों से संबंधित रेलवे समस्याओं की ओर सरकार का ध्यान आकर्षित करना चाहता हूँ। यह क्षेत्र देश के विकास में महत्वपूर्ण योगदान देते हैं, लेकिन रेलवे सेवाओं की कमी और धीमी परियोजनाओं के कारण जनता को कठिनाइयों का सामना करना पड़ रहा है।

1. ट्रेन स्टॉपेज

- * राजधानी एक्सप्रेस (22503/22504, 22505/22506) का ठहराव रायबरेली और गौरीगंज में किया जाए।
- * लखनऊ-यशवंतपुर एक्सप्रेस (12539/12540, 22683/22684) का ठहराव गौरीगंज में किया जाए।
- * उद्योग नगरी एक्सप्रेस (12173/12174) का ठहराव गौरीगंज में किया जाए।
- * भोपाल-प्रतापगढ़ सुपरफास्ट (12183/18184) का ठहराव गौरीगंज में किया जाए।
- * नई दिल्ली-डिब्रूगढ़ राजधानी एक्सप्रेस का रायबरेली में ठहराव किया जाए।

- * आनंद विहार-दानापुर एक्सप्रेस (13257/13258) का रायबरेली में ठहराव किया जाए ।
- * बेगमपुरा एक्सप्रेस (12237/12238) का ठहराव मुसाफिरखाना में किया जाए ।
- * पटना-कोटा एक्सप्रेस (13239/13240) का ठहराव मुसाफिरखाना में किया जाए ।

2. बंद पड़ी ट्रेनों को फिर से शुरू करने की माँग

- * प्रतापगढ़-लखनऊ डीएमयू/ईएमयू (74201/74202) को पुनः शुरू किया जाए ।
- * डुप्लीकेट हावड़ा (13049/13050) को पुनः शुरू किया जाए ।
- * साकेत लिंक एक्सप्रेस (21088) को पुनः चलाया जाए ।
- * शिवपुर-लखनऊ (64281/64282) ट्रेन को वाराणसी से लखनऊ तक प्रतिदिन चलाया जाए ।

3 अन्य समस्याएँ

- * अमृत योजना के तहत स्टेशन विकास कार्यों में तेजी लाई जाए ।
- * रायबरेली रेलवे स्टेशन पर स्वीकृत वॉशिंग लाइन का कार्य शीघ्र पूरा किया जाए ।
- * रायबरेली जिले में बने अंडरपास में जलभराव की समस्या का समाधान किया जाए ।
- * लालगंज रेलवे स्टेशन का सौंदर्गीकरण और नवीनीकरण किया जाए ।
- * लालगंज-बछरावां मार्ग पर ओवरब्रिज बनाया जाए ताकि यातायात बाधित न हो ।
- * रायबरेली-प्रयागराज रेलखंड में अधूरे पड़े अंडरपास निर्माण कार्य पूरे किए जाएँ ।

रेलवे के विकास के बिना देश की प्रगति संभव नहीं है । हमें रेलवे को अधिक कुशल, सुरक्षित और सुविधाजनक बनाना होगा । सरकार को रेलवे बजट में वृद्धि कर बुनियादी ढांचे के विकास, सुरक्षा उपायों, नई ट्रेनों की शुरुआत, और लंबित परियोजनाओं को जल्द पूरा करने पर ध्यान देना चाहिए ।

कृपया मेरी उपरोक्त सभी माँगों पर सरकार को शीघ्र संज्ञान लेना चाहिए ताकि नागरिकों को बेहतर सुविधाएँ मिल सकें और रेलवे अपनी पूरी क्षमता से देश की सेवा कर सके ।

धन्यवाद ।

***डॉ. मोहम्मद जावेद (किशनगंज) :** मैं, मेरे लोक सभा क्षेत्र किशनगंज, ठाकुरगंज और सीमांचल क्षेत्र के महत्वपूर्ण रेल मुद्दों को रखना चाहता हूँ। ये मुद्दे क्षेत्र के लाखों यात्रियों की सुविधा, आर्थिक विकास और संपर्क व्यवस्था को बेहतर बनाने के लिए अति जरूरी हैं। रेलवे की मौजूदा स्थिति दयनीय है। यात्रियों को मूलभूत सुविधाएं भी नहीं दी जा रही हैं। ट्रेनों की संख्या में कमी होने के वजह से सीमांचल क्षेत्र के यात्रियों को भारी असुविधा हो रही है। वेटिंग लिस्ट की संख्या लगातार बढ़ रही है, जिससे यात्रियों को न केवल मानसिक तनाव झेलना पड़ता है बल्कि उन्हें अतिरिक्त चार्ज भी भरना पड़ता है। चार्जबल टिकट कैंसलेशन ने यात्रियों की समस्या को और बढ़ा दिया है। यह खुलेआम शोषण है। सबसे पहले, पौवाखाली से सिलीगुड़ी तक नई डीईएमयू ट्रेन सेवा की आवश्यकता है। हाल ही में इस रूट का सीसीआरएस निरीक्षण सफलतापूर्वक पूरा हो चुका है और इसे परिचालन की अनुमति भी मिल गई है। पौवाखाली, कादोगांव और भोगडावर जैसे नए स्टेशनों के यात्रियों की सुविधा के लिए पौवाखाली से सुबह 7:30 बजे और दोपहर 2:00 बजे सिलीगुड़ी के लिए तथा सिलीगुड़ी से सुबह 10:00 बजे और रात 9:30 बजे पौवाखाली के लिए डीईएमयू ट्रेन का परिचालन किया जाए।

ट्रेनों के ठहराव और विस्तार की मांग भी अत्यंत आवश्यक है।

1. ट्रेन संख्या 18629/30 न्यू जलपाईगुड़ी-रांची एक्सप्रेस के परिचालन को पुनः शुरू किया जाए या विकल्प के रूप में ट्रेन संख्या 18625/26 पूर्णिया कोर्ट- हटिया एक्सप्रेस का विस्तार सिलीगुड़ी जंक्शन तक किया जाए।
2. बरौनी अहमदाबाद एक्सप्रेस का विस्तार किशनगंज, अकुरगंज के रास्ते सिलीगुड़ी तक किया जाए जिससे पश्चिम भारत के लिए सीधी ट्रेन सेवा उपलब्ध हो सके।
3. एनजेपी सीधा पहाडिया एक्सप्रेस का ठाकुरगंज में ठहराव पुनः बहाल किया।
4. एनजेपी-चेन्नई एक्सप्रेस का ठहराव अकुरगंज में प्रदान किया जाए।
5. दिल्ली, उदयपुर और मुंबई के लिए चलने वाली ट्रेनों को अकुरगंज के रास्ते डायवर्ट किया जाए।

* Speech was laid on the Table.

6. एलटीटी-कामाख्या एक्सप्रेस को सिलीगुड़ी जंक्शन के बाद अकुरगंज के रास्ते चलाया जाए।

इसके अतिरिक्त, तैयबपुर रेलवे स्टेशन और गलगलिया रेलवे स्टेशन पर निम्नलिखित ट्रेनों के ठहराव की भी मांग है:

- बालूघाट-सिलीगुड़ी एक्सप्रेस
- सिक्किम महानंदा एक्सप्रेस
- कान्चनकन्या एक्सप्रेस
- कैपिटल एक्सप्रेस

इसके अलावा, मैं यह मांग करता हूँ कि किशनगंज रेलवे स्टेशन का आधुनिकीकरण किया जाए। यहां की यात्री संख्या में लगातार वृद्धि हो रही है, परंतु स्टेशन पर मूलभूत सुविधाओं का अभाव है।

1. प्लेटफार्म पर स्वच्छ पेयजल की व्यवस्था सुनिश्चित की जाए।
2. शौचालयों का उचित रखरखाव किया जाए, जिससे यात्रियों को बेहतर सुविधा मिल सके।
3. दिव्यांग यात्रियों के लिए विशेष रैंप, लिफ्ट और व्हीलचेयर सेवा प्रदान की जाए।
4. महिलाओं के लिए सुरक्षित प्रतीक्षालय और उचित प्रकाश व्यवस्था की जाए।
5. रेलवे स्टेशन के आसपास स्वच्छता और सुरक्षा को प्राथमिकता दी जाए।

रेलवे में हाल ही में हो रही समस्याएं भी गंभीर चिंता का विषय हैं। रिजर्वेशन के अभाव में यात्री कई बार ट्रेन में यात्रा करने से वंचित रह जाते हैं। वेटिंग टिकट वाले यात्रियों के लिए कोई वैकल्पिक व्यवस्था नहीं है। रेलवे प्रशासन की नाकामी का यह आलम है कि भीड़ के कारण ट्रेन में खड़े होने की भी जगह नहीं होती, बावजूद इसके टिकट रद्द करने पर यात्रियों से शुल्क वसूला जाता है।

यात्रियों को चार्जबल वेटिंग रूम में बैठने को मजबूर किया जाता है, स्टेशन पर प्रतीक्षालय की व्यवस्था दयनीय है, पीने के पानी तक का सही इंतजाम नहीं है। महिलाओं के लिए सुरक्षित कोच की व्यवस्था की कमी, दिव्यांग यात्रियों के लिए असुविधाजनक प्लेटफार्म डिजाइन, और शौचालयों की दुर्दशा जैसी गंभीर समस्याएं रेलवे को तुरंत दूर करनी चाहिए। इसके अलावा, ट्रेनों के बार-बार विलंब

से चलने की समस्या विकराल होती जा रही है। कई ट्रेनों में रेलवे के रखरखाव में घोर लापरवाही देखी गई है। ट्रेन के पंखे खराब, खिड़कियों के शीशे टूटे हुए, शौचालयों में गंदगी और पानी की आपूर्ति का अभाव आम समस्या बन गई है। इन सबके बावजूद यात्रियों से लगातार बढ़ते किराए वसूले जा रहे हैं।

प्लेटफार्म पर पेयजल की कमी, टिकट काउंटरों पर लंबी कतारें और अव्यवस्थित पार्किंग व्यवस्था यात्रियों को और अधिक परेशान कर रही हैं। सीमांचल क्षेत्र के यात्रियों को दक्षिण भारत के शहरों जैसे बेंगलुरु, हैदराबाद, चेन्नई, विशाखापत्तनम के लिए कोई नियमित ट्रेन उपलब्ध नहीं है। इस वजह से सीमांचल के यात्रियों को भारी परेशानी का सामना करना पड़ता है। इसके अलावा, सीमांचल क्षेत्र से कोसी-मिथिला क्षेत्र के लिए कोई दैनिक ट्रेन सेवा नहीं है। पूर्णिया, कटिहार, किशनगंज से सहरसा, सुपौल, मधेपुरा, दरभंगा, सीतामढ़ी जैसे क्षेत्रों के लिए नई सुपरफास्ट ट्रेन चलाई जाए ताकि इन क्षेत्रों के लाखों लोग लाभान्वित हो सकें।

रेलवे में यह अव्यवस्था, यात्रियों की समस्याओं की अनदेखी और गैरजिम्मेदार रवैया अब और बर्दाश्त नहीं किया जा सकता। इसलिए मैं रेल मंत्री महोदय से विनम्र आग्रह करता हूँ कि उपरोक्त सभी मांगों पर शीघ्र निर्णय लिया जाए ताकि सीमांचल क्षेत्र के यात्रियों को बेहतर कनेक्टिविटी और सुविधाएं मिल सकें। शुक्रिया।

***श्री रविंद्र दत्ताराम वायकर (मुम्बई उत्तर-पश्चिम) :** मैं रेलवे के Demand for Grants पर अपने विचार रखती हूँ। भारतीय रेलवे, जो हमारे देश की जीवन रेखा है, करोड़ों लोगों के जीवन से जुड़ा है और हमारी अर्थव्यवस्था में महत्वपूर्ण भूमिका निभाता है। इस बजट में कुछ महत्वपूर्ण प्रावधान किए गए हैं जो रेलवे के विकास और यात्रियों की सुविधा के लिए अत्यंत महत्वपूर्ण हैं।

- इस वित्तीय वर्ष 2025-26 के लिए सरकार ने रेल के लिए रिकॉर्ड कैपेक्स 2,62,200 करोड़ रुपये आवंटित किए हैं। रेलों के लिए Gross Budgetary support 2,52,200 करोड़ रुपये है, जो 2013-14 में केवल 28,174 करोड़ रुपये था।

* Speech was laid on the Table.

- हमारी रेल सिर्फ एक यात्रा का साधन नहीं है, पटरियों पर सिर्फ रेल नहीं दौड़ती है, देश का विकास दौड़ता है। इसलिए अगर किसी भी देश के विकास का आंकलन करना है तो उसकी रेल व्यवस्था को देखना सबसे ज़रूरी है। मैं तो मुंबई का प्रतिनिधित्व करता हूँ जिसकी Lifeline ही रेल है, हमारी अर्थव्यवस्था को चलाने का काम रेल करती है, लेकिन एक वास्तविकता यह भी है की हमारी बढ़ती जनसँख्या के लिए हमारी रेलवे की capacity पर्याप्त नहीं है।
- पिछले 10 वर्षों में, रेलवे ने 31,180 ट्रेक किलोमीटर का कमीशन किया। ट्रेक बिछाने की गति 2014-15 में प्रति दिन 4 किमी से बढ़कर 2023-24 में 14.54 किमी प्रति दिन हो गई। 2014-2024 के दौरान, भारतीय रेलवे ने 41,655 मार्ग किलोमीटर (आरकेएम) का विद्युतीकरण किया है, जबकि 2014 तक केवल 21,413 मार्ग किलोमीटर ही विद्युतीकृत थे। पूरे देश में रेलवे द्वारा महाराष्ट्र को सबसे अधिक ₹23,778 करोड़ का रिकॉर्ड बजट आवंटन मिला है, जो राज्य के विकास लक्ष्यों को तेजी से पूरा करने में मदद करेगा।
- यह आवंटन 2009-2014 के दौरान महाराष्ट्र को मिलने वाले ₹1,171 करोड़ के वार्षिक औसत से 20 गुना अधिक है, जो यह दर्शाता है कि पिछली सरकारों ने महाराष्ट्र की रेलवे परियोजनाओं को ठप कर दिया था।
- 2014 से अब तक महाराष्ट्र में 2,150 किलोमीटर नई रेलवे लाइनें बिछाई गई हैं, जो मलेशिया के पूरे रेल नेटवर्क से भी अधिक है!
- पिछले 10 वर्षों में 3,586 किमी रेलवे लाइनों का विद्युतीकरण किया गया है, जिससे महाराष्ट्र 100% विद्युतीकृत रेलवे नेटवर्क वाला राज्य बन चुका है।
- 47 प्रमुख रेलवे परियोजनाएँ, जिन पर ₹1,58,866 करोड़ का निवेश किया जा रहा है, पूरी रफ्तार से चल रही हैं।
- महाराष्ट्र देश की पहली बुलेट ट्रेन परियोजना का केंद्र बना हुआ है, जो राज्य को तेज़ रफ्तार

और आधुनिक रेलवे नेटवर्क से जोड़ने का काम करेगी।

- 11 वंदे भारत ट्रेनें महाराष्ट्र में चल रही हैं, जो 19 जिलों को कवर करती हैं और 30 अनूठे स्टॉपेज प्रदान करती हैं।
- अमृत भारत स्टेशन योजना के तहत महाराष्ट्र में 132 रेलवे स्टेशनों का पुनर्विकास किया जा रहा है, जिसमें ₹5,587 करोड़ का निवेश किया गया है।
- राज्य में 1,062 रेल फ्लाईओवर और अंडरपास बनाए गए हैं, जिससे यातायात और रेलवे क्रॉसिंग की समस्या समाप्त हो रही है।
- यात्रियों की सुविधा के लिए 236 लिफ्ट, 302 एस्केलेटर और 566 रेलवे स्टेशनों पर वाई-फाई की सुविधा उपलब्ध कराई गई है।

माननीय रेलवे मंत्री जी के संज्ञान में कुछ महत्वपूर्ण विषय लाना चाहता हूँ

माननीय मंत्री जी, मैं सरकार द्वारा लोकल ट्रेन सेवा में किए जा रहे सुधारों का स्वागत करता हूँ। लेकिन ऑफिस आवर्स में भीड़ की स्थिति इतनी भयावह होती है कि यात्री मजबूरी में ट्रेन के दरवाजों से लटककर सफर करते हैं, जिससे कई लोगों की जान जाती है। 2023 में 2590 यात्रियों की मौत रेलवे ट्रैक पर गिरने से हुई। मेरा सुझाव है कि जिस प्रकार मेट्रो में ऑटोमेटिक डोर लगाए जाते हैं, उसी प्रकार रेलवे स्टेशनों पर भी यह सुविधा शुरू की जाए, ताकि यात्रियों की सुरक्षा सुनिश्चित हो सके।

कोकण रेलवे महाराष्ट्र का गौरव है और इसने 2023 में ₹300 करोड़ का मुनाफा दर्ज किया। लाखों लोग इस रूट पर यात्रा करते हैं, लेकिन सिंगल ट्रैक होने के कारण काफी असुविधा होती है। कंकावली-सावंतवाड़ी-मडगांव स्टेशन के बीच 350 किमी की ट्रैक डबलिंग का प्रस्ताव रेलवे बोर्ड के पास एक साल से लंबित है। मेरी सरकार से मांग है कि इसे तत्काल मंजूरी दी जाए। इसके अतिरिक्त, कोकण रेलवे एक लाभदायक उपक्रम है, इसलिए इसके विकास के लिए केंद्र सरकार को बजट में एक विशेष हेड बनाकर वित्तीय सहायता देनी चाहिए।

मल्टी-मॉडल ट्रांसपोर्ट भविष्य की जरूरत है। एयरपोर्ट्स को रेलवे स्टेशनों से जोड़ने का कार्य

प्राथमिकता पर किया जाना चाहिए, ताकि यात्रियों को एकीकृत परिवहन सुविधा मिल सके। मेरा अनुरोध है कि इस परियोजना को तेज़ी से पूरा करने के लिए ठोस योजना बनाई जाए।

रेलवे यात्रियों के अनुभव को बेहतर बनाने के लिए स्टेशनों के आधुनिकीकरण, प्लेटफार्मों की उन्नति और सार्वजनिक शौचालयों की नियमित सफाई अनिवार्य की जानी चाहिए। मुंबई जैसे व्यस्त स्टेशनों पर विशेष रूप से महिलाओं के लिए "मदर्स फीडिंग रूम" बनाए जाने चाहिए।

रेलवे स्टेशनों पर काम करने वाले कुली भाइयों के लिए उचित बैठने और विश्राम की व्यवस्था नहीं है। सरकार को उनकी ट्रेनिंग और कौशल विकास पर ध्यान देना चाहिए, ताकि वे नई तकनीकों को अपनाकर अपनी आय और कार्यकुशलता बढ़ा सकें।

कई बार दुर्घटनाओं के समय रेलवे स्टेशनों पर मेडिकल सहायता उपलब्ध न होने के कारण यात्रियों की मौत हो जाती है। मेरा सुझाव है कि प्रत्येक प्रमुख रेलवे स्टेशन पर डॉक्टरों की उपलब्धता सुनिश्चित की जाए और प्राथमिक उपचार केंद्र बनाए जाएं।

आज भी कई रेलवे स्टेशन दिव्यांगों के लिए सुविधाजनक नहीं हैं। लिफ्ट, रैंप और व्हीलचेयर जैसी सुविधाओं को बढ़ाने की आवश्यकता है। वरिष्ठ नागरिकों और दिव्यांगों के लिए आरक्षित कोचों में भीड़ की नियमित निगरानी होनी चाहिए, ताकि उनके लिए आरक्षित सीटों पर केवल पात्र यात्री ही यात्रा करें।

कोरोना काल के बाद सरकार ने वरिष्ठ नागरिकों और पत्रकारों को मिलने वाली रेलवे छूट (Concessions) बंद कर दी। अब स्थिति सामान्य हो चुकी है, इसलिए मेरी मांग है कि इन रियायतों को फिर से बहाल किया जाए।

रेलवे की कई जमीनें अतिक्रमण की वजह से बेकार पड़ी हैं। सरकार को रेलवे की जमीनों के बेहतर प्रबंधन और अवैध कब्जे हटाने के लिए ठोस नीति बनानी चाहिए।

मुंबई और अन्य शहरों में हजारों लोग हर दिन रेलवे ट्रैक पार करके अपनी जान जोखिम में डालते हैं। प्रत्येक संवेदनशील स्थान पर फुटओवर ब्रिज बनाए जाएं, ताकि इस तरह की दुर्घटनाओं को रोका जा सके।

वरिष्ठ नागरिकों और दिव्यांगों के लिए आरक्षित डिब्बों में अक्सर अन्य यात्री बैठ जाते हैं, जिससे जरूरतमंदों को सीट नहीं मिलती। ऐसे मामलों में दैनिक आधार पर कड़ी निगरानी और सख्त कार्रवाई की जाए।

आज भी कई रेलवे स्टेशनों पर सफाई की स्थिति दयनीय है। एयरपोर्ट की तर्ज पर रेलवे स्टेशनों की सफाई को बेहतर किया जाए और सार्वजनिक शौचालयों को नियमित रूप से साफ किया जाए।

रेलवे केवल एक परिवहन व्यवस्था नहीं, बल्कि भारत की अर्थव्यवस्था और समाज की जीवनरेखा है। अगर यात्रियों की सुरक्षा, सुविधा और रेलवे कर्मचारियों के कल्याण पर ध्यान दिया जाए, तो रेलवे को एक विश्वस्तरीय प्रणाली में बदला जा सकता है।

अंत में, मैं सरकार को इस दिशा में उठाए गए सकारात्मक कदमों के लिए बधाई देना चाहता हूँ। हमें उम्मीद है कि इन प्रयासों से भारतीय रेलवे और अधिक मजबूत और सुरक्षित बनेगा और यात्रियों को बेहतर सुविधाएँ मिलेंगी।

***SUSHRI PRANITI SUSHILKUMAR SHINDE (SOLAPUR):** The Indian Railways is currently facing a range of pressing challenges that threaten its efficiency and long-term sustainability. A major concern is its financial strain, with 99% of internal revenue being spent on operational costs. This leaves minimal surplus for crucial capital investments needed to upgrade infrastructure, enhance safety measures, and improve passenger amenities. Some of the issues affecting Solapur have been mentioned below: Several trains running through Solapur Division of Central Railway were discontinued due to the implementation of the Zero-Based Time Table (ZBTT). These trains provided essential connectivity for passengers, and their absence continues to cause significant inconvenience.

* Speech was laid on the Table.

1. 22133/34 Kolhapur-Solapur Express (extended to Hyderabad)
2. 22145/46 Pandharpur-Miraj Express
3. 11307/08 Hyderabad-Gulbarga Intercity (extended to Solapur)
4. 02111/12 Solapur-Nagpur Biweekly Superfast Express
5. 71301 Solapur-Guntakal Passenger
6. 57628 Gulbarga-Solapur Passenger (extended to Miraj)
7. 57659 Solapur-Falaknuma Passenger (extended to Miraj)
8. 11423/24 Solapur-Hubli Intercity Express
9. 51029/30 Mumbai-Solapur-Bijapur Fast Passenger
10. 07003/04 Hyderabad-Solapur Intercity Express (extended to Kolhapur)
11. 11001/02 Pandharpur-Sainagar Shirdi Express

These trains are crucial for daily commuters, traders, and pilgrims, and their restoration is urgent to improve regional mobility.

- Previously, Group ID technical posts in the railways required III certification, ensuring skilled workers for technical roles. However, the new eligibility criteria have been lowered to 10th pass, leading to a lack of necessary technical expertise. The Ministry of Railways must revise the eligibility criteria to ensure technically skilled candidates are appointed for technical roles, safeguarding the quality and safety of railway operations.
- For many years, senior citizens of Solapur were granted railway ticket concessions 40% for men and 50% for women. However, this essential benefit has now been discontinued, causing financial strain on elderly

passengers who rely on limited pensions for survival. Due to rising travel costs, many senior citizens struggle to afford train tickets, restricting their mobility and access to essential services. The Retired Employees (1995) Coordination Committee (National Organization, Solapur Division) has requested the reinstatement of these concessions to ease their financial burden.

- There is an urgent need to thoroughly evaluate the performance of contractors providing services in the Railways. Despite ongoing efforts to improve passenger experience, hygiene standards across various classes remain unsatisfactory. This persistent issue poses a significant challenge, particularly for women travellers, who often face discomfort and inconvenience during their journeys.
- The government must implement a robust monitoring system, enforce accountability measures, and introduce stricter penalties for non-compliance. By improving hygiene standards across all classes, the Railways can create a safer and more welcoming environment, especially for women travellers.
- To alleviate passenger congestion, it is essential to reintroduce 2AC coaches in the following trains:
 1. 12115/12116-Siddheshwar Express (Minimum 3 2AC coaches required)
 2. 11311/11312-Solapur Hassan Express (Minimum 3 2AC coaches required)

3. 11301/11302-Udyan Express (Minimum 3 2AC coaches required)

Adding these coaches will enhance passenger comfort and better accommodate the growing demand for reserved seating.

Apart from the above-mentioned issues, it is imperative for the government to look into the issue of railway safety. The Rashtriya Rail Sanraksha Kosh (RRSK) fund was established by the central government in 2017-18 to renew, replace, and upgrade critical railway safety assets. The fund aimed to accumulate 21 lakh crore over five years, with an annual allocation of ₹20,000 crore ₹15,000 crore from the central government and ₹5,000 crore from Railways' internal resources. Extended for another five years from 2022-23, the fund has faced shortfalls due to inadequate revenue surplus. In 2025-26, only ₹2,000 crore is allocated from internal revenue, while the 2024-25 revised estimate shows a 49% reduction compared to the initial budget estimate.

Therefore, timely and decisive government intervention is crucial to addressing the financial and operational challenges faced by the Railways. Proactive measures are required to ensure its long-term sustainability.

*** जसवंतसिंह सुमनभाई भाभोर (दाहोद) :** मैं, अनुदान, जो कि रेल मंत्रालय के अंतर्गत आती है, की चर्चा में मुझे अपने विचार रखने के लिए अवसर देने हेतु आपका बहुत-बहुत आभार व्यक्त करता हूँ। यह अनुदान मांग भारतीय रेलवे के विस्तार, आधुनिकीकरण, सुरक्षा और यात्रियों की सुविधा को ध्यान में रखते हुए तैयार की गई है।

सबसे पहले, मैं हमारे यशस्वी प्रधानमंत्री श्री नरेंद्र मोदी जी और माननीय वित्त मंत्री श्रीमती

* Speech was laid on the Table.

निर्मला सीतारमण जी एवं रेल मंत्री श्री अश्विनी वैष्णव जी का हृदय से आभार व्यक्त करता हूँ, जिनके दूरदर्शी नेतृत्व और मार्गदर्शन में रेलवे को नई गति और दिशा मिली है। वित्त मंत्री महोदया ने इस बजट में रेलवे विभाग को अधिकतम गति देने में कोई कसर नहीं छोड़ी है।

भारतीय रेलवे एक राष्ट्रीय धरोहर है, यह गरीब, किसानों एवं युवाओं की जीवन रेखा है, भारतीय रेलवे विश्व का सबसे बड़ा रेलवे नेटवर्कों में से एक है और भारत, जनसंख्या के आधार पर विश्व का दूसरा सबसे बड़ा देश है। ऐसे में रेलवे का विकास केवल एक विभागीय सुधार नहीं, बल्कि देश की आर्थिक और सामाजिक उन्नति की धुरी है।

- भारतीय रेलवे प्रतिदिन लाखों लोगों को उनके गंतव्य तक पहुंचाने का माध्यम है।
- भारतीय रेलवे में 12,167 पैसेंजर ट्रेनें और 7,349 मालगाड़ियाँ संचालित होती हैं।
- प्रतिदिन 2.3 करोड़ (23 मिलियन) यात्री रेलवे का उपयोग करते हैं।
- नई रेल परियोजनाएँ तेजी से कार्यान्वित की जा रही हैं, जिससे भविष्य में रेल नेटवर्क और भी व्यापक होगा।

यह स्पष्ट रूप से प्रदर्शित करता है कि भारतीय रेलवे न केवल परिवहन का साधन है, बल्कि यह राष्ट्र की अर्थव्यवस्था और नागरिकों के जीवन का एक अभिन्न हिस्सा भी है।

रेलवे बजट में,

वित्तीय वर्ष 2025-26 के लिए भारतीय रेलवे को 2.65 लाख करोड़ रुपये का बजट आवंटित किया गया है।

- इस आवेदन का एक बड़ा हिस्सा रेलवे की सुरक्षा, इंफ्रास्ट्रक्चर विकास, आधुनिकीकरण, नवाचार और पर्यावरणीय स्थिरता के लिए निर्धारित किया गया है।
- 1.08 लाख करोड़ रुपये रेलवे सुरक्षा हेतु आवंटित किए गए हैं, जिसका उपयोग पुराने रेलवे ट्रैक को उन्नत करने, नई ब्रिज प्रणाली के निर्माण, फ्लाईओवर और अंडरपास के विस्तार तथा आधुनिक सिग्नलिंग प्रणाली के लिए किया जाएगा।

- भारतीय रेलवे "कवच" ऑटोमेटिक ट्रेन प्रोटेक्शन सिस्टम को 7,000 किलोमीटर ट्रैक पर लागू करेगा, जिससे यात्रियों की सुरक्षा सुनिश्चित होगी।

इसके लिए हमारे प्रधानमंत्री श्री नरेंद्र मोदी जी और माननीय वित्त मंत्री श्रीमती निर्मला सीतारमण जी एवं रेल मंत्री श्री अश्विनी वैष्णव जी का हृदय से आभार व्यक्त करता हूँ।

गुजरात राज्य रेलवे विकास के क्षेत्र में अग्रणी भूमिका निभा रहा है। इस वर्ष के बजट में गुजरात के लिए कई महत्वपूर्ण घोषणाएँ की गई हैं:

1. अहमदाबाद-मुंबई बुलेट ट्रेन परियोजना के लिए 23,000 करोड़ रुपये आवंटिता
2. रेलवे स्टेशनों के आधुनिकीकरण के तहत अहमदाबाद, सूरत, वडोदरा, गांधीनगर और दाहोद स्टेशनों का विकास।
3. धोलेरा स्पेशल इन्वेस्टमेंट रीजन (SIR) के लिए विशेष रेल कनेक्टिविटी।
4. अहमदाबाद-गांधीनगर मेट्रो परियोजना का विस्तार।
5. सूरत और वडोदरा में नए फ्रेट कॉरिडोर विकसित किए जाएँगे।
6. पर्यावरण अनुकूल रेलवे नेटवर्क को बढ़ावा देने के लिए 5,000 किलोमीटर रेलवे ट्रैक का विद्युतीकरण।

मेरे लोकसभा क्षेत्र दाहोद की प्रमुख परियोजनाएँ जिसमें,

1. 9000 हॉर्सपावर रेलवे इंजन कारखाना: प्रधानमंत्री श्री नरेंद्र मोदी ने 20 अप्रैल 2022 को दाहोद में 9000 हॉर्सपावर के इलेक्ट्रिक इंजनों के निर्माण हेतु सीमेंस इंडिया के सहयोग से एक आधुनिक कारखाने की आधारशिला रखी थी। यह 'मेक इन इंडिया' पहल के तहत स्थापित किया गया है, जिससे भारतीय रेलवे की दक्षता में वृद्धि होगी। इसके लिए हमारे प्रधानमंत्री श्री नरेंद्र मोदी जी और रेल मंत्री श्री अश्विनी वैष्णव जी का हृदय से आभार व्यक्त करता हूँ। इसके आलावा
2. आनास और संतरोड अंडरब्रिज एवं ओवर ब्रिज का निर्माण: रेल मंत्रालय ने अंडर ब्रिजों को

ओवर ब्रिज में परिवर्तित करने के प्रयास किए हैं, जिससे यातायात सुगम होगा और नागरिकों को बेहतर सुविधाएं मिलेंगी। इसके लिए भी हमारे प्रधानमंत्री श्री नरेंद्र मोदी जी और रेल मंत्री श्री अश्विनी वैष्णव जी का हृदय से आभार।

3. आनास-संतरोड अंडर ब्रिज एवं ओवर ब्रिज का निर्माण: रेल मंत्रालय ने अंडर ब्रिजों को ओवर ब्रिज में परिवर्तित करने के प्रयास किए हैं, जिससे यातायात सुगम होगा और नागरिकों को बेहतर सुविधाएं मिलेंगी।

4. दाहोद के अमृत -2 रेलवे स्टेशन की स्थापना के लिए प्रधानमंत्री और रेल मंत्री का आभार।

5. लिमखेड़ा रेलवे स्टेशन का उन्नयन एवं नवीनीकरण: यह कार्य अंतिम चरण में है, जिससे क्षेत्र की रेल सेवाओं में सुधार होगा। इसके लिए प्रधानमंत्री और रेल मंत्री का आभार।

6. इंदौर-दाहोद रेलवे परियोजना: 204 किलोमीटर लंबी इस महत्वाकांक्षी परियोजना की लागत 1643 करोड़ रुपये तक पहुँच चुकी है। इस बजट में 265 करोड़ रुपये आवंटित किए गए हैं। मैं रेल मंत्री महोदय का आभार व्यक्त करता हूँ और इस परियोजना के शीघ्र पूरा होने की अपेक्षा करता हूँ। इसके लिए भी प्रधानमंत्री और रेल मंत्री का आभार।

मेरे लोकसभा क्षेत्र दाहोद की कुछ जरूरी मांगें भी माननीय रेल मंत्री जी के समक्ष रखना चाहूँगा जो इस प्रकार हैं

1. निम्न अंडर ब्रिजों के निर्माण कार्य को पूर्ण करना।

(A) अनास

(B) लिमखेड़ा

(C) उसरा

2. दाहोद प्लेटफार्म पर लिफ्ट की व्यवस्था।

3. फ्रीलेंडगंज रेलवे कॉलोनी में मराठी स्कूल से सात रास्ता तक का रोड एवं सात रास्ते से चार रास्ते तक का रोड बहुत ही ज्यादा खराब हो चुका है इन दोनों रास्ते का डामरीकरण शीघ्र ही करवावें।

4. रेलवे कॉलोनी में अधिकांश मकानों की छतों से बरसात का पानी टपकता है एवं खिड़की दरवाजे भी

खराब हो गये हैं अतः मकानों की छतों की मरम्मत एवं खिड़की दरवाजे बदलना बहुत ही आवश्यक है।

5. रेलवे मकानों में रिपेयरिंग करवाने हेतु कर्मचारियों द्वारा ऑनलाइन शिकायत की जाती है किन्तु कई महीनों तक रिपेयरिंग का काम नहीं होता है और ना ही कोई फीड-बैक मिलता है।

6. दाहोद की रेलवे कॉलोनी में बरसात में उगी हुई झाड़ियों के कारण रेलवे कॉलोनी में गन्दगी फैल रही है।

7. दाहोद में गेट नं. 44 के स्थान पर ROB बनाया गया है इस ROB के मार्ग को गन्दे कुएँ के पास वाली सड़क से जोड़ा गया है। इस तिराहे पर हर समय दुर्घटना का भय बना रहता है अतः यहाँ पर स्पीड ब्रेकर बनाना बहुत ही आवश्यक है।

8. ADEN दाहोद Sr.DEN रतलाम के आधीन कार्यरत है। ADEN दाहोद को CWM दाहोद के आधीन कार्य करने हेतु आदेश देने से रेलवे कॉलोनी का कार्य शीघ्र एवं सुचारु रूप से हो सकता है।

9. बोरडी में FOB का निर्माण।

10. अनास में FOB का लंबाई बढ़ाना।

11. सभी गाड़ियों में स्लीपर एवं जनरल कोच की संख्या कम करके AC कोचों की संख्या बढ़ायी गई है इस कारण यात्रियों को बहुत ही परेशानी हो रही है। अतः स्लीपर एवं जनरल कोचों की संख्या बढ़ाना बहुत ही आवश्यक है।

12. सभी गाड़ियों में पहले जनरल कोच आगे एवं पीछे की तरफ लगते थे किन्तु अब किसी गाड़ी में आगे की तरफ और किसी गाड़ी में पीछे की तरफ लगते हैं इस कारण जनरल टिकट के यात्रियों को बहुत परेशानी हो रही है। गाड़ी आने पर इन्हें आगे से पीछे या पीछे से आगे की तरफ अपना सामान लेकर भागना पड़ता है। और गाड़ी का स्टोपेज कम होने की कारण जनरल कोच तक पहुँच भी नहीं पाते हैं। अतः प्रत्येक गाड़ियों में जनरल कोच दोनों तरफ (आगे एवं पीछे) लगाना आवश्यक है।

13. दाहोद - इंदौर रेल परियोजना के अंतर्गत दाहोद से झाबुआ तक का कार्य कब तक पूर्ण होने की संभावना है।

14. वलसाड इंटरसिटी का वड़ोदरा से दाहोद में मध्य संचालन बंद कर दिया गया है। इस क्षेत्र के

निवासियों के लिये यह महत्वपूर्ण गाड़ी थी। अतः कृपया इसका संचालन पुनः दाहोद तक किया जाये।

15. बोरडी रेलवे स्टेशन पर कोरोना काल से पूर्व दोहोद – भोपाल एक्सप्रेस 12955-12956 का ठहराव था किंतु इस गाड़ी के पुनः संचालन पर इसका ठहराव बोरडी में नहीं दिया गया है। अतः बोरडी में इसके ठहराव की स्वीकृति हेतु आवश्यक कार्यवाही करें।

16. निम्न गाड़ियों का पुनः संचालन करना :

1. आणंद - दाहोद मेमू गाड़ी नं. 69189 का पुनः संचालन करना।

- नोट :-दिनांक 06/08/2022 से दाहोद से आणंद तक मेमू गाड़ी नं. 69190 का पुनः संचालन किया गया है किन्तु आणंद से दाहोद आने हेतु डाउन दिशा में मेमू गाड़ी सं. 69189 का पुनः संचालन अभी तक नहीं किया गया है इस कारण आणंद से दाहोद आने में काफी असुविधा हो रही है अतः आणंद से दाहोद हेतु मेमू गाड़ी नं. 69189 का पुनः संचालन करवाने की कृपा करें।

2. कोरोना काल से पूर्व निम्न यात्री गाड़ियों का दाहोद में ठहराव था किन्तु अब इनका ठहराव दाहोद में नहीं है अतः पुनः इन गाड़ियों का ठहराव आवश्यक है।

- ओखा - गुवाहाटी गाड़ी नं. 15635-36
- बांद्र टर्मिनस हजरत निजामुद्दीन (गरीब रथ) गाड़ी नं. 12909-10
- बांद्रा - अजमेर गाड़ी नं. 12996 - 12996

2. दाहोद में निम्न यात्री गाड़ियों का ठहराव हेतु आवश्यक कार्यवाही करने बाबत।

- अर्नाकुलम - अजमेर (मरुसागर स्पेशियल) गाड़ी नं. 12977-78
- गाजीपुर - बांद्र गाड़ी नं. 19041-42
- जयपुर - पुणे गाड़ी नं. 12939 – 40
- बांद्रा - हरिद्वार गाड़ी नं. 22917 – 18

- आजिमाबाद एक्सप्रेस गाड़ी नं. 12947-48

17. सात बंगले से वांदरिया/छापरी गाँव तक रेलवे भूमि में सड़क बनाने बाबत ।

18. दाहोद लिमड़ी मार्ग से लगा हुआ रेलवे सीमा में रेलवे का पुराना रोड कालिडेम तक बनाया हुआ है किन्तु इसके साथ ही गुजरात सरकार द्वारा एक पक्का मार्ग बनाया गया है इस कारण पुराने रोड से काली डेम जाने हेतु पुराने रोड का उपयोग नहीं किया जा रहा इस पुराने रोड से किसानों का अपनी खेती के कार्य से आना-जाना रहता है किन्तु यह रोड जर जर अवस्था में है इस कारण इस पर से आना जाना बहुत ही असुविधाजनक है अतः इस पुराने रोड को सीमेंटीकरण पंचायत फंड से करना चाहते हैं अतः कृपया इस पुराने मार्ग का सीमेंटीकरण करने की अनुमति प्रदान करें ।

इस एक बार फिर प्रधानमंत्री श्री नरेंद्र मोदी जी और वित्त मंत्री श्रीमती निर्मला सीतारमण जी और रेल मंत्री श्री अश्विनी वैष्णव को धन्यवाद देना चाहता हूँ, जिनके नेतृत्व में भारतीय रेलवे एक नए युग में प्रवेश कर रही है। मुझे विश्वास है कि यह अनुदान मांग स्वीकार की जाएगी और भारतीय रेलवे को नई ऊँचाइयों तक पहुँचाने में सहायक सिद्ध होगी।

धन्यवाद ।

***SHRI TAMILSELVAN THANGA (THENI):** I as a representative of Tamil Nadu express my concerns about the railway budget for the year 2025-26. The Budget presented by Hon Finance Minister in this House displays several aspects which cause concern not only to my State of Tamil Nadu but for the entire nation. There are several key problems. There is Disparity in fund allocation for Railways. First of all, Rs. 2,65,200 crore has been allocated for the Railways in this Budget. Out of which only Rs.6,626 crore has been allocated for Tamil Nadu. Whereas Rs. 17,155

* English translation of the speech originally laid on the Table in Tamil.

crore has been allocated for Gujarat, and Rs. 23,778 crore has been allocated for Maharashtra. Besides Rs. 10,066 crore has been allocated for Bihar where the Assembly election is round the corner.

This partisan attitude in the Budget allocation. More funds have been allocated in a magnanimous way for two States where Bullet train projects are scheduled to take off. But such an allocation is denied for Tamil Nadu. Tamil Nadu and many other south Indian States are getting meagre allocation for their new railway lines and for their infrastructure development. The government is talking about cooperative federalism. But where is cooperation in sharing of the railway projects equally? The operational ratio of the Railways is an important aspect. The operational ratio of the Railways is at a dangerous level of 98.43 per cent. This means, for every Rs. 100 earned it is spending Rs. 98.43. This gives very little surplus for development projects. This is not fiscal prudence. This is the continuation of the wrong financial management that is affecting our railways for over a long period of time. Too much dependency on coal on the freight income is another aspect of concern. High priority to coal in the freight income can be witnessed. Out of the total freight income, 52 per cent amount is used to reduce carbon emissions in India and to make transform towards renewable energy. Too much dependency on coal for transport is a matter of big concern. Besides it is also creating a strategic financial effect on the Railways. There is deficit of funds as well as depreciation of funds. There is no sufficient fund allocation for depreciation. Only Rs.1500 crore is allocated for the financial year 2025-26. While the CAG

report has indicated about funds to the tune of Rs. 34,000 crore for exchanging the outdated assets. This is no less than a gamble on the lives of the rail passengers.

I want to talk about rail accidents and safety aspects. Since 2014 to the year 2024, 678 railway accidents have taken place. This is a whopping number of 68 accidents per year. The compensation paid by the government towards railway accidents in the past three years (2021-24) alone stood at Rs. 38.26 crore. There were also very gruesome train accidents like the Coromandel train accident of 2023 and the Kanchenjunga train accident of 2024. Many people died and several others were injured due to the stampede in the New Delhi railway station recently. The government failed to move towards the target of accident-free travel. You have mentioned that you have allocated Rs. 800 Crore towards installing the Kavach-accident prevention system throughout the country. But there is no clear information on how many trains are fitted with this Kavach system. Kavach system must invariably be installed in all the trains on priority basis. The Rashtriya Rail Samraksha Kosh was not allocated sufficient amount of funds continuously. It is allocated 49% less than the allocation that was done in 2024-25. When you allocate less amount of fund for safety on a regular basis, how can the government say that they are giving priority to aspects of safety?

There is less attention to the Non-AC coaches. Budget for 2025-26 The has completely failed to rectify the decreasing number of passenger traffic in the non-AC coaches. This is affecting common people of many States including Tamil Nadu. While the passenger traffic passengers in AC coaches have increased by 8.14 %. I must admit that this has seen only a 0.3 per cent growth as regards non-

AC coaches. Some parts even show negative growth. Amrit Bharat railway station as a development project. Though the Hon Minister of Railways say with pride that the Amrit Bharat railway station Scheme is for development, only two stations were revamped through the Public Private Partnership (PPP) mode. Where is the private investment that was promised for this project? What are the changes that were promised in our railway stations? Women safety is at doldrums. Whether railways are safe for women? The answer to this question would a big 'No'. How much fund has railways got from the Nirbhaya scheme. Recently while travelling in the Coimbatore–Tirupati train, a pregnant women when sexually harassed, objected to this, and as result she was pushed out from the moving train. Where is women's safety? Specific needs of the Tamil People. New railway line between Dindigul and Sabarimala is a long pending demand of the people. There are around one Crore pilgrims who visit Sabarimala every year. If this new railway line is approved, it would help even pilgrims from Kashmir to reach Sabarimala without any difficulty.

The train that is operated thrice a week between Bodinayakkanur and Chennai should be operated daily. In my Theni constituency, a train departs from Madurai by 8.15 am and reaches Bodinayakkanur by 10.00 am. But this is helpful only to the people of Madurai. This train service is of no help to the people of Theni. If this train is operated from Theni during mornings and operated from Madurai during evenings it would be very helpful for people of both Madurai and Theni. Need for a stoppage at Sholavandan railway station in my constituency. If trains are having stoppages in places like Sholavandan, the local people affected by traffic congestion will get benefits besides earning revenue for Railways.

The speed of the freight trains should be increased. The freight trains are now operated only at a speed of 35 km per hour. If the speed is increased to 70 km per hour, it will help in making the goods reach the destination faster besides fetching additional revenue for the country. Staff who can speak Tamil language is the need of the hour for Railways. Union government has the right to appoint Railway Officials. My request is that, the employees who can speak the local language of that area only should be appointed. As the Southern Railway mostly comprises Tamil Nadu and Kerala, the General Manager of the South Zone should be a person who can be able to speak either Tamil or Malayalam. Autonomy to Railway Zones.

Finally under this Bill you have simplified the legal framework by integrating the Railway Board Law of 1905, and Railway Law, 1989. I recommend that Railway zones should be given autonomy. Please allow them to make independent decisions and this will help in understanding the demands locally besides fulfilling the needs. Hon Speaker Sir, the people of Tamil Nadu expect the best in the Railway Budget and in this regard we request for you that (i) The railway projects should be shared among states equally; (ii) The safety concerns must be addressed immediately and sufficient funds must be allocated; (iii) There should be a clear roadmap for reducing the dependency on coal; (iv) The facility of common people to travel at less cost must be improved; and (v) This budget lack vision, instead it is a continuation of the same pattern of wrong policies due to which Railways is made to struggle. As representatives of the people, we will not be able to accept this Budget. Thank you.

***SHRI C. N. ANNADURAI (TIRUVANNAMALAI):** I am really thankful to you for giving me an opportunity to express my views on Demands for Grants 2025-26 pertaining to Ministry of Railways and its working. The total revenue expenditure in 2025-26 is estimated at Rs. 2,99,059 crore, an increase of 7.7 per cent over the revised estimate of 2024-25. Capital expenditure: In 2025-26, capital expenditure is estimated at Rs. 2,65,200 crore, same as the revised estimate for 2024-25. Sir, each one of us is aware that Railways is one of the pivotal public sector enterprises which contains the capacity for endowing the largest number of employments. Years before, a separate budget for the Ministry of Railways is to be passed by the Parliament perhaps keeping in view the importance of Railways in public life.

The Ministry of Railways is not getting its due budgetary allocation in the General Budget for expanding the network of Railways, its modernization and adoption of latest technology and scientific method of working. As a result, we witness train accidents so frequently, causing loss of mankind and national properties. In fact, the Union Budget 2025-26, in nutshell, is comprehensively biased as the budget completely ignores the needs of Tamil Nadu and betrayed the expectations of the people, therefore, the budget is totally anti-poor, anti-women, anti-youth and anti-farmer. The Union Budget is prejudiced as it completely ignored the demands of Tamil Nadu for numerous projects viz. Highways and Railways Projects, Coimbatore and Madurai Metro Rail Projects and despite the fact the economic survey, ranking of higher Education Institutions and the NITI

* Speech was laid on the Table.

Aayog Reports praised the State's activities. Needless to say, reduction in central funding increase the financial burden on the State Government.

Although Tamil Nadu has received allocation of Rs. 6,626 crore for railway projects which is a merely four per cent increase over allocation of Rs. 6,331 crore for 2024-25, however, railway infrastructure projects in Tamil Nadu is not effectively implemented so as to avoid time and cost overruns. The Budgetary allocation is not adequate as per requirement of railway infrastructure of the State. However, I appeal the Union Government to allocate sufficient fund for the development of railways in Tamil Nadu in general and my Constituency Tiruvannamalai in particular, by taking into consideration the following:-

- (i) Adequate allocation of funds for new Railway line from Thindivanam to Tiruvannamalai which is under construction for the last 10 years, thereby, there is need for expediting the work;
- (ii) Daily direct intercity express train between Chennai and Tiruvannamalai as well as Bangalore and Tiruvannamalai;
- (iii) Expeditious completion of work of AMRIT Bharat Station work for Tiruvannamalai, Tirupattur & Jolarpettai in the larger public interest;
- (iv) To setup rail/coach manufacturing factory at Jolarpettai junction, Tamil Nadu;
- (v) A time bound action plan for redevelopment of Railway stations in the country as well as in the state of Tamil Nadu;
- (vi) More number of Vane Bharat Express trains for different parts of Tamil Nadu, especially Tiruvannamalai;
- (vii) More railway concessions in fare to senior citizens, students & women,

particularly sleeper class and 3rd AC class;

(viii) Upgradation of Tiruvannamalai railway station to world class standard invite pilgrims to the city of religion and spiritualism;

(ix) Stoppage of 20671/20672 Madurai Bengaluru Cantt Vande Bharat Express at Tirupattur Railway Station, Tamil Nadu; and

(x) Stoppage of 20643 / 20644 MGR Chennai Central - Coimbatore Vande Bharat Express train at Jolarpettai Junction, Tamil Nadu.

Tamil Nadu is one of the highest revenue contributors in the form of income tax and corporate taxes but unfortunately, Tamil Nadu does not get the corresponding State share, thereby limiting the fiscal space for supporting welfare schemes by State Government. The Government is cherishing 'Viksit Bharat' by 2047, a long term drawn plan and aspiring to rule the country till that period without serving the people's interest.

I would like to mention that the honourable and visionary Chief Minister of Tamil Nadu, Thiru M.K. Stalin, the embodiment of progress and champion of welfarism, is taking lots of initiatives for all round development of the State and fulfilling the aspiration of the people. He is inviting huge investments for economic growth and development of the State and creating vast opportunities for employment generation.

***SHRI ESWARASAMY K. (POLLACHI):** I wish to state the following demands regarding Pothanur Railway Station, coming under the Pollachi parliamentary constituency:

Poathanur railway station was constructed in 1861 by the Britishers. This is the third railway station constructed in South India. The gauge conversion work between Poathanur and Dindigul was completed in the year 2017. Southern Railways assured that the trains operated before the Gauge conversion will continue to be operated. But even years after the gauge conversion, the train services which were stopped did not resume its services. Especially, the trains which were operated from Coimbatore to Rameswaram, Tuticorin, Bodinayakanur, Shengottai and Kollam have not been resumed. Moreover, it has been a consistent demand of the people of Coimbatore that the train services to Tiruchendur, Kanyakumari, Tirunelveli, etc. must also been continued. I urge upon the Ministry of Railways to take up these demands and operate the trains at the earliest. There should be facilities to maintain trains should be set up in Poathanur. Pit line, sick line, stabling line, shunting and other frameworks should be set up. I urge upon the Ministry of Railways to issue orders for releasing funds and for starting work on war-footing basis besides giving stoppage at Poathanur for Coimbatore-Mangalore Intercity Express, Ernakulam-Karaikkal Express, Mettupalayam-Thoothukudi Express trains which pass through Poathanur. I also request the Ministry of Railways to decide in operating trains from Erode to Rameswaram via Tiruppur, Poathanur,

* English translation of the speech originally laid on the Table in Tamil.

Pollachi and Palani. Chettipalayam railway station was fully operational but due to the gauge conversion process, this station was demolished. It was assured earlier that once the process was complete, this Chettipalayam railway station would be reconstructed and made operational. But till date, the construction of this railway station is stalled. So, I urge upon the Ministry of Railways to immediately construct the Chettipalayam railway station and make it operational.

There is a long pending demand from the people that a new railway line from Coimbatore to Karur via Pothanur, Chettipalayam, Palladam, Pongalur, Kangeyam and Vellakoil should be laid. I request the Ministry of Railways to construct this new line, considering to benefit of people of this area. Pollachi Railway Station is a old railway station. Agricultural output is more in this area. Farmers and traders from different areas commute to Pollachi on a daily basis. Especially, Pollachi has good amount of coconut production. Pollachi is a wonderful place famous for movie shooting. Shooting of many movies have been place in Pollachi. Moreover, the hilly region of Valparai has to be reached via Pollachi. In the past more number of trains were passing on the narrow gauge railway tracks. But nowadays, the number of such trains has been reduced. So I urge upon the Ministry of Railways to take initiatives to increase the number of trains being run in this route and make arrangements for maintenance of such trains in Pollachi railway station in order to upgrade this railway station to the next level.

Koilpalayam is a railway station which was functional on the Pothanur-Pollachi railway route. Seven factories are situated here in Kovilpalayam with an employee strength of nearly 4000. When this station was functional it served as a

boon to the local people, students as well as employees. When this railway station was completely demolished due broad-gauge conversion, it was expected to be rebuilt. But the Ministry of Railways completely gave up its reconstruction. Therefore, I urge upon the Ministry of Railways to immediately reconstruct Kovilpalayam railway station and make it operational. Train Nos 12673/12674 Cheran Express is currently operating between Chennai and Coimbatore. The people of Pollachi have been demanding for extension of this train service up to Pollachi. If it is extended, it will immensely benefit the people living in and around Pollachi. I request the Ministry of Railways to take a favorable decision regarding this extension. Train Nos. 22665/22666 Udaya Express train is currently being operated on Coimbatore-Bengaluru-Coimbatore route. The Southern Railway has been successful in the trial run of this train via Pothanur, Pollachi and Palakkad. It was said that the services of this train will be started soon. But till date no announcement has been made about the functionality of this route. Therefore, I request the Ministry of Railways to take a favorable decision on this issue and make an announcement in this regard at the earliest.

Southern Railways had devised a plan to operate a train from Mayiladuthurai to Palakkad via Trichy, Dindigul, Palani and Pollachi. People were also of the opinion that this route may be extended till Coimbatore. But for reasons known to the Railway Management, this project has taken a back seat. Had this route been operative, it would have benefitted people belonging to many districts of Tamil Nadu. Therefore, I request the Ministry of Railways to do the needful to make this route operational. Moreover, I further request the Ministry of Railways to increase

the speed of trains in Erode-Coimbatore route besides modernizing the signaling system and installation of Kavach system so as to ensure rail safety. I also urge upon the Union government and the Ministry of Railways to resume the concessions given to senior citizens in the past. The train fare for long distance passenger train was that of an ordinary fare. But the passenger train fare operating above 200 kilometres was increased at par with Express trains. This has very much affected the poor and common public very much. Already the common man is under severe economic crisis. So I urge upon the Ministry of Railways to bring back the ordinary fare system for even long distance passenger trains running beyond 200 kilometres.

1. In Tiruppur district, in Udumalpet-Kozhumam road, across LC No.92, an Rail over Bridge (ROB) of B class should be constructed.
2. In Tiruppur district, in Madathukulam-Komaralingam Road, across L C No.80, a Rail Over Bridge (ROB) of B Class should be constructed.
3. All express trains should be given stoppages in Madathukulam Railway station and action to be taken.
4. Chennai-Palakkad Train (No. 22651) should depart from Dindigul railway station at 5.40 am instead of 6 am. This time change would ensure this train to reach Pollachi station at 7.40 am. This will help passengers from the areas like Dindigul, Ottanchathram, Palani, Udumalaipet passengers to connect with onward travel through Pollachi-Coimbatore train departing Pollachi at 8 am. This will ensure train facility from Pollachi area to Coimbatore.
5. 0106/0107 Kovai-Dindigul Special Train must be resumed.

6. Please resume the operation of Coimbatore-Chennai Tambaram-Coimbatore 06184/06185 special service via Dindigul, Tiruchirapalli, Virudhachalam and Viluppuram.
7. 06029/06030 Mettupalayam-Tirunelveli-Mettupalayam weekly special train should be resumed again
8. Palakkad-Tiruchendur-Palakkad express train No 16731/16732 should have a stoppage at Madathukulam station for unreserved seats.
9. Many railway stations should be constructed and upgraded all over Tamil Nadu under Amrit Bharat scheme.

***SUSHRI S. JOTHIMANI (KARUR):** I would like to place my views on the Demands for Grants under the control of the Ministry of Railways.

At the outset, I would like to express my sincere gratitude for the Government's initiative in upgrading railway stations, particularly in my region. The upgradation of Karur and Manapparai railway stations is a welcome step, and I acknowledge the efforts taken to improve passenger amenities, infrastructure, and overall travel experience in these locations. This development was long overdue, and I hope the project is implemented efficiently without unnecessary delays.

However, while we appreciate these positive steps, it is also our duty as the Opposition to critically analyze the overall budgetary allocation, policy direction, and execution of railway projects across the country. The Indian Railways is not just a transport network; it is the backbone of our economy, a lifeline for millions of

* Speech was laid on the Table.

daily commuters, and a crucial driver of regional connectivity and industrial growth. But despite grand announcements, the reality on the ground presents many challenges.

The Government has proposed a substantial budget for the Railways, citing ambitious modernization plans, new high-speed corridors, and infrastructural expansion. However, has the Government effectively utilized the funds allocated in previous years? Many projects remain incomplete, passenger services are not improving at the expected pace, and railway infrastructure in several regions still lacks basic amenities.

This Government is aggressively pushing for privatization under the guise of Public-Private Partnerships (PPP). While private investments can bring efficiency, the core question is, at what cost? Are we handing over our national assets to corporate interests without adequate safeguards? Ticket prices are rising, premium trains are being prioritized, while the common man is being left behind. Indian Railways must remain a people's transport system, not just a profit-driven enterprise.

Rail accidents, derailments, and track failures continue to occur, raising concerns about passenger safety. Alongside focusing on bullet trains and luxury projects, the Government must equally prioritize the safety and efficiency of existing railway networks. The need of the hour is investment in track maintenance, modernization of signals, and recruitment of sufficient staff, especially in safety-related roles.

Frequent fare hikes, increased platform ticket prices, and additional service

charges are making train travel expensive for the common people. At the same time, basic facilities at railway stations, hygiene in trains, and punctuality are deteriorating. The concession for senior citizens has also been done away with. If the Railways belong to the people, why is the Government making it unaffordable for them?

While big cities and elite corridors get maximum attention, railway services in smaller towns and rural areas are being ignored. Many small towns have been overlooked while assigning stoppages of trains. The delays in new railway lines, electrification, and doubling of tracks in less-developed regions need urgent attention. The freight sector, which is the backbone of railway revenue, is also not seeing the necessary reforms to compete with road transport.

Lakhs of railway job aspirants are waiting for recruitment, yet the Government is reducing permanent jobs and replacing them with contractual employment. This is unfair to the youth who aspire to serve the Railways and contributes to job insecurity in a sector that should be providing stable employment. The Opposition is not against development or modernisation. We welcome genuine reforms that improve railway services for the people. However, the Government must ensure that:

- Railway safety is prioritized over fancy projects.
- Common passengers do not bear the brunt of unreasonable fare hikes.
- Privatization does not lead to monopolization and exploitation.
- Regional connectivity and employment opportunities are enhanced.

While I once again express my appreciation and gratitude for the upgradation of Karur and Manapparai railway stations I would like to raise other long-pending issues that my Parliamentary constituency, Karur, has been facing. Severe water logging issues in the subways in following places has to be addressed:

Vedasandur Assembly

1. Vellapaarai
2. Subramaniya Pillaiyur
3. Puliampatti
4. Pudukottai
5. Nallamanarkottai
6. Eriyode
7. Ramagiri Privu and Sengattupatti privu

Manapparai Assembly

1. Kumarpatti Vyampatti Block
2. Manapparai town

Flyover and subway have to be constructed in the following places of Karur district and Manapparai Assembly:

1. Noyyal Velayutham Palayam
2. Punnam Chatram – TNPL
3. Maravapalayam-GandhiNagar
4. Mayanur
5. Veerarakkiyam

Manapparai Assembly

1. Elangakurichi Railway gate
2. Vyampatti RS

The Train Stoppages at the following places are required:

1. The Madurai-SMVT Bengaluru Vande Bharat Express at Karur railway station
2. Sengottai-Mayiladuturai Express stoppage at Ayyalur Railway station
3. Palani Express at Palayam Railway station

Also, the stoppage of following Trains at Manapparai Railway station is required:

1. Thirupathi Rameshwaram Express
2. Antyodaya Superfast Express
3. Superfast Express Chennai to Kollam
4. Thiruchendur to Chennai Express
5. Madurai-Oka Special Train

We also request the stoppage of Trains at Mandayur railway station in Viralimalai assembly. It is a nearby station for around 5,000 students and youth from Anna university, Bharati Dhasan University, IIM and IT Companies

I further request the hon. Railway Minister for the day train from Karur to Chennai and vice-versa. And to add the First and second AC coaches to the Mangalore - Chennai Express Via Karur. These are all the long pending issues which I have brought into the notice of the Ministry of Railways repeatedly over the last five years. I urge the hon. Union Minister for Railways to do the needful immediately. Thank you.

***SHRI RAJABHAU PARAG PRAKASH WAJE (NASHIK):** I would like to highlight the urgent railway infrastructure needs of Nashik and to request the Ministry of Railways to take immediate action on these demands.

Nashik is set to host the grand Kumbh Mela in 2027, which will attract millions of pilgrims, tourists, and dignitaries from across India and the world.

Given the large-scale movement of people and goods, it is imperative that these railway projects are sanctioned and completed well before 2027 to ensure smooth transportation, prevent congestion, and facilitate economic and religious tourism.

Completion of the Pune-Nashik semi-high-speed rail project – The proposed Pune-Nashik semi-high-speed rail line is poised to revolutionize transportation between these two pivotal cities. This project aims to facilitate travel at speeds of up to 200 km/h, reducing journey time to just two hours. It promises to invigorate economic activities, streamline the movement of goods, and provide a swift travel option for passengers. However, this project has faced delays due to alignment issues and other challenges.

I urge the Ministry of Railways to resolve these impediments immediately and fast-track this transformative project, ensuring its completion well before Kumbh Mela 2027.

Introduction of a Dedicated Nashik-Mumbai Intercity Train is the need of the hour. One of the most urgent demands from the people of Nashik is the introduction

* Speech was laid on the Table.

of a dedicated Nashik-Mumbai Intercity Express to cater to the increasing number of daily commuters, professionals, students, and traders. Currently, Nashik residents depend on long-distance trains, which are often fully booked, making travel inconvenient. A dedicated intercity train with an early morning departure from Nashik and an evening return service from Mumbai would greatly benefit daily passengers. A semi-high-speed train or Vande Bharat Express service between Nashik and Mumbai should also be explored to significantly reduce travel time and boost economic connectivity.

I urge the Ministry of Railways to approve this intercity train and explore the feasibility of a semi-high-speed service on this route.

Increasing stoppages of trains at Nashik Road and Deolali stations – Nashik is a fast-growing city with rising passenger traffic. However, many important trains do not halt at Nashik Road and Deolali stations, causing severe inconvenience to passengers. Several long-distance trains, including Rajdhani, Duronto, and major express trains, skip these stations despite high passenger demand. Nashik Road station serves not just Nashik city but also major industrial and pilgrimage hubs like Trimbakeshwar and Shirdi. Deolali Station serves the military cantonment area and must be prioritized for better connectivity.

I urge the Ministry of Railways to approve stoppages for additional trains at Nashik Road and Deolali stations to ease passenger congestion and improve accessibility.

Integrated Redevelopment of Nashik Road Railway Station – The Nashik Road Railway Station is the main rail hub for the city but lacks modern infrastructure

to handle rising passenger traffic. I request the Ministry of Railways to approve a comprehensive redevelopment plan for Nashik Road station, including modern passenger amenities, including escalators, wider platforms, and better waiting areas; multimodal transport integration with Metro NEO, city buses, and auto-rickshaws for seamless connectivity; dedicated terminals for suburban and intercity trains to manage traffic efficiently; smart station facilities, digital displays, and enhanced security infrastructure.

This revamped railway station will serve as a transit hub for Nashik's growing population and industries, making rail travel more comfortable and efficient before Kumbh Mela 2027.

Urgent need for railway overbridges in Nashik, including Gangawadi – There is an urgent need to construct multiple railway overbridges (ROBs) across Nashik district, as several railway crossings create traffic bottlenecks, safety hazards, and economic hardships for local residents and businesses. a) Construction of a Railway Overbridge at Gangawadi Eklahare - The Gangawadi Eklahare railway crossing has been in use for over 75 years and remains a critical route for thousands traveling to Eklahare Thermal Power Station, Samangaon, Kotamgaon, Hinganwedhe, Odha, and Jail Road Nashik. The low height of the existing railway crossing (mori) causes severe inconvenience, especially for large vehicles, agriculture-related transport, and essential services.

I urge the Ministry of Railways to approve the immediate construction of a Railway Overbridge (ROB) at Gangawadi Eklahare before Kumbh Mela 2027.

b) Additional Bridges Needed at Other Locations – More ROBs should be

planned at other critical railway crossings in Nashik to ease congestion and improve connectivity. Key locations requiring urgent ROB construction include, Nashik Road-Deolali Belt, Odha Railway Crossing and Samangaon and Kotamgaon Industrial Belt.

I request the Ministry of Railways to identify high-traffic railway crossings in Nashik and expedite the construction of necessary bridges before 2027.

Fast-track the Nashik-Wadhvan Port rail track – One of the most critical railway projects that should be prioritized is the Nashik-Wadhvan Port Rail Track. This proposed railway line will enhance connectivity between Nashik and Wadhvan Port, enabling faster movement of goods and reducing logistics costs for industries in Nashik. The most significant aspect of this project is that it passes through Trimbakeshwar, one of the most important pilgrimage sites in India. If this railway line is constructed before the Kumbh Mela 2027, it will provide direct train connectivity for pilgrims traveling to Trimbakeshwar, significantly reducing road congestion and improving accessibility.

I urge the Ministry of Railways to expedite land acquisition, approvals, and construction of this project to ensure that the railway line is operational before the Kumbh Mela.

Addressing the issues of small food vendors at railway stations – I also want to bring attention to the difficulties faced by small food licensees (vendors) operating at railway stations. These vendors provide food to passengers at fair prices set by the Railways and support millions of families across India. The Railway Board has not revised food pricing for small vendors since 2012, while

IRCTC has increased prices multiple times for its own licensees. The government should immediately review and revise pricing policies for small food vendors to ensure fairness and sustainability. In case of the death of a licensee, the license transfer process currently takes three-four years, forcing heirs into financial distress. A recent case from Sonipat Railway Station (Delhi Division) highlights how a license transfer delay led to a Rs.28 lakh financial burden on the deceased vendor's family.

I urge the Ministry of Railways to simplify the license transfer process and ensure fair pricing policies for small vendors, securing their livelihoods.

My final appeal to the Government is to complete these projects before Kumbh Mela 2027. With less than three years remaining for the Kumbh Mela 2027, all these projects must be sanctioned, funded, and expedited immediately. A well-connected Nashik is crucial for the successful hosting of the Kumbh Mela, as well as for the long-term development of the region. I urge the Ministry of Railways to prioritize these demands, allocate necessary resources, and ensure their completion before 2027. A modern, efficient railway network will not only benefit Nashik but will also contribute to the economic progress of Maharashtra and India as a whole. Thank you,

***श्री अनूप संजय धोत्रे (अकोला) :** दुनिया की चौथी सबसे बड़ी हमारी रेलवे व्यवस्था देश की रीढ़ और जीवन रेखा है, जो कि देश के आर्थिक विकास में बहुत ही महत्वपूर्ण भूमिका निभाती है। पिछले 10 वर्षों के दौरान माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के कुशल मार्गदर्शन में भारतीय रेल ने विकास के नए

* Speech was laid on the Table.

आयाम और कीर्तिमान स्थापित किये हैं।

एक यूपीए सरकार का शासन काल था, जब रेल में यात्रा करना देश के आम नागरिकों की मजबूरी हुआ करती थी, सुरक्षा और सुविधाओं के नाम पर केवल आश्वासन ही थे, लेकिन आज मोदी सरकार के कार्यकाल में आवागमन को लेकर देश के आम नागरिकों की पहली पसंद भारतीय रेलवे है।

पिछले 10 वर्षों में भारतीय रेलवे पूरी तरह से आधुनिक, सुरक्षित और सुविधाओं से परिपूर्ण है।

वर्ष 2025-26 के बजट में रेल मंत्रालय के लिए बजटीय आवंटन:-

1. मोदी सरकार ने वित्त वर्ष 2025-26 में भारतीय रेलवे के लिए ₹ 2 लाख 65 हजार 200 करोड़ रुपए का आवंटन कर सभी पूर्व रिकॉर्ड तोड़ दिए हैं। इस वित्तीय वर्ष का आवंटन यू.पी.ए सरकार के दौरान मिले 45,900 करोड़ से छह गुना अधिक है।
2. मोदी सरकार द्वारा निरंतर भारतीय रेलवे का विस्तार करने का कार्य किया गया है। पिछले एक दशक में भारतीय रेलवे में 31,180 किमी. नई पटरियाँ बिछाई गई हैं, जबकि यात्री सुरक्षा को ध्यान में रखते हुए कवच सुरक्षा प्रणाली को 4,876 किमी. ट्रैक पर कार्यान्वित किया जा चुका है।
3. वित्त वर्ष 2025-26 के बजट में सिग्नलिंग और टेलीकॉम कार्य के लिए ₹ 6 हजार 800 करोड़ रुपए का आवंटन किया गया है। इसके अलावा 200 वंदे भारत और 50 अमृत भारत ट्रेनों को चलाने की योजना बनाई गई है।
4. इन सभी पूंजीगत निवेशों के बावजूद, भारतीय रेलवे ₹ 1 लाख 8 हजार करोड़ रुपए के माल भाड़े राजस्व का अनुमान लगा रहा है, जबकि यात्री राजस्व में 13.2% की वृद्धि के साथ 80 हजार करोड़ रुपए तक पहुंचने की उम्मीद है।
5. माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में रेलवे विस्तार की गति दोगुनी हो गई है। पिछले एक दशक के दौरान 31 हजार 180 किलोमीटर पटरियों का निर्माण कार्य चालू किया गया है। 2013-14 में प्रतिदिन 4 किलोमीटर ट्रैक बिछाया जाता था, जो अब 2024-25 में बढ़कर लगभग 15 किलोमीटर प्रतिदिन हो गया है।
6. हर वर्ष लगभग 4,000 किमी नई पटरियाँ जोड़ी जा रही हैं, जो यू.पी.ए शासन काल की धीमी

प्रगति के विपरीत है। नई पटरियों के दैनिक कमीशनिंग की गति भी दोगुनी हो गई है, जिससे तेज कनेक्टिविटी और नेटवर्क दक्षता में सुधार सुनिश्चित हुआ है।

7. आजादी के बाद से वर्ष 2014 तक भारतीय रेलवे का केवल 21 हजार किमी. ट्रैक का ही विद्युतीकरण हुआ था, लेकिन पिछले 10 वर्षों के दौरान 60 हजार किमी. से ज्यादा का ट्रैक का विद्युतीकरण हो चुका है। जल्द ही भारतीय रेलवे 100 प्रतिशत विद्युतीकरण के लक्ष्य को प्राप्त करने वाला है।

केन्द्रीय बजट 2025-26 में भारतीय रेलवे द्वारा असम समेत पूर्वोत्तर भारत के लिए 10 हजार 440 करोड़ रुपये का प्रावधान किया गया है। इसके लिए मैं माननीया वित्त मंत्री जी व रेल मंत्री जी का आभार व्यक्त करता हूँ। यू.पी.ए. सरकार के कार्यकाल के दौरान वर्ष 2013-14 में पूर्वोत्तर भारत में रेल विकास के लिए मात्र 260 करोड़ रुपये के लगभग आवंटन किया गया था।

1. Doubling of Akola-Khandwa railway line: The current single-line railway line between Akola and Khandwa is a major bottleneck, leading to delays and congestion. | demand adequate funds for the doubling of this efficiency of the rail network. railway line, which will increase the capacity and efficiency of the rail network.

2. Electrification of Akola-Parli Vaijnath railway line: Electrification of this railway line will not only reduce pollution but also increase the speed and efficiency of train operations. | demand sufficient funds for the electrification of this railway line.

3. Development of Akola railway station: The Akola railway station is a major junction, but it lacks modern amenities and facilities. | demand funds for the development of the Akola railway station, including the improvement of platforms, and provision of amenities like escalators, lifts, and waiting rooms.

4. introduction of new trains: The people of Akola district have been demanding the

introduction of new trains to connect the region with major cities like Mumbai, Delhi, and Bengaluru. | demand funds for the introduction of new trains, which will improve connectivity and boost economic growth.

5. Upgradation of Murtizapur railway station: Murtizapur is an important railway station in Akola district, but it lacks basic amenities. | demand funds for the upgradation of Murtizapur railway station, including the construction of a new station building, improvement of platforms, and provision of amenities like waiting rooms and toilets.

6. Construction of road overbridges (ROBs) and road underbridges (RUBs): There are several level crossings in Akola district that are prone to accidents. | demand funds for the construction of ROBs and RUBs to ensure safe and smooth movement of traffic.

7. Provision of additional stoppages for trains: Several trains pass through Akola district without stopping at important stations. | demand funds for the provision of additional stoppages for trains, which will improve connectivity and convenience for passengers.

8. Enhancement of passenger amenities at railway stations: Railway stations in Akola district lack basic amenities like clean drinking water, toilets, and waiting rooms. | demand funds for the enhancement of passenger amenities at railway stations, which will improve the overall travel experience.

***डॉ. हेमंत विष्णु सवरा (पालघर) :** मैं रेलवे की 2025-26 की अनुदान मांगों पर अपनी बात रखता हूँ और सबसे पहले मैं प्रधानमंत्री श्री नरेंद्र मोदी जी तथा रेल मंत्री श्री अश्विनी वैष्णव जी को इस ऐतिहासिक और दूरदर्शी बजट के लिए बधाई देता हूँ। यह बजट भारतीय रेलवे को आधुनिक, सुरक्षित, तेज़ और आत्मनिर्भर बनाने की दिशा में एक बड़ा कदम है।

भारतीय रेलवे देश की आर्थिक रीढ़ है और मोदी सरकार के नेतृत्व में रेलवे पिछले 10 वर्षों में अभूतपूर्व परिवर्तन से गुजरा है। जहाँ पहले रेलवे पुरानी व्यवस्थाओं और धीमी गति की वजह से पिछड़ता जा रहा था वहीं अब रेलवे को 21वीं सदी के अनुरूप एक नया रूप दिया जा रहा है। आज भारतीय रेलवे गति, आधुनिकता, सुरक्षा और आत्मनिर्भरता की दिशा में मजबूती से आगे बढ़ रहा है।

आज भारतीय रेलवे एक नया स्वर्णिम युग देख रहा है। मोदी सरकार की नीति और नीयत स्पष्ट है रेलवे को आधुनिक बनाना, यात्रियों को सुविधाएँ देना और देश को प्रगति की पटरी पर दौड़ाना। यह बजट सिर्फ एक दस्तावेज़ नहीं, बल्कि भारत को वर्ष 2047 तक विश्व की अग्रणी अर्थव्यवस्था बनाने की दिशा में एक महत्वपूर्ण कदम है।

इस बार रेलवे के लिए 2.5 लाख करोड़ रुपये का ऐतिहासिक बजट आवंटन किया गया है, जो अब तक का सबसे बड़ा बजट है। यह दर्शाता है कि मोदी सरकार रेलवे को सिर्फ एक परिवहन सेवा नहीं, बल्कि देश की अर्थव्यवस्था की रीढ़ मानती है। इसमें रेलवे विद्युतीकरण और ग्रीन एनर्जी पर विशेष ध्यान दिया जा रहा है। सौ प्रतिशत विद्युतीकरण का लक्ष्य 2025 तक पूरा होने की उम्मीद है। सौर ऊर्जा और हाइड्रोजन आधारित ट्रेनों के लिए बजट में विशेष प्रावधान किया गया है। रेलवे को कार्बन-न्यूट्रल बनाने के लिए नवीकरणीय ऊर्जा पर विशेष ध्यान दिया जा रहा है।

वंदे भारत और हाईस्पीड ट्रेनों का विस्तार किया जाएगा। 100 नई वंदे भारत ट्रेनों की घोषणा की गई है, जो 200 से अधिक शहरों को जोड़ेंगी। मुंबई से नागपुर, दिल्ली से पटना, और बेंगलुरु में हैदराबाद तक सेगी-हाई स्पीड कॉरिडोर विकसित किया जाएगा। बुलेट ट्रेन प्रोजेक्ट में तेजी लाई जाएगी और

* Speech was laid on the Table.

मुंबई-अहमदाबाद बुलेट ट्रेन 2028 तक शुरू होने की उम्मीद है। रेलवे स्टेशनों का आधुनिकीकरण किया जा रहा है। 1275 रेलवे स्टेशनों को अमृत भारत स्टेशन योजना में शामिल किया गया है। स्टेशनों पर एस्केलेटर, वेटिंग हॉल, मॉडर्न वॉशरूम, डिजिटल बोर्ड, की वाई-फाई जैसी सुविधाएँ विकसित की जा रही हैं। रेलवे स्टेशनों को एयरपोर्ट की तर्ज पर विकसित करने का लक्ष्य रखा गया है।

मैं अब कुंभ मेले में रेलवे की विशेष भूमिका के बारे में कहना चाहता हूँ। इस वर्ष 2025 में उत्तर प्रदेश के प्रयागराज में महाकुंभ का सफलतापूर्वक आयोजन प्रयागराज की पवन भूमि पर हुआ। मैं रेल मंत्री जी और पूरी रेलवे टीम की सराहना करता हूँ कि उन्होंने कुंभ मेले के लिए विशेष व्यवस्थाएँ कीं ताकि देशभर से आने वाले करोड़ों श्रद्धालुओं को सुगम यात्रा कर सकें। कुंभ स्पेशल ट्रेनें चलाई गईं जिससे सभी राज्यों में श्रद्धालु आसानी से आ सकें। स्टेशनों पर विशेष हैल्प डेस्क, चिकित्सा सुविधाएं, जल आपूर्ति और सुरक्षा व्यवस्था की गई है। शटल ट्रेन और लोकल कनेक्टिविटी को मजबूत किया गया है कि ताकि बिना किसी असुविधा के कुंभ स्थल तक पहुँच सकें। कुंभ के लिए 2000 से अधिक अतिरिक्त ट्रेनें चलाई गईं जिससे 10 करोड़ से अधिक श्रद्धालुओं को लाभ हुआ।

मैं महाराष्ट्र के पालघर से पुनः हर सदन में आया हूँ और मुझे गर्व है कि मैं अपने क्षेत्र की जनता की आवाज यहाँ रख सकता हूँ। महाराष्ट्र में भी रेलवे के क्षेत्र में कई क्रांतिकारी बदलाव हुए हैं। मुंबई लोकल नेटवर्क का विस्तार, वंदे भारत ट्रेनों की शुरुआत, रेलवे स्टेशनों का आधुनिकीकरण, माल ढुलाई के लिए फ्रेट कॉरिडोर जैसी योजनाएँ इस सरकार की दूरदृष्टि को दर्शाती हैं। मेरे क्षेत्र पालघर और आसपास के इलाकों के लिए कुछ मांगें हैं, जिन्हें मैं माननीय रेल मंत्री जी के समक्ष रखना चाहता हूँ। मुझे उम्मीद है कि पहले की तरह ही मेरी माँगों को गंभीरता से लिया जाएगा।

महाराष्ट्र देश का आर्थिक और औद्योगिक केंद्र है, लेकिन यहाँ की रेलवे सुविधाओं में सुधार की आवश्यकता है। विशेष रूप से पालघर, डहाणू और बोईसर जैसे क्षेत्रों में रेलवे विकास की मांग वर्षों से लंबित है। पालघर और डहाणू के लिए नई लोकल ट्रेनों की आवश्यकता है। विरार-डहाणू रूट पर नई लोकल ट्रेनें बढ़ाई जाएँ ताकि यात्रियों को अधिक कनेक्टिविटी मिले। सुबह और शाम के समय सुपरफास्ट लोकल ट्रेन सेवा शुरू की जाए। पालघर-डहाणू सेक्शन में वंदे भारत और अन्य प्रमुख ट्रेनों

का ठहराव सुनिश्चित किया जाए।

महाराष्ट्र में वसई, विरार, दहाणू और बोईसर जैसे रेलवे स्टेशन लाखों यात्रियों की आवाजाही का महत्वपूर्ण केंद्र है, लेकिन बढ़ती जनसंख्या और यातायात के दबाव के कारण इन स्टेशनों को आधुनिक बनाने की तत्काल आवश्यकता है। स्टेशनों पर लिफ्ट, एस्केलेटर, वेटिंग हॉल और स्वच्छता सुविधाएँ बढ़ाई जाएँ। प्लेटफार्मों को चौड़ा और आधुनिक बनाया जाए। मुंबई-अहमदाबाद बुलेट ट्रेन प्रोजेक्ट को तेज किया जाए। पालघर इस बुलेट ट्रेन प्रोजेक्ट का महत्वपूर्ण हिस्सा है इसलिए यहाँ का विकास प्राथमिकता पर हो। मालगाड़ियों के लिए अलग कॉरिडोर विकसित किया जाए। महाराष्ट्र के औद्योगिक विकास के लिए डेडिकेटेड फ्रेट कॉरिडोर को मजबूत किया जाए। पालघर, तारापुर और बोईसर जैसे औद्योगिक हब को विशेष रेलवे सुविधाएँ दी जाएँ।

मैं रेलवे की 2025-26 की अनुदान मांगी का पूर्ण समर्थन करता हूँ और एक बार फिर प्रधानमंत्री श्री नरेंद्र मोदी जी और रेल मंत्री श्री अश्विनी वैष्णव जी को धन्यवाद देता हूँ कि उन्होंने भारतीय रेलवे को 21वीं सदी की रेल व्यवस्था बनाने का संकल्प लिया है।

***SHRI RAO RAJENDRA SINGH (JAIPUR RURAL):** We would firstly like to express our sincere commendation to the Railway Ministry for its outstanding and unprecedented achievements under the able stewardship of hon. PM, Shri Narendra Modi. By the means of this demand, I seek to address to you a few matters of immense public importance that pertain with the long-term policy goals of the Indian railways, including some matters of urgent public importance, relating to my Lok Sabha constituency, Jaipur Rural.

Container shortage in India – currently, an estimated 14 per cent of India's GDP goes towards its logistics costs, a comparatively high amount, considering

* Speech was laid on the Table.

China's 10 percent and the United States' eight per cent. Factors that contribute to these high costs are timeliness and infrastructure. Sixty-two per cent of its logistics cost contributes to transportation, with the country's average lead freight distance reaching 500 kilometres. This leads to various supply chain bottlenecks within the country causing higher costs of goods and delayed availability.

The impending increase in U.S. tariffs on Chinese goods had intensified a container shortage in India, as numerous empty containers have been sent to China to accommodate a surge in exports aimed at circumventing the new duties, as late as September 2024, because of a sudden plan of the Biden administration to impose higher tariffs on a range of Chinese products including steel, solar cells, lithium-ion batteries, electric vehicles, and medical supplies which will be phased in from this year through 2026.

Between 2015-16 and 2023-24, container traffic registered an annualised growth rate of seven per cent. In this period, domestic container traffic grew at an annualised rate of nine per cent and EXIM container traffic increased at an annualised rate of six per cent. The share of domestic containers in total traffic volume is estimated to increase from two per cent in 2015-16 to three per cent in 2024-25. The Railways had introduced a policy to permit private operators to obtain licenses to run container trains in 2006. As of August 20, 2018, 18 operators including the Container Corporation of India have obtained licenses to operate container trains.

A container logistic hub in Phulera as a solution to the long-standing problem. In 2016, the Railway Ministry sanctioned one of its Public Sector

Undertakings (PSUs), Container Corporation of India to undertake a Container Logistic Hub in Bhasawara Village (Phulera Tehsil) in the Jaipur District. The ambitious logistic hub project, worth Rs. 3,000 crore, was supposed to be made on acquired land of about 290 acres in the village and was touted to be a major source of employment for the population of the village, in the future. The first monetary sanction for the project came in the year 2018, when Rs. 12.75 crore had been devolved by the Ministry to the district collectorate for the purpose of land acquisition. After the devolution in 2018, Rs. 1.05 crore have been devolved to the project over several instalments in 2020, 2022, and 2024. Subsequently, activities under Article-4 (2022), Article-11 (2023), Article-19 (2024) have been undertaken and advertised in the public domain at the cost of Rs. 84 lakh.

Throughout the course of the eight years of its existence, the project has seen an allocation of close to Rs. 19 crore in matters ranging from advertisements to environmental clearances. Even after receiving multiple approvals ranging from environmental clearances to the multi-branch expert committee, the project was deliberately stalled under the previous regime due to political reasons. This has caused a loss of nearly 5,000-6,000 jobs to the region and immense anxiety among the locals who view this project as a beacon of development and economic progress in their region. With a new Government in the State, all legal proceedings with regards to the project were concluded swiftly, and giant strides were made in all facets of the project. In July 2024, however, there were reports of the project being unexpectedly scrapped and shifted to a different location, causing immense anxiety amongst the constituent population. In the light of immense progress this

project has made under the current Government, its economic significance and the evolving geopolitical scenario in the world, the project begs for a reconsideration.

Widening passenger losses – Railways rationalised passenger fares in 2020. AC fares were hiked by four paise per PKM whereas non-AC express and mail class fares were hiked by two paise per PKM. Ordinary non-AC fares were raised by one paise per PKM. Considering the affordability concerns of daily commuters, the Railways implemented no hike in suburban train fares. Despite the rationalisation of passenger fares in 2020, the segment continues to register operational losses.

The Comptroller and Auditor General of India (CAG) (2021), observed that the operational losses in the passenger segment increased from Rs. 36,286 crore in 2015-16 to Rs. 63,364 crore in 2019-20. These losses had further widened in 2021-22 to Rs. 68,269 crore, which had to be cross subsidised entirely using the surplus generated from freight.

The Standing Committee on Railways (2020) had recommended that both freight and passenger fares should be rationalised prudently. It observed that any fare increase needs to consider the competition from other transport modes such as road and air. The Committee recommended that the social service obligations of Railways should be revisited. Given the rising Extra-Budgetary Borrowings of the organisation and gradually reducing revenue from passenger tariffs, it is important that tariffs levied from passengers are rationalised and the freight commodities diversified in order to enhance the revenue generation capacity of the Indian Railways.

Other issues pertaining to Jaipur Rural – in 2008, Delhi Mumbai Industrial Corridor (DMIC), first industrial corridor on the backbone of Western Dedicated Freight Corridor (DFC) was first formulated, covering an overall length of 1,504 kilometres between Delhi and Mumbai. With a financial outlay of Rs. 81,549 crore, the project was one of the largest railway infrastructure projects that the country had seen. Out of the five initial early bird projects being contemplated by the Ministry was Delhi-Manoharpur-Neemrana and Bhiwadi. Rail Line (with a speed of 100/200 kmph). After initial clearances, the project could unfortunately not be incorporated under the corridor due to the negligence of the erstwhile UPA Government. Multiple establishments in the area that were burgeoning around this project did not come up as the project. With the economic progress of the region being intertwined with this project, for the development of the region it is essential for the project to materialise. By means of this deliberation, I would therefore like to request your office to pursue a fresh survey of the region so that the project can be successfully culminated.

Train stoppages – in 2020, as the entire nation grappled with an unprecedented health emergency in the form of the COVID-19 pandemic, Indian Railways was faced with a formidable challenge of facilitating smooth transportation of goods, services, and personnel across the country. Today, with immense pleasure we can claim that India has successfully triumphed over the COVID-19 pandemic and our Railway infrastructure has played a key role in the same.

In order to facilitate swift movement of goods and personnel throughout the

country, close to 6,000 stoppages had been scrapped by the Railways. In our constituency, stoppages to several junctions namely, Kishengarh-Renwal, Sambhar Lake, Bhainslana, Naraina and Phulera, including others, had also been relieved. Now, as larger normalcy is restored, a considerable amount of people travel through these routes on a daily basis due to both professional and personal engagements. Many people living in these villages are compelled to travel as much as 50-100 kilometres in order to reach the junctions from which these trains pass. This has caused great inconvenience to such regular commuters, making it essential for such stoppages to be restored.

In a meeting I had with you, we had shortlisted a number of train stoppages, which had earlier been relieved during the COVID-19 pandemic, for their resumption. Out of the five train stoppages, only the stoppage for train No. 19611/19612/19613/19614 (Ajmer Amritsar Express) at Phulera Station was relieved. The other proposed train stoppages have not been reinstated as of now. Therefore, by means of this demand, we would like to request your good office to consider restoring the scrapped stoppages in our region, a demand that we had also made to the Ministry for the Annual Financial Statement (2024), and have consistently reiterated through our previous communications. I have absolute confidence that these stoppages shall resume swiftly, given that your office was also keen on their renewal. Some demands have also been raised by my constituents on the speeding up of certain trains in order to prevent delays in their arrival and departure. Requests for speeding up train Nos. 14087 (Delhi to Jaisalmer), 05097 (Tanakpur to Daurai) and 05098 (Daurai to Tanakpur) have been

received due to various reasons.

As I put forth these demands, I would also like to express my confidence in the visionary leadership of hon. Prime Minister, Shri Narendra Modi and your able stewardship, in your ability to address all the demands of my constituency and the people of India at large.

***SHRIMATI MALVIKA DEVI (KALAHANDI):** I would like to express my views on the Supplementary Demand for Grants for the Railway Ministry.

I would first like to thank our hon. Prime Minister, Modi ji and our hon. Finance Minister, Shrimati Nirmala Sitaraman ji. This is a fabulous Budget which has got not only the whole nation but the world raving about our Finance Minister for her vision and her plan to achieve Viksit Bharat by 2047, a tax regime never thought of before by anyone. Our hon. Finance Minister makes us, on this side, very proud.

Our hon. Railway Minister, Shri Ashiwini Vaishnav ji is someone who adds to our pride every year. I have to begin first by thanking our hon. Railway Minister for two railway lines, Junagarh-Nabrangour and Nuapada-Barbara railway lines. Our new Vande Bharat covers my two districts of Kalahandi and Nuapada by crossing Kesinga and Khariar road, the new Amrit Bharat railway stations at Bhawanipatna, Khariar Road and Kesinga, and the new double line from Lanjigarh. Our hon. Minister has decided to complete change Kalahandi constituency and make it move towards economic development -- development which has never

* Speech was laid on the Table.

happened in last 25 years is happening in Odisha now.

He has helped achieve Modi ji's dream and vision, connecting Jammu Kashmir to Kanyakumari and East to West, respecting the demand of people of Narla and restarting the stoppage at Narla of the Dhanbad-Alleppey.

The Railway Budget for 2025-2026 is Rs. 2.65 lakh crore. It is a Budget which looks at the overall development of the country by connecting people across and making us connected. In the Budget, Capital Expenditure has been given importance. The total capital expenditure target for 2025-2026 is Rs. 2,62,000 crore with a focus on essential infrastructure projects like rail track expansion, rolling stock procurement, electrification, signalling improvements, and station modernization.

Safety has been given a lot of importance and priority. Out of the total allocation, Rs. 1.08 lakh crore will be spent on measures to boost railway safety, including upgrading old railway tracks, improving signalling systems, creating flyovers and underpasses, and installing the Kavach system.

As regards electrification, Ashwini ji is not only improving the railway sector but at the same time doing it with the environment and people in mind. Railways aims to achieve 100 per cent electrification of its network in FY 2025-2026 by reducing its carbon footprint and improving energy efficiency.

A lot of new trains will be started as well. Budget includes plans to manufacture 200 Vande Bharat trains in both sleeper and chair car configurations.

Now, I also need to finish by asking for a few things for my constituency of Kalahandi and both districts Kalahandi and Nuapada.

1. Starting a railway station at Dharamgarh and name it Dharamgarh road railway station for the new railway line from Junagarh to Nabrangpur;
2. Starting a train direct train which is from Kesinga to Bhubaneswar, huge demand of people of Kalahandi as Kesinga is the main business hub of our district;
3. Train from Kesinga to Bhawanipatna;
4. Resume the halts of all mail/express trains at their station, which were removed during the COVID-19 pandemic. Samta halts at Narla station as well as Nuapada station, specially halts for the Samata Express. Prior to the pandemic, trains like 12807/12808, (VSKP to HNKM and HNKM to VSKP), Bokaro Express, 13351/13352. Tata-Alleppey 18189/18190 and Tirupati Express 17481/17482 had regular halts at Rupra Road Railway Station. Request for a stoppage at Deypur Railway Station for Junagarh Road to Bhubaneswar Train (18438/18437);
5. Proposal for Extension of Railway Line from Nuapada/Bolangir (Odisha) to Bhadrachalam (Telangana) (616 Km) under the Centre's Janjatiya Gaurav Corridor Plan, connecting Odisha, Chhattisgarh, and Andhra Pradesh. The people of the region propose the extension of the Y-link railway line from Junagarh to Nuapada *via* Khariar (110 km) and from Khariar to Bolangir *via* Kantabanji (95 km). Instead of the currently planned 411 kms. line from Junagarh (Odisha) to Bhadrachalam (Telangana), we propose an extended 616 km line from Nuapada/Bolangir (Odisha) to Bhadrachalam (Telangana). This plan would bring greater connectivity and development to the underserved areas of Odisha, Chhattisgarh, and Andhra Pradesh. Drawing your kind attention to allow a temporary trespassing road Railway Line Crossing At 40 KM towards Kutrukhamar Railway Station. Request

for your kind intervention and Order for construction of an Under Ground Rail Over Bridge to facilitate movement of farmers, villagers and public;

7. Bhawanipatna, Near Railway Crossing near Bullet show room construction of a high-level Bridge over Bullet Nallah on road connecting NH TO BHEJIPADAR.

A request by villagers of BHEJIPADAR in Gudhialipadar GP pray for taking steps in construction of a high-level Bridge; and

8. Railway Over Bridge at Kanta Banji at Bhawanipatna.

Hoping that all the demands of the people of Kalahandi constituency will be taken care off and this is the demand of people, and our people have huge expectations from our Government.

***श्री खगेन मुर्मु (माल्दहा उत्तर) :** आदरणीय अध्यक्ष महोदय, मैं आपको प्रणाम करता हूँ और इस महत्वपूर्ण चर्चा में भाग लेने का अवसर देने के लिए धन्यवाद देता हूँ। सबसे पहले, मैं भारत के यशस्वी प्रधानमंत्री आदरणीय श्री नरेंद्र मोदी जी को हृदय से धन्यवाद देता हूँ, जिनके नेतृत्व में भारतीय रेलवे के लिए ₹2,65,200 करोड़ की ऐतिहासिक पूंजीगत व्यय राशि आवंटित की गई है। यह केवल बजट का आँकड़ा नहीं है, बल्कि "नए भारत" के विजन को साकार करने का एक दृढ़ संकल्प है।

मैं हमारे कर्मठ रेल मंत्री आदरणीय श्री अश्विनी वैष्णव जी को भी बधाई देता हूँ, जिनकी कार्यशैली और तकनीकी कुशलता ने रेलवे क्षेत्र में क्रांतिकारी परिवर्तन किए हैं। हमारी लोकप्रिय मोदी सरकार ने ₹2,52,200 करोड़ का सकल बजटीय समर्थन प्रदान किया है, जो भारतीय रेलवे को आधुनिक और सुरक्षित बनाने की दिशा में एक बड़ा कदम है। अगर हम यूपीए सरकार के कार्यकाल से तुलना करें तो 2013-14 में यह निवेश मात्र ₹45,900 करोड़ था, जो अब छह गुना बढ़ चुका है।

आज रेलवे न केवल देश की आर्थिक धमनियों को सशक्त बना रहा है, बल्कि यह आम नागरिकों,

* Speech was laid on the Table.

किसानों, व्यापारियों और उद्योगपतियों की आवश्यकताओं को भी पूरा कर रहा है।

अध्यक्ष महोदय, भारतीय रेलवे ने 2024-25 (दिसंबर 2024 तक) में 1,178.52 मिलियन टन माल ढुलाई और 5,509.88 मिलियन यात्रियों को परिवहन किया है। जंहा की, 2013-14 में यूपीए सरकार के दौरान माल ढुलाई मात्र 1,050 मिलियन टन थी।

रेलवे की सकल यातायात आय (Gross Traffic Receipt) भी ₹2,08,767 करोड़ (जनवरी 2025 तक) पहुँच चुकी है और 2025-26 के लिए इसे ₹3,01,400 करोड़ तक पहुँचाने का लक्ष्य रखा गया है। 2013-14 में सकल यातायात आय: ₹1,43,742 करोड़ थी, जो कि 2025-26 में अनुमानित सकल यातायात आय: ₹3,01,400 करोड़ तक हो सकती है। यह आँकड़े स्वयं इस बात के साक्षी हैं कि मोदी सरकार ने रेलवे को एक 'लागत केंद्र' से 'राजस्व उत्पन्न करने वाली इकाई' में बदल दिया है।

मोदी सरकार के नेतृत्व में 31,180 किलोमीटर नई रेल पटरियाँ बिछाई गई हैं। जब कि पूर्ववर्ती कॉंग्रेस की सरकार में 2009-14 के दौरान 7,599 किमी ही थी। इसका अर्थ है कि रेलवे की विस्तार गति दोगुनी से अधिक हो चुकी है।

मैं यह बताना चाहता है कि यात्री सुरक्षा सरकार की सर्वोच्च प्राथमिकता हैं। मोदी सरकार ने सुरक्षा में सुधार के लिए ₹1,16,514 करोड़ का भारी भरकम निवेश किया है। रेलवे ट्रैक के नवीनीकरण के लिए विशेष योजनाएँ चलाई जा रही हैं। AI आधारित निगरानी प्रणाली से दुर्घटनाओं की संभावना को कम किया जा रहा है। अध्यक्ष महोदय, 'कवच', जो कि स्वदेशी ऑटोमेटिक ट्रेन प्रोटेक्शन सिस्टम हैं, इसका 10,000 इंजनों पर इंस्टॉलेशन किया जा रहा है।

दिल्ली-मुंबई व दिल्ली-कोलकाता कॉरिडोर पर 3,000 किमी ट्रैक पर 'कवच' का कार्य दिसंबर 2025 तक पूरा होगा। साथ ही साथ, राष्ट्रीय रेल संरक्षा कोष (RRSK) के तहत ₹1.08 लाख करोड़ पहले ही खर्च किए जा चुके हैं और अगले पाँच वर्षों में ₹45,000 करोड़ की नई व्यवस्था की गई है।

हमारे यशस्वी प्रधानमंत्री श्री नरेंद्र मोदी जी के "विश्व स्तरीय रेलवे" विजन को साकार करने के लिए रेलवे निम्नलिखित आधुनिक ट्रेनों को शामिल कर रहा है: 50 'नमो भारत' ट्रेनें जो कि छोटे शहरों को जोड़ने के लिए चलाई जा रही हैं, 100 'अमृत भारत' ट्रेनें जो कि सस्ती, उच्च क्षमता वाली ट्रेनें हैं,

यह ट्रेन भारत के आम नागरिकों को ध्यान में रखते हुए चलाई जा रही है। 200 नई 'वंदे भारत' ट्रेनें जो कि भारत की प्रीमियम ट्रेन हैं, यह ट्रेन भारत के हाई-स्पीड रेल नेटवर्क को विस्तार देने हेतु चलायी जा रही है। 17,500 गैर-एसी सामान्य और स्लीपर कोच बनाए जा रहे हैं, जो की गरीब और मध्यम वर्गीय यात्रियों के लिए आरामदायक सफर सुनिश्चित करेगा। 50 वंदे भारत स्लीपर ट्रेनें - 2025-27 के बीच तैयार हो जायेगी।

मोदी सरकार रेलवे स्टेशनों का पुनर्विकास कर यात्रियों को विश्वस्तरीय सुविधाएँ उपलब्ध करवा रही हैं। हमारी लोकप्रिय मोदी सरकार ने 1,337 रेलवे स्टेशनों के पुनर्विकास का महत्वाकांक्षी कार्यक्रम शुरू किया है। बहु-मोडल कनेक्टिविटी से स्टेशनों को दोनों ओर से सुगम बनाया जाएगा। दिव्यांगजनों और वरिष्ठ नागरिकों के लिए सुविधाएँ बढ़ाई जाएँगी। डिजिटल इंफॉर्मेशन डिस्प्ले, साफ-सुथरे वॉशरूम, आधुनिक सुरक्षा सिस्टम, बेहतर प्रतीक्षा कक्ष जैसी सुविधाएँ दी जाएँगी। यह बजट केवल संख्याओं का खेल नहीं है, बल्कि यह "नए भारत" के रेलवे की नई कहानी है। आज भारत रेलवे के क्षेत्र में आत्मनिर्भरता की ओर बढ़ रहा है। हम रेलवे को तेज, सुरक्षित और आरामदायक बना रहे हैं।

मैं बंगाल से चुन कर आता हूँ, जब हम रेलवे की प्रगति की बात करते हैं, तो हमें ममता बनर्जी जी के रेल मंत्री कार्यकाल (2009-2011) और मोदी सरकार (2014-वर्तमान) के दौरान रेलवे में हुए ऐतिहासिक सुधारों की तुलना करनी होगी। ममता बनर्जी जी के कार्यकाल में लोकलुभावन घोषणाएँ तो बहुत हुईं लेकिन ठोस निवेश नहीं हुआ। रेलवे बजट में कई नई ट्रेनों की घोषणा की गई, लेकिन आधारभूत संरचना के विकास और वित्तीय प्रबंधन पर ध्यान नहीं दिया गया। ममता बनर्जी के कार्यकाल में रेलवे में कोई बड़ा निवेश नहीं हुआ, जिससे बुनियादी ढांचे में सुधार बाधित रहा।

ममता बनर्जी के कार्यकाल में रेलवे का घाटा बढ़ता गया, क्योंकि बिना संसाधन जुटाए नई ट्रेनों की घोषणाएँ कर दी गईं। रेलवे सुरक्षा पर ध्यान नहीं दिया गया, जिससे कई रेल दुर्घटनाएँ हुईं। स्टेशनों और ट्रेनों की सफाई व आधुनिकीकरण पर कोई ठोस योजना नहीं बनी। माल ढुलाई क्षेत्र में कोई बड़ा सुधार नहीं किया गया, जिससे रेलवे की राजस्व वृद्धि धीमी रही।

2014 के बाद से प्रधानमंत्री आदरणीय नरेंद्र मोदी जी के नेतृत्व में रेलवे में क्रांतिकारी परिवर्तन

हुए हैं। 15 लाख करोड़ रुपये से अधिक का निवेश हुआ, महोदय इतना निवेश पहले कभी नहीं हुआ। अध्यक्ष महोदय, स्टेशन पुनर्विकास प्रोजेक्ट के तहत रेलवे स्टेशनों को एयरपोर्ट जैसी आधुनिक सुविधाओं से लैस किया जा रहा है। बुलेट ट्रेन (मुंबई-अहमदाबाद) और वंदे भारत जैसी आधुनिक ट्रेनों की शुरुआत - यात्रियों को विश्वस्तरीय अनुभव दिया जा रहा है। 50,000 किमी से अधिक रेलवे ट्रैक का विद्युतीकरण- ट्रेनों की गति बढ़ी, लागत घटी और पर्यावरण संरक्षण हुआ। कवच (Kavach) एंटी-कोलिजन सिस्टम, ऑटोमैटिक सिग्नलिंग और CCTV कैमरे -रेलवे को पहले से कहीं अधिक सुरक्षित बनाया गया। अध्यक्ष महोदय, स्वच्छ भारत अभियान के तहत रेलवे स्टेशनों की सफाई और बायो-टॉयलेट्स -यात्रियों को साफ-सुथरा वातावरण मिला। डेडिकेटेड फ्रेट कॉरिडोर से माल ढुलाई तेज़ हुई, जिससे रेलवे की आय में वृद्धि हुई और यात्री ट्रेनों का दबाव कम हुआ। डिजिटल टिकटिंग, ऑनलाइन रिफंड और रेलवे Wi-Fi से संपूर्ण रेलवे नेटवर्क को डिजिटल रूप से सक्षम बनाया गया। यह स्पष्ट है कि ममता बनर्जी जी के कार्यकाल में रेलवे का विकास ठप पड़ा था, केवल घोषणाएँ हुईं, लेकिन ज़मीन पर कुछ नहीं बदला। वहीं, मोदी सरकार ने वादों को हकीकत में बदला, रेलवे को आधुनिक और आत्मनिर्भर बनाया।

मेरा क्षेत्र आज भी रेलवे की समस्याओं से जूझ रहा है, मुझे तीन अमृत भारत स्टेशन पहला एकलकखी, दूसरा सिंगाबाद और तीसरा गाजोल स्टेशन अमृत भारत योजना के तहत और चाहिए। मेरे लोकसभा क्षेत्र से मजदूरों का आना-जाना लगा रहता है कृपया करके मुझे तीन नई ट्रेन देने की कृपा करेंगे, पहली मालदा से नई दिल्ली सुपरफास्ट ट्रेन, दूसरी मालदा से बेंगलुरु सुपरफास्ट ट्रेन और तीसरी मालदा से मुंबई सुपरफास्ट ट्रेन चाहिए, और चौथी मालदा से अहमदाबाद सीधी सुपरफास्ट ट्रेन चाहिए। मैं 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, यह तीन नई रेल परियोजनाएं मेरे क्षेत्र की दिशा और दशा बदलने में सक्षम हैं,

मैं मालदा जिले के सिंगाबाद रेलवे स्टेशन के विकास के लिए सरकार से ठोस कदम उठाने की मांग करता हूँ। यह स्टेशन ऐतिहासिक रूप से भारत-बांग्लादेश रेल संपर्क का महत्वपूर्ण केंद्र रहा है,

लेकिन आज यात्री ट्रेनों की सेवा पूरी तरह से बंद है। मैं माननीय रेल मंत्री श्री अश्विनी वैष्णव जी से निम्नलिखित मांग करता हूँ:

यात्री ट्रेनों की बहाली कर सिंगाबाद से बांग्लादेश तक नियमित यात्री ट्रेन सेवा शुरू की जाए। आधुनिक सिग्नलिंग सिस्टम, वेटिंग एरिया, टिकटिंग सिस्टम और अन्य बुनियादी सुविधाओं को विकसित किया जाए। व्यापार को बढ़ावा देने के लिए मालगाड़ियों की संख्या और आवृत्ति बढ़ाई जाए। भारत-बांग्लादेश संबंधों को और सुदृढ़ करने के लिए इस मार्ग को प्राथमिकता दी जाए। मेरा माननीय मंत्री जी से मेरा अनुरोध है कि जल्द से जल्द इस दिशा में ठोस कार्रवाई की जाए ताकि सिंगाबाद रेलवे स्टेशन पुनः अपने गौरव को प्राप्त कर सके।

मोदी है तो मुमकिन है, "नई सोच, नया भारत - तेज़, सुरक्षित और आधुनिक रेलवे के साथ!" कदम से कदम मिला कर तरक्की कर रहा है। मुझे गर्व है कि मैं मोदी सरकार के इस "विकास रूपी एक्सप्रेस ट्रेन" का एक यात्री हूँ। मैं पुनः प्रधानमंत्री आदरणीय श्री नरेंद्र मोदी जी और रेल मंत्री श्री अश्विनी वैष्णव जी को हृदय से धन्यवाद देता हूँ।

अंत में, मैं अपने वक्तव्य को इन पंक्तियों के साथ समाप्त करता हूँ-
"रफ़्तार भी होगी, सुरक्षा भी होगी,
सपने हमारे, हकीकत भी होगी।"

जय हिंद ! वंदे मातरम् ! भारत माता की जय ।

***श्री जुगल किशोर (जम्मू) :** मैं भारतीय रेल बजट पर अपने विचार रखता हूँ। सबसे पहले मैं माननीय प्रधानमंत्री श्री नरेंद्र मोदीजी का धन्यवाद करना चाहता हूँ, जिनके नेतृत्व में 2025-26 के बजट में सभी प्रमुख बातों को ध्यान में रखते हुए भारतीय रेल बजट सदन के समक्ष प्रस्तुत किया। यह बजट सामाजिक और आर्थिक दृष्टि से भी महत्वपूर्ण है।

पिछले दस वर्षों में रेलवे की अर्थव्यवस्था मजबूत हुई, देश को इसका भरपूर लाभ प्राप्त हुआ देश

के हर नागरिक को रेलवे की सुविधाएं प्राप्त हुई और रेलवे में रोजगार के अवसर मिले ।

पिछले पांच वर्षों में कुछ खास बातों पर विशेष ध्यान दिया गया, जैसे की यात्री किराया में बढ़ोतरी न होना, साफ सफाई, खान पान, हेल्प लाइन नंबर, ऑपरेशन फाइव मिनट्स, नए प्लेटफार्म, स्टेशनों का पुनर्विकास इत्यादि सम्मिलित हैं ।

मैं माननीय प्रधानमंत्रीजी का धन्यवाद प्रकट करना चाहता हूँ जिनके अथक प्रयास और दूर दृष्टि से जम्मू में रेलवे डिवीजन की स्थापना को रेल मंत्रालय ने मंजूरी दी है, जिसमें 12 हजार रेलवे कर्मचारियों को लाभ मिलेगा ।

12 साल के लंबे इंतजार के बाद आखिरकार जम्मू को रेलवे डिवीजन का तोहफा मिला है । कश्मीर के लिए सीधी ट्रेन सुविधा शुरू होने से पहले ही जम्मू में रेलवे डिवीजन की स्थापना और कामकाज की प्रक्रिया शुरू हो घोषणा हुई है ।

कन्याकुमारी से कश्मीर सीधा रेल मार्ग से जुड़ जाएगा । जम्मू-कश्मीर में तेजी से बढ़े रेलवे ढांचे को देखते हुए जम्मू रेल डिवीजन का होना जरूरी हो गया था । इसके लिए खाका काफी पहले ही तैयार हो गया था, लेकिन मंजूरी नहीं मिल पा रही थी । अब केंद्रीय रेल मंत्री ने इस प्रस्ताव को मंजूरी दी है । प्रस्तावित खाके में नए रेल डिवीजन का मुख्यालय जम्मू में होगा ।

इसमें पंजाब के सुजानपुर से लेकर कश्मीर के बारामूला तक करीब 417 किलोमीटर रेलवे लाइन को कवर हो सकता है, जिसमें 43 स्टेशन होंगे । अभी फिरोजपुर देश का सबसे बड़ा रेल मंडल में आता है । इसमें पंजाब, हिमाचल प्रदेश और जम्मू-कश्मीर के 1800 किमी लंबे रेलवे ट्रैक पर परिचालन होता है । इस मंडल में 239 छोटे एवं बड़े रेलवे स्टेशन आते हैं ।

माननीय प्रधानमंत्री जी व्यक्तिगत रूप से जम्मू में रेलवे के बुनियादी ढांचे की प्रगति की निगरानी कर रहे हैं । वह जम्मू को उसका हक दिलाने और जम्मू में रेलवे सुविधा व रेलवे प्रशासनिक ढांचे को मजबूत करने के लिए उत्सुक हैं, जो जल्द ही एक महत्वपूर्ण रेलवे जंक्शन बनने जा रहा है ।

अब जम्मू में रेलवे डिवीजन बनने से शहर की अर्थव्यवस्था को बढ़ावा मिलेगा । जम्मू में हजारों की संख्या में कर्मचारी स्थायी रूप रहेंगे । ऐसे जम्मू के कारोबारियों को कारोबार मिलेगा । इससे शहर

की अर्थव्यवस्था में बढ़ावा मिलेगी, लोगों के लिए रोजगार के नए अवसर बनेंगे।

वर्तमान में जम्मू संभाग के ढाई हजार, जबकि कश्मीर संभाग में करीब चार हजार रेलकर्मियों काम कर रहे हैं। हिमाचल प्रदेश में तैनात कर्मियों की संख्या भी करीब तीन हजार है। इन सभी रेलवे कर्मियों को छोटे से काम के लिए फिरोजपुर के चक्कर काटने पड़ते हैं।

चिनाब पुल बने पुल से खुला रेलवे डिवीजन की स्थापना की राह रियासी में चिनाब नदी पर विश्व के सबसे ऊंचे रेलवे पुल बना है। इस पुल का निर्माण पूरा होने के बाद ही जम्मू में रेलवे डिवीजन बनने की राह खुली है। 2012 से जम्मू में रेलवे डिवीजन बनने की घोषणा हुई थी। इसके बाद मामला लगातार अटकता रहा। हर बजट में रेल कर्मचारियों को आस होती थी जम्मू में रेलवे डिवीजन बनेगा। कश्मीर तक रेलवे का विस्तार होने के बाद ही जम्मू में रेलवे डिवीजन की स्थापना की जरूरत और महसूस की गई थी।

मैं माननीय रेल मंत्री जी से भी कहना चाहूंगा की जम्मू कश्मीर राज्य में भी रेल विकास अत्यधिक महत्वपूर्ण हैं, काफी वर्षों से जो कार्य राज्य में पूर्ण या आरम्भ नहीं हुए, उन सभी कार्यों को जल्द से जल्द गति प्रदान करें, जिससे की जम्मू कश्मीर में रेल यातायात सुचारू हो सके।

मैं माननीय रेल मंत्री जी से निवेदन करना चाहता है. (1) जम्मू स्थित साम्बा रेलवे स्टेशन में पहले जो भी ट्रेनों का ठहराव था उन सब ट्रेनों का ठहराव पुनः किया जाय ।

(2) साम्बा जम्मू के बीच विजयपुर रेलवे फाटक पर गुडासलाथिया मोड़ पर रेल ओवर ब्रिज बनाया जाय जिससे लोगो को परेशानियों का सामना न करना पड़े ।

साथ ही मैं माननीय प्रधानमंत्री जी और माननीय रेल मंत्री जी का धन्यवाद करना चाहता हूँ कि जम्मू रेलवे स्टेशन का नवीकरण का काम तेजी से हो रहा है।

धन्यवाद ।

***श्री मनीष जायसवाल (हजारीबाग) :** भारतीय रेलवे को भारत की परिवहन प्रणाली की जीवन रेखा माना जाता है। हर साल, बजट में सभी की निगाहें रेलवे पर टिकी होती हैं। और भारतीय जनता पार्टी की हमारी सरकार ने बजट में देश की इस लाइफलाइन का भी विशेष ध्यान रखा है।

वित्तीय वर्ष 2025-26 के लिए केंद्रीय बजट में भारतीय रेलवे को 2.52 लाख करोड़ रुपये आवंटित किए गए हैं। 4.60 लाख करोड़ रुपये की परियोजनाओं को अगले तीन से चार वर्षों में पूरा करने का लक्ष्य हमने रखा है जिससे बुनियादी ढांचे में सुधार, नई लाइनें बिछाने और स्टेशन पुनर्विकास का कार्य किया जाएगा।

अगले 2 से 3 वर्षों में 200 नई वंदे भारत ट्रेनें, 100 अमृत भारत ट्रेनें, 50 नमो भारत रैपिड रेल और 17,500 सामान्य नॉन एसी कोच आम जनता के लिए यात्रा के अनुभव में क्रांतिकारी बदलाव होंगे। 31 मार्च तक 17,500 में से 1400 जनरल कोच तैयार हो जाएंगे और इसके अतिरिक्त 1000 नए फ्लाईओवरों के लिए भी मंजूरी दे दी गई है। नई ट्रेनें और आधुनिक कोच निम्न और मध्यम वर्ग के लोगों के लिए मददगार साबित होंगे।

नई लाइनें बिछाने के लिए 32,235 करोड़ रुपये खर्च किए जाएंगे। लाइनों के दोहरीकरण में 32,000 करोड़ और गेज लाइन के लिए 4,550 करोड़ रुपये का बजट तय किया गया है। महोदय हमने रेलवे सुरक्षा पर खास ध्यान दिया है और इसके लिए बजट 1.08 लाख करोड़ रुपये से बढ़ाकर 1.14 लाख करोड़ रुपये कर दिया गया है और अगले वित्त वर्ष में इसे 1.16 लाख करोड़ करने का लक्ष्य निर्धारित किया है।

2030 तक मालगाड़ियों की औसत गति 50 किमी प्रति घंटा तक बढ़ाने का लक्ष्य रखा गया है और इसके लिए हमारी सरकार काम कर रही है। हमारी सरकार का लक्ष्य 2047 तक 250 किलोमीटर प्रति घंटे की गति वाला 7000 किलोमीटर हाई स्पीड रेल नेटवर्क बनाना है।

* Speech was laid on the Table.

महोदय मैं झारखंड से आता हूं और मेरा राज्य कोयला के लिए जाना जाता है और मुझे यह बताते हुए गर्व की अनुभूति हो रही है कि 2025-26 में माल ढुलाई राजस्व में कोयले की हिस्सेदारी 52% होने का अनुमान है यह राजस्व के लिए कोयले पर बढ़ती निर्भरता को दर्शाता है। इससे मेरे राज्य के लोगों को भी बहुत लाभ मिलेगा।

यह बताते हुई मुझे प्रसन्नता हो रही है कि हम 31 मार्च 2025 तक 1.6 बिलियन टन माल ढुलाई का लक्ष्य हासिल कर लेंगे और चीन के बाद दुनिया में दूसरा सबसे बड़ा माल ढुलाई करने वाला रेलवे नेटवर्क बन जाएंगे। इसके अलावा भारतीय रेलवे वित्त वर्ष 2025-26 के अंत तक 100 प्रतिशत विद्युतीकरण हासिल करने जा रहा है। महोदय यह बताते हुए मुझे बड़ी प्रसन्नता हो रही है कि 2025-26 के लिए रेलवे का आंतरिक राजस्व 3,02,100 करोड़ रुपए होने का अनुमान है। यह 2024-25 के संशोधित अनुमान से 8.3% अधिक है। महोदय यह सब आदरणीय प्रधानमंत्री श्री नरेंद्र मोदी जी के विजन से ही संभव हुआ है। मेरी निम्नलिखित मांग हैं:-

1. रांची से बरकाना, बरही, कटकमसांडी, हजारीबाग बरकाकाना, रामगढ़, हजारीबाग, कोडरमा, रेलवे लाइन का दोहरीकरण कराया जाय,
2. हजारीबाग से सुदूर शहरों जैसे चेन्नई, दिल्ली, मुंबई के नई ट्रेनों का संचालन किया जाय,
3. वर्तमान में हजारीबाग को मुंबई के लिए एक ट्रेन की सौगात मिली है जी की सप्ताह में केवल एक दिन है कृपया इसे सप्ताह में 3 दिन करवाया जाय,
4. पूर्व में बरकाकाना से दिल्ली के लिए राजधानी एक्सप्रेस संचालित की जा रही थी जो कि वर्तमान में बंद है, कृपया इसे पुनः संचालित करवाया जाय,
5. गिरिडीह से बगोदर, विष्णुगढ़, टाटी झरिया, दारु होते हुए नई रेल लाइन का निर्माण कराया जाय, जिससे इन क्षेत्रों के 5 लाख लोगों को लाभ मिल सके, धन्यवाद .

***श्री मनसुखभाई धनजीभाई वसावा (भरुच) :** मैं वर्ष 2025-26 के लिए प्रस्तुत रेलवे की अनुदान मांगों से संबंधित रेल बजट पर अपने विचार रखता हूँ। प्रस्तुत रेल बजट राष्ट्र के तेजी से विकास में अपनी अहम भूमिका निभाएगा। इस रेल बजट में किए गए प्रावधानों से हमारे देश का तीव्र विकास सुनिश्चित होगा तथा देश की जनता की आकांक्षाओं को भी पूरा करने में सफल रहेगा।

आज जब भारत आगामी वर्ष 2047 में आजादी की 100वीं वर्षगांठ को मनाने के लिए आगे बढ़ रहा है ऐसे में हमारे यशस्वी प्रधानमंत्री आदरणीय श्री नरेन्द्र मोदी जी के नेतृत्व में भारत उच्च आर्थिक वृद्धि वाली अर्थव्यवस्था बना हुआ है। भारत सरकार 2047 तक एक विकसित भारत के लिए संकल्प ले चुकी है। विकसित भारत के इस अभियान में भारत सरकार का रेल मंत्रालय भी अपना अहम योगदान कर रहा है।

मेरे संसदीय क्षेत्र भरुच का अंकलेश्वर औद्योगिक क्षेत्र एशिया में सबसे विशाल औद्योगिक क्षेत्र है, जहां पर देश के विभिन्न प्रांतों के लोग कार्यरत हैं। राजस्थान, बिहार एवं उत्तर प्रदेश के लोगों को अपने पैतृक राज्यों में जाने के लिए बड़ौदा या सूरत जाना पड़ता है क्योंकि राजस्थान, विहार एवं उत्तर प्रदेश की रेल सेवाएं इन्हीं स्टेशनों पर रुकती हैं। राजस्थान, विहार एवं उत्तरप्रदेश को जाने वाली रेलगाड़ियां मेरे संसदीय क्षेत्र भरुच एवं अंकलेश्वर से होकर जाती हैं परंतु इन स्टेशनों पर कुछ ही गाड़ियां रुकती हैं, बाकी कहीं कहीं रुकती हैं जिनके कारण इन लोगों को दिक्कत उठानी पड़ती है। अगर राजस्थान से आनेवाली सूर्या नगर एक्सप्रेस, अजमेर बंगलौर एक्सप्रेस एवं राणेकपुर एक्सप्रेस को एवं उत्तर प्रदेश एवं बिहार से आने वाली प्रमुख रेल सेवाओं को कुछ को अंकलेश्वर एवं कुछ को भरुच रेलवे स्टेशन पर ठहराव दिया जाए तो यहां के हजारों लोगों को आने जाने में सुविधा मिलेगी। इस संबंध में मेरा निवेदन है कि भरुच एवं अंकलेश्वर रेलवे स्टेशनों पर राजस्थान, बिहार एवं उत्तर प्रदेश से आने वाली निम्न रेल गाड़ियों का ठहराव दिया जाए।

पालेज में ठहराव हेतु गाड़ी सं. 12995 बांद्रा अजमेर एक्सप्रेस।

भरुच में ठहराव हेतु:

एक - ट्रेन सं. 20301/20302, बंदे भारत मुंबई सेंट्रल-गांधीनगर कैपिटल एक्सप्रेस ।

दो - ट्रेन सं. 12979/12980, जयपुर-बांद्रा सुपरफास्ट एक्सप्रेस ।

तीन - ट्रेन सं. 19053/19054, सूरत मुजफ्फरनगर एक्सप्रेस ।

चार- ट्रेन सं. 12993/12994, गांधीधाम श्री एक्सप्रेस-भरुच ।

पांच - ट्रेन सं. 12995/12996, बांद्रा-अजमेर एक्सप्रेस

गुजरात के मेरे संसदीय क्षेत्र भरुच के अंतर्गत अंकलेश्वर से राजपीपला तक ब्राडगेज तैयार है जोकि कोरोना काल से ही बंद पड़ी है । मेरी मांग है कि इस रेल लाइन को तत्काल चालू करने के साथ ही स्टैच्यू ऑफ यूनिटी तक इस रेल लाइन को विस्तार दिया जाए ताकि मुंबई और साउथ गुजरात के लोगों को इसका फायदा मिल सके ।

भरुच जंबूसर और जंबूसर से बड़ौदा तक नई रेल लाइन बिछाए जाने के लिए तत्काल मंजूरी दी जाए । इसी के साथ मैं इस अनुपूरक रेल बजट का पुरजोर समर्थन करते हुए अपनी बात को विराम देता हूँ ।

बहुत-बहुत धन्यवाद ।

***SHRI SAPTAGIRI SANKAR ULAKA (KORAPUT):** I would like to place my views on a matter that touches the lives of millions of Indians every single day.

Indian Railways is not just a mode of transport; it is the lifeline of our country, connecting villages to cities, farmers to markets, workers to their jobs, and families to their loved ones.

But under this Government, the railways are being run not for the benefit of the common people, but for corporate interests. Grand announcements are made

* Speech was laid on the Table.

every year, but the reality on the ground remains unchanged. The railway system is suffering from mismanagement, inefficiency, and neglect of crucial areas like safety, affordability, and infrastructure development.

Every year, during the budget session, we hear promises of electrification, high-speed corridors, and station modernization. The Government makes tall claims, but what happens in reality? The capital expenditure for this year is Rs. 2,65,200 crore exactly the same as last year. This means no real increase in investment, no new push for development, and no additional funds to improve passenger experience.

New railway lines are announced with much fanfare, but the Government fails to complete even what it has promised. Last year, the target for new railway lines was 700 kilometres, but only 468 kilometres were actually constructed. Freight revenue, which is supposed to be the backbone of railway earnings, is growing at a mere four per cent annually. At this pace, it is impossible to meet the Government's own target of increasing freight transport by 2030. The operating ratio, which tells us how much the railways are earning compared to what they are spending, stands at a dangerous 98.43 per cent. This means that out of every Rs. 100 earned, Rs 98.43 is being spent, leaving almost nothing for improvement and expansion.

With such poor financial management, how can we expect the railways to modernize, provide better services, and ensure safety? My constituency of Koraput is a tribal-dominated region that has been deprived of proper railway connectivity for decades. Proposals for new railway lines from Koraput to Bobbili via Semiliguda,

Dudhari, Kotiya, Dandigaon, Salur, and from Koraput to Araku via Semiliguda, Kunduli, Sadam, and Chaugaon have been pending since 1943— before independence! Despite repeated surveys, the Government has done nothing to implement these projects.

This is not just about railway connectivity—it is about denying an entire region the opportunity for economic growth, employment, and access to essential services. The proposed lines would boost tourism, industry, and transportation in the Eastern Ghats and provide much-needed connectivity for the tribal communities of Odisha. Similarly, the Jajpur Road-Dhamara railway line in Odisha has been fully surveyed, the Detailed Project Report (DPR) has been submitted, and the project cost is estimated at Rs. 2,996.81 crore with a projected profit of 24 per cent. Yet, the Government has not sanctioned this project. Why is a financially viable and strategically important project being ignored?

Another long-pending demand is the Gopalpur to Rayagada via Gunupur, Bhismagri, and Digapahandi railway line. The survey was completed in 2011-12 and was even included in the 2017-18 Capital Investment Programme in anticipation that a joint venture (JV) company would be formed. Yet, till today, no JV company has been identified, and the project remains stuck in bureaucratic red tape.

Projects that were sanctioned years ago are moving at an unacceptably slow pace. The Jeypore-Nabarangpur (38 km) and Jeypore-Malkangiri (130 km) railway projects were included in 2016-17, but even today, final location surveys are incomplete, and land acquisition is delayed. These are crucial projects that would

transform connectivity for some of the most backward areas of Odisha, yet the Government is in no hurry to complete them.

The Final Location Survey (FLS) for Jeypore-Malkangiri has only been completed for 30 km out of 130 km. Nine years after approval, even the first phase is incomplete! The East Coast Railway (ECoR) is treated like a step child. It should be expanded to include Jharsuguda - Barsuan - Kiriburu, Rourkela-Nuagaon, and Jharsuguda-Himgiri under a new railway division at Rourkela. But instead of expanding railway operations in backward areas, the Government prioritizes only urban and high-profile projects.

Similarly, Banspani-Padapahar, Rupsa-Bangriposi, and Bhadrak-Laxmannath Road should be included under the new ECoR division with headquarters at Jajpur, but the Government refuses to take action. This deliberate neglect of Odisha's railway infrastructure is proof of the Government's step-motherly treatment towards Odisha.

A few days ago, an ambulance carrying eight patients and an ASHA worker got stuck on the railway tracks while attempting to cross through an unauthorised passage. Not because the driver was careless, but because there is no proper level crossing or alternative route. The train dragged the ambulance for nearly 100 metres before stopping, narrowly avoiding a massive tragedy. This was not an isolated incident. Villagers from Kanjamjodi, Chakraklang, Betkolanga, and surrounding areas have been facing life-threatening situations for years due to the railway line cutting off their only road access. The railway track at KM 132/14-15 has completely blocked their traditional route, forcing them to risk their lives by

using unsafe, makeshift crossings. How many more lives must be lost before the Government provides basic connectivity? The villagers have been pleading for a level crossing, road overbridge, or underpass for years, yet their voices have been ignored. The Railways claim to have fenced off the area, but what good is a fence when people have no alternative route?

The Government's refusal to listen to the genuine demands of the people is evident in the lack of new trains and extensions in Odisha. The following train services need to be urgently introduced or extended, but the Railway Ministry has ignored repeated requests: New daytime train from Jeypore/Koraput to Bhubaneswar via Rayagada; extension of Lokmanya Tilak Express (18519/18520) from Mumbai-Visakhapatnam to Rayagada; extension of 12893 Bhubaneswar-Balangir Intercity Express to Rayagada; extension of 22819 Bhubaneswar-Visakhapatnam Intercity Express to Koraput via Araku; increase in frequency of 22847/48 from weekly to daily; extension of 12871 Ispat Express till Visakhapatnam; extension of 02409 Sambalpur-Raigarh Superfast Special till Rayagada/Koraput; extension of 18303 Sambalpur-Puri Intercity Express till Rayagada/Koraput; new Intercity train from Gunupur to Bhubaneswar/Bhadrak; new Express train from Jagdalpur to Bhubaneswar; and extension of Jagdalpur-Visakhapatnam Express (18512/18513) to Hyderabad. The passengers in Odisha also demand the restoration of railway concessions for senior citizens, which was wrongly discontinued during COVID-19 and never restored. Why is the Government penalizing elderly citizens while increasing luxury train services?

Seventy-five per cent of railway accidents in India happen due to

derailments, mostly caused by poor track maintenance. The CAG report has revealed that in many cases, railway tracks were not inspected on time or not inspected at all. There is a backlog of Rs. 34,319 crore for replacing old railway assets, but the Government is spending money on flashy projects instead of fixing these basic issues. Is this the New India the Government talks about, where modernisation means bullet trains for the rich while the rest of the country is left with old, unsafe tracks? Railway accidents are not just statistics; they are human tragedies that shatter families. The Balasore train accident in 2023, where 291 people lost their lives and over 900 were injured, exposed the Government's failure to ensure safety. The accident was caused by faulty signal modifications, yet no concrete steps have been taken to prevent such disasters in the future. The Government proudly speaks about the Kavach anti-collision system, but it has been installed on only 1,465 kilometres of the railway network. At this speed, it will take decades before this system covers the entire country. How many more lives must be lost before railway safety becomes a priority?

The Rashtriya Rail Sanraksha Kosh, a special fund set up for railway safety, was supposed to receive Rs. 20,000 crore every year. But in reality, this fund has never been fully financed. Last year, only half of the promised amount was actually allocated. If safety is not a priority for the Government, how can people feel secure while traveling by train? Railway operations require a vast workforce, including station masters, guards, pointsmen, loco pilots, ticket collectors, maintenance staff, and security personnel. However, under this Government, the railways are functioning with an alarming shortage of manpower.

Across the country, 12 lakh non-gazetted posts remain vacant, including positions that are critical to railway safety and operations. This means that essential tasks such as track maintenance, train signalling, and security are being handled by an overworked and understaffed workforce. The Southern Railway alone has 13,977 vacant positions, affecting security, station management, and locomotive operations. Shockingly, 22 per cent of these vacancies are reserved for Scheduled Castes and Scheduled Tribes (SC/ST), but they remain unfilled, showing the Government's failure in ensuring proper recruitment and representation.

Loco pilots, responsible for running trains, are being forced to work under extreme pressure, often without adequate rest, leading to increased risks of accidents. Track maintenance crews, who are responsible for preventing derailments, are severely understaffed, which is one of the major reasons for accidents. The Railway Protection Force (RPF) is also struggling with a staff shortage, making it difficult to control rising incidents of theft, harassment, and unauthorized entry into railway stations. If the Government continues to ignore this crisis, railway operations will only become more dangerous and inefficient. The shortage of railway staff and poor crowd management were the main reasons behind the tragic stampede at New Delhi Railway Station, where 18 people lost their lives. This disaster was the result of unregulated issuance of unreserved tickets, overcrowding, and the absence of proper entry and exit controls at one of India's busiest railway hubs.

Passengers carrying heavy luggage were forced to push through narrow foot overbridges, where the crowd kept building up due to mismanaged ticket sales and

a lack of security personnel. The Railway Protection Force was completely overwhelmed, as there were not enough personnel to manage the situation. This was not an unexpected disaster. Senior railway officials themselves admitted that the incident was waiting to happen. Instead of taking proactive steps to regulate crowds, the Government allowed unrestricted entry into railway platforms, which created conditions for a catastrophe. New Delhi Railway Station is not the only place where such chaos exists. Nagpur Railway Station becomes almost abandoned at night, with no railway personnel or security guards between 8 PM and 11 PM. Passengers are left waiting in dimly lit areas with no staff or police presence, making them easy targets for theft, harassment, and crime. This is not just a local issue-it is a nationwide problem. Many major railway stations have become havens for the homeless, daily wage labourers, and even anti-social elements. This is putting both passengers and railway staff in danger.

There have been multiple incidents where railway workers and loco pilots on night duty were attacked by criminals, yet the Government has done nothing to increase security. The unreserved ticketing system is out of control, leading to dangerously overcrowded general compartments, where people are packed like sardines, risking accidents and medical emergencies. If these are the conditions at some of the largest railway stations in the country, one can only imagine how bad things must be at smaller stations in rural areas. How can the Government claim to be modernizing the railways when even basic safety measures are missing?

Senior officials admit that unless strict controls on ticket sales and station entry are enforced, nothing will change. The Government's response has been

slow and reactionary. Instead of taking proactive steps, the authorities wait for a disaster to happen before announcing temporary measures that are rarely implemented effectively. The only solution is proper crowd control-but for that, the Government must increase railway staffing, regulate platform access, and enforce strict safety measures. Without these steps, another such tragedy is just a matter of time.

Seventy-five per cent of railway accidents in India happen due to derailments, mostly caused by poor track maintenance. The CAG report has revealed that in many cases, railway tracks were not inspected on time or not inspected at all. There is a backlog of Rs. 34,319 crore for replacing old railway assets, but the Government is spending money on flashy projects instead of fixing these basic issues. Is this the New India the Government talks about, where modernisation means bullet trains for the rich while the rest of the country is left with old, unsafe tracks? The Government keeps saying "One India, One Railways," but the reality is that rural and backward areas are being ignored while metro cities get all the benefits. The States like Odisha, Chhattisgarh, and the Northeast have been waiting for railway expansion for decades. Projects remain stuck due to lack of funding, while new high-end trains are being introduced in urban areas. Freight services, which should help small farmers and traders, are still dominated by coal, which makes up 52 per cent of total railway freight revenue. There is little focus on increasing connectivity for agricultural produce, handicrafts, and small industries.

The Government claims that railway electrification is happening at a fast pace, but 97 per cent of broad-gauge routes still depend on outdated infrastructure.

Even under the Gati Shakti initiative, only 91 out of the planned 354 multi-modal cargo terminals have been commissioned. How can India become a global economic powerhouse if our railway system is not equipped to support our industries and farmers? For the ordinary railway passenger, life is becoming harder every day. Sleeper class and AC class fares have been increased several times, yet the quality of service has not improved. The Tatkal and dynamic pricing systems have turned into a way to overcharge passengers. What was supposed to be a convenience has become an excuse to increase ticket prices without justification.

General compartments, where millions of poor and lower-middle-class Indians travel, are still overcrowded and poorly maintained. Toilets are dirty, clean drinking water is still not available on many long-distance trains, and theft and harassment continue to be serious problems. Meanwhile, railway losses in the non-AC segment are growing. Sleeper class alone recorded a loss of Rs. 17,038 crore in 2021-22. But instead of improving basic services, the Government is expanding executive-class and AC chair car services. The message is clear-railways are becoming a luxury for the rich while the common man is being forced to suffer. Rail freight is still expensive and uncompetitive compared to road transport. The dedicated freight corridors, which were supposed to improve efficiency, are moving at a slow pace. India lags far behind global standards in container traffic-only 7.9 per cent of railway freight is containerized, whereas in developed countries, this figure is between 30 to 40 per cent. If rail freight were cheaper and more efficient, it would help small businesses, reduce congestion on roads, and lower transportation costs for the entire economy. But the Government is failing to take

steps in this direction.

The biggest threat to Indian Railways today is the increasing push towards privatization. We are seeing a two-tier railway system emerging-private luxury trains for the elite and overcrowded, poorly maintained trains for the rest of India. Railway stations, routes, and even train services are being handed over to private companies. The Indian Railway Finance Corporation, which funds railway expansion, now has a debt burden of Rs 4.4 lakh crore. This over-reliance on loans and private funding is pushing the railways towards a financial crisis. If the Government truly believes in "Sabka Saath, Sabka Vikas," why is it handing over public transport to private players? Who will ensure that private operators do not exploit passengers with high ticket prices and poor service?

Indian Railways must serve all citizens equally. It should be a symbol of inclusivity, safety, and affordability, not a profit-driven enterprise that ignores the needs of the common people. The Government must stop making announcements and start delivering results. The Government must immediately approve and sanction long-pending railway projects that have been surveyed and awaiting execution for decades. These include:

1. Koraput-Bobbili Railway Line via Semiliguda, Dudhari, Kotiya, Dandigaon, Salur.
2. Koraput-Araku Railway Line via Semiliguda, Kunduli, Sadam, Chaugaon.
3. Jajpur Road-Dhamara New Railway Line (DPR prepared, Rs. 2,996.81 crore project, 24 per cent projected profit).
4. Gopalpur-Rayagada via Gunupur, Bhismagri, Digapahandi (Survey completed in 2011-12, pending since 2017-18 Capital Investment Programme).

5. Jeypore-Nabarangpur (38 km) and Jeypore-Malkangiri (130 km) railway projects must be expedited immediately. Final Location Survey (FLS) has been completed for only 30 km out of 130 km in nine years! This is unacceptable.
6. Expansion of East Coast Railway's jurisdiction to include:
 - Jharsuguda-Barsuan-Kiriburu (SER), Rourkela-Nuagaon (SER), and Jharsuguda-Himgiri (SECR) under a new division at Rourkela.
 - Banspani-Padapahar, Rupsa-Bangriposi, and Bhadrak-Laxmannath Road under a new division with headquarters at Jajpur.
7. A full audit of railway safety measures and immediate action to fix poor track conditions.
8. An independent investigation into the underutilization of safety funds, especially the Rashtriya Rail Sanraksha Kosh.
9. A rollback of unfair fare hikes and an end to exploitative pricing models like Tatkal and dynamic pricing.
10. A fair and equal distribution of railway projects across all states, ensuring that backward regions are not left behind.
11. A halt on reckless privatization, ensuring that Indian Railways remains a service for the people, not just a profit-making tool for corporations.

Without concrete action, this Government's promises will remain empty words. Indian Railways belongs to the people of this country, not to a handful of private players. I urge the Government to act now before the railways become a system that serves only the privileged few.

***SHRI ARUN NEHRU (PERAMBALUR):** I would like to shed light on Tamil Nadu's significant economic Contribution to the Indian Railways and the challenges it faces due to insufficient budget allocations and high freight rates.

Tamil Nadu has long been a cornerstone of India's economic growth, contributing over 9% to the national GOP despite comprising only 6% of the population. The state boasts a robust industrial base, with sectors like textiles, automobiles, and electronics heavily reliant on efficient railway infrastructure for freight and Passenger movement. Tamil Nadu's rail network not only connects its bustling cities like Chennai, Coimbatore, and Madurai but also serves as a vital link for trade across southern India. The Integral Coach Factory in Chennai, a jewel in the crown of Indian Railways, has been instrumental in manufacturing advanced coaches, including the prestigious Vande Bharat trains. Yet, despite these contributions, the state receives a disproportionately low share of railway budget allocations. For the fiscal year 2025-26, Tamil Nadu was allocated Rs.6,626 crore, a marginal increase from the previous year, but far from sufficient to meet its growing demands.

This underinvestment has stifled growth opportunities. For instance, insufficient funding has stalled critical projects like the Tindivanam-Tiruvannamalai and Attipattu-Puttur railway lines. These delays not only hinder connectivity but also result in economic losses. Studies suggest that inadequate railway investment in Tamil Nadu could be costing the state billions in potential GOP growth annually.

* Speech was laid on the Table.

The lack of efficient rail infrastructure forces industries to rely on road transport, which is not only costlier but also less sustainable.

Adding to these woes are the high freight rates imposed by Indian Railways. These rates disproportionately affect Tamil Nadu's industries, making it less competitive in both domestic and international markets. For example, transporting goods like textiles and electronics via rail often costs significantly more than road transport, despite rail being a more sustainable option. This pricing structure discourages businesses from utilizing rail freight, further exacerbating the underutilization of the state's railway network.

One glaring example of underinvestment is the absence of a railway line in Perambalur, the only district in Tamil Nadu without rail connectivity. This lack of infrastructure hampers the industrial and agricultural development of the region. Perambalur is home to the largest non-leather footwear industry in the country, employing around 50,000 people, and is also the largest producer of maize, with an annual production of approximately 5 lakh metric tonnes.

A railway line connecting Perambalur with Ariyalur and Namakkal districts via Thuraiyur and Thathaiyangarpet towns would significantly enhance the transport of workers and agricultural produce, boosting productivity and economic growth. Despite a reconnaissance engineering and traffic field survey being completed, funds for this critical project are yet to be sanctioned.

In conclusion, while Tamil Nadu continues to be a vital contributor to the Indian Railways and the nation's economy, it is imperative that the state receives its fair share of investment. Addressing these challenges is not just about equity;

it is about unlocking Tamil Nadu's full economic potential for the benefit of the entire nation. Let us advocate for a more balanced and forward-looking approach to railway development in Tamil Nadu. Thank you.

***SHRI KAMAKHYA PRASAD TASA (KAZIRANGA):** I support the Demands for Grants (2025-26) under the control of the Ministry of Railways.

During the tenure of Shri Narendra Modi Ji as Prime Minister of our country, Railway Ministry is now on the way to fulfil the dreams of the people of India. We have seen expansion of railways to the places where no railway connectivity was there.

I would like to say that the people are happy that the Railway Ministry under hon. Minister Shri Ashwini Vaishnaw, has done tremendous work for the Railways. During future time Railways will be a very standard mode of transportation of passengers and goods. Major changes are visible during hon. Prime Minister Modi Ji's and NDA's tenure.

I humbly request the Government to kindly look into the following requests regarding the expectations of the people.

1. A stoppage of long running train at Borpothar Railway Station should be there. Rajdhani and other trains should be allowed to stop for two/three/four/five minutes at Golaghat district. As you know, Borpothar Railway Station of Golaghat district of Assam connects the people of Golaghat and Assam- Nagaland Border area. It will benefit the people of Nagaland also. Borpothar Railway station is a

* Speech was laid on the Table.

very old station. So, I request the Government to kindly allow the stoppage here.

2. People of North-East demands a Vande Bharat train from Dibrugarh via Jorhat to Guwahati. Now the Vande Bharat train has become the icon for the Indian Railways.

3. Darrang district is not connected to the Railway map of India. The people of Darrang district demands connectivity to Darrang district. Darrang district is also an aspirational district. Hon. Member, Shri Dilip Saikia has been raising this demand to the Ministry for a long time.

4. The zonal meeting of railway should be conducted in time. Decision taken in the zonal meeting of Railway should be taken seriously and it should be implemented.

5. Please review the proposal pending in the Railway Board.

6. There should be special section to look after the request for reservation made by MPs and Ex-MPs. Their requests should be considered.

7. In the Railway Station, there should be more 'May I help Desk.'

8. More shops should be allowed to set up to the local unemployed youth.

I hereby support the Budget and the Demands or Grants of the Ministry of Railways.

***SHRI V. K. SREEKANDAN (PALAKKAD):** I would like to express my views on the Demands for Grants under the control of the Ministry of Railways for 2025-2026.

* Speech was laid on the Table.

The railway part of the Union Budget for 2025-2026 has been very disappointing for the State of Kerala as none of the projects demanded by Kerala have found place in the pink book.

The State has been demanding third and fourth rail lines between Thiruvananthapuram and Mangaluru, Namo Bharat Rapid Rail connecting Thiruvananthapuram with Mangaluru on the lines of similar projects in Delhi and Bengaluru, unfreezing of the Sabari rail project, regular Vande Bharat services between Ernakulam and Bengaluru, Nilambur-Nanjangud rail project, Thalassery-Mysuru project, and new line in the Kangangad Panathur Kaniyur section. However, no funds have been earmarked for any of these projects and hence it has been very disappointing as far as Kerala is concerned.

I have been demanding the following concerning my parliamentary constituency and they are yet to see the light of the day and I reiterate the said demands again here.

The issue of setting up of a coach factory at Kanjikode had been taken up on 8.07.2019 that is immediately after I became a Member of Parliament. But when the railways made it clear that they are not going to set up a coach factory on the land acquired for the said purpose, I have been demanding that the said land measuring 236 acres be utilized by bringing a project under Gati Shakti scheme, which will generate employments to many people as well as meet the requirement of railways for any kind whatsoever. However, a decision on the above is yet to come from the railways.

The Pattambi and Palakkad Town Railway Stations need renovation and

expansion to include needed passenger facilities. I have been demanding for the redevelopment of these two stations under Amrit Bharat Station scheme. Therefore, it is urged that these stations be included under Amrit Bharat Station scheme.

At present there are two bridges across river Bharathapuzha at Shoranur which are insufficient to cater to the need of rail traffic. The trains pass through the bridge at a speed of 20 kmph and there is always conjunction at Shoranur railway junction on this account. These are the proposals of the railways. Creating two more bridges will facilitate to cut delays of trains passing through this section as well as the railways will be able to introduce more trains to Malabar region of Kerala. Therefore, it is urged that two more bridges be constructed over river Bharathapuzha at Shoranur at the earliest.

The MEMU shed at Palakkad which has the capacity to maintain a rack ranging from 12 to 14 MEMU cars is being used only for a rack of 8 MEMU cars for services between Mettupalayam and Coimbatore. Earlier this MEMU shed was used for services from Palakkad to Ernakulam, Palakkad Town to Salem, Palakkad Town to Erode and Erode to Coimbatore. If this MEMU shed is put to its maximum capacity, services to Kannur, Ernakulam and Coimbatore can also be recommenced. Therefore, it is urged that this MEMU shed at Palakkad be utilized at its maximum capacity, so that services can be commenced to Nilambur, Shoranur, Coimbatore, Palani, Kozhikode, Guruvayur and more frequent services to Ernakulam. Therefore, it is urged that the expansion work of Memu shed at Palakkad junction be completed, so that MEMU services to above places can be

commenced and the services can also be recommenced to earlier destinations.

It has been a demand of the people to have a day time Vande Bharat Express train from Palakkad to Thiruvananthapuram. The passenger traffic to Palakkad and vice versa. Therefore, it is urged that a day time Vande Bharat Express train be introduced between Palakkad and Thiruvananthapuram.

A special service of Vande Bharat Express train between Ernakulam and Bengaluru was conducted for a month and discontinued. During the special service the occupancy was record at 105 per cent. This shows the magnitude of rail traffic in this segment. The passengers never get a confirmed ticket for any train from Kerala to Bengaluru or from there to Kerala despite having many trains. Therefore, it is urged that the Vande Bharat Express ran as a special service between Ernakulam and Bengaluru be restored as a regular train for all the days at the earliest.

The patients with serious illnesses such as cancer, students, physically handicapped persons and senior citizens were enjoying concession on railway tickets till the same had been withdrawn on account of Covid-19 pandemic and the railways had also stopped issuing season tickets as well. Therefore, it is requested that all concessions on tickets as well as the facility of season ticket be restored as it was existing prior to Covid-19.

The Railway Board has sanctioned in the month of May, 2020, pit lines at Palakkad Town Railway Station in Kerala under umbrella work as per proposal of Southern Railway, costing a sum of Rs.19.10 crore. The work on pit line is underway. It is urged that the work be completed at the earliest and long-distance

trains be introduced from Palakkad to all important destinations in the country.

The pit line at Shoranur can serve only trains with 12 coaches and whereas most of the trains run with more than 24 coaches. Therefore, the pit line needs to be expanded to cater to the needs of the trains and to make the existing pit line useful.

It has been a long pending demand for the extension of Uday Express upto PGTN. Many people from Kerala living in Bangalore wish to travel by this train. However, the connectivity between CBE and PGTN in late hours is pretty low. Therefore, although they would like to travel by this train, yet hesitate to make use of this train due to poor connectivity between CBE and PGTN in late hours. If this train is extended upto PGTN, the rate of occupation of this train will also increase as in the case of other trains running between Kerala and Bangalore. Even if this train is operated for 5 days to PGTN and 1 day to CBE for periodic maintenance, by terminating Tuesday service at CBE, the patronage of this train will also increase. The train is not running on Wednesday for maintenance now, which can be followed as such.

It has been a long pending demand of the people of Ottapalam to have a stoppage for train No. 12677/12678 Ernakulam-Bangalore-Ernakulam Intercity Express at Ottapalam under Palakkad Division. This is the only day time train running between Kerala and Bangalore and therefore, ladies and children travelling to and fro Bangalore prefer to travel by this train because of security point of view. The people of Ottapalam are now compelled to travel to Palakkad which is 32 kms away from Ottapalam to board this train.

Moreover, earlier this train used to have a halt at Erode junction for change of engine for 20 minutes. Now this system has been changed as the same engine hauls the train right upto its destination in both the directions, and as such, this train now halts at Erode for just 5 minutes. Therefore, providing a one-minute halt for this train at Ottapalam would not in any way, affect the running schedule of any other train in this route at that particular time.

It is requested that a stoppage for 12677/12678 Ernakulam-Bangalore-Ernakulam Intercity Express at Ottapalam may please be provided at the earliest.

Currently there is only one train between Thiruvananthapuram and Secunderbad/Hyderabad connecting capitals of two States. There is always huge passenger traffic in this segment, requiring one more train between these two capitals. People never get confirmed ticket and tickets get closed immediately after the booking is commenced. Therefore, it is urged that a new train between Thiruvananthapuram and Secunderabad/Hyderabad be introduced at the earliest.

Due to inadequate facilities at Shoranur junction to handle huge volume of traffic, all trains bound towards Chennai and other parts of the country and all trains towards places in southern part of Kerala, pass through Shoranur, but without touching Shoranur junction and there has been a demand to set up the said model of triangle junction at Shoranur and as such, the issue has been brought to the notice of the ministry. However, a response to it is yet to be received in this regard.

It was decided that new trains would be introduced between Mangaluru and Tuticorin immediately after the completion of gauge conversion of Palakkad Pollachi railway route. The gauge conversion had been completed way back in

2016. However, these assured trains were not introduced till now. The main aim of making broad gauge conversion of Palakkad and Pollachi section was to facilitate port connectivity of ports at Mangaluru and Tuticorin for faster freight movement as well as for the transportation of goods from Tamil Nadu to Kerala and vice versa and to increase the volume of passenger traffic as it is an interstate connectivity route, involving Kerala, Tamil Nadu, Karnataka, etc. This section is also very important from religious point of view as it connects many pilgrim places such as Mookambika, Ervadi, Rameshwaram, Madurai, Palani, etc. Therefore, it is requested that these assured new trains may please be introduced between Mangaluru and Tuticorin urgently.

There is a need for a new train as Inter City Express from Palakkad to Thiruvananthapuram in the morning hours (Ex Island express slot of 6.40 am Palakkad). This route covers the most important places in Kerala and the commuters to these places are quite high in the morning hours. Therefore, the introduction of the much-sought train will help the people as well as help the railways to earn more revenue.

This one km. route between Shoranur and Bharathapuzha needs to be doubled. Therefore, it is requested that action may please be taken to double this route at the earliest.

The following trains stop at Palakkad Town Railway Station for just two minutes. The passengers are finding it very difficult to board and deboard the trains within two minutes and there is a genuine demand to increase the stoppage time to at least 10 minutes at Palakkad Town Railway Station by curtailing the halt time

of these trains at Palakkad Junction

a) Trains No. 16343/16344 Thiruvananthapuram - Madurai-Thiruvananthapuram; and

b) Trains No.22651/22652 Chennai-Palakkad-Chennai.

Increasing the halt time for the said trains at Palakkad Town Railway Station will not only provide relief and comfort for the passengers to board and deboard the trains, but also will help to increase the parcel traffic and it will also help to load and unload materials at Palakkad Town Railway Station.

All the passenger trains which were running between Palakkad and Coimbatore, Shoranur-Nilambur, Kozhikode-Shoranur and Ernakulam to Palakkad be restored in the interest of commuters at the earliest. These passenger trains were cancelled due to Covid-19. Similar trains in other divisions have been restored.

Vadanamkurussi is an important railway station for the people from Ponnani, Guruvayur and Palakkad for travel to Nilambur and likewise people from Nilambur and Perinthalmanna of district of Malappuram undertake their further travel after deboarding from trains at Vadanamkurussi.

However, the two trains which currently pass through Vadanamkurussi railway station do not have stops there. These two trains are (1) Rajya Rani Express and (2) Kottayam-Nilambur Express. Therefore, the people have been demanding to provide stoppage for the above two trains at Vadanamkurussi and also to recommence the services of all other five trains cancelled on account of Covid-19.

There have also been suggestions from the general public (1) to utilize Rajya Rani Express during day time as Nilambur-Palakkad-Nilambur which will benefit both the people and the railways (Rajya Rani express reaches Nilambur at 5.45 hours and departs at 21.30 hours and the whole day it is halted at Nilambur) and (2) to run both Rajya Rani Express and Kottayam-Nilambur Express as passenger trains between Shoranur and Nilambur on both ways and the remaining part of its schedule as express trains.

In view of the above, it is requested to provide stoppage at Vadanamkurussi for trains i.e. Rajya Rani Express and Kottayam-Nilambur Express, utilize Rajya Rani Express during day time as Nilambur-Palakkad-Nilambur and run Rajya Rani Express and Kottayam-Nilambur Express as passenger trains between Shoranur and Nilambur on both ways in public interest.

It has been a long pending demand of the people of Kulukallur to have a stoppage for Rajya Rani 16349 Train at Kulukallur.

It is requested that a stoppage for the said train at Kulukallur be provided at the earliest.

These trains were having stoppages at all stations in between Shoranur and Nilambur and vice-versa prior to the termination of services due to the Covid-19 pandemic. But now these trains stop only at two stations in between Shoranur and Nilambur and vice-versa after its restoration, which the people believe that the railway neglects the rural population of two districts namely Palakkad and Malappuram in Kerala and thereby many thousands of rail passengers are being deprived of train travel facility. Not only this, railways are also losing a good amount

of revenue due to the non-stoppage of trains at many stations in between Shoranur and Nilambur and vice-versa.

Therefore, it is requested that you may kindly direct the concerned to restore stoppage for the said trains at all stations, including Kulukkallur, as it was existing prior to the termination of services on account of Covid-19.

These were also having stoppages at Vallapuzha, but now these trains do not have a stop there.

These trains were very useful for the people of Vallapuzha Panchayat and its surrounding areas for their various activities.

Many people from the said place met me recently and requested to take up this matter as the place falls in my parliamentary constituency and I have assured them that needful will be done.

It is requested that you may kindly direct the concerned to provide a stoppage for train no. 16325-16326 running between Nilambur-Kottayam-Nilambur at Kulukallur and Vallapuzha.

The Sub Divisional Railway Hospital at Shoranur is the only medical treatment source for nearly 2,000 railway employees and many retired railway pensioners from Ottapalam to Pallipuram and Shoranur to Nilambur. This hospital has been conducting medical examinations for railway employees upto Mangaluru and provides emergency medical services in all forms for the entire Palakkad divisions and also to some part of Thiruvananthapuram. Therefore, there is an urgent need to strengthen this hospital by appointing more doctors to cater to the need of the patients visiting the hospital daily as well as to provide ambulance

services. There is also a demand from the general public to allow them to avail of medical facility from this hospital as there are no hospitals within the radius of 15 kms from Shoranur junction.

The Passengers to above places from Palakkad are quite high and there are no sufficient trains to cater to the needs of the demand. Hence this request.

Earlier there was a steam loco shed at Shoranur employing hundreds of people. Now it has been felt to have an electric loco shed at Shoranur as the steam trains have been replaced with electric trains. Moreover, there is sufficient land for creating a loco shed at Shoranur.

Therefore, it is requested that steps may please be taken in this regard.

The Amrita Express trains were introduced for the benefit of passengers from Palakkad and its nearby areas to Thiruvananthapuram. There is a possibility that these may further be extended to Rameshwaram. Frequently changing the timings of these trains causes inconvenience to passengers. The commuters of these trains from Palakkad and its nearby areas are mainly cancer patients for availing medical treatment at Regional Cancer Centre, Sree Chitra Tirunal Institute for Medical Sciences & Technology at Thiruvananthapuram. The train from Thiruvananthapuram reaches Palakkad at midnight. Therefore, the passengers have to wait at the station for hours to get buses to reach their homes. Therefore, it is requested that the train from Thiruvananthapuram be rescheduled at 10:00 pm so that it reaches Palakkad in the morning hours when the buses start plying.

This train reaches Shoranur Junction at the wee hours of morning (3.35 am) and therefore the passengers, mainly patients, have to wait at the station for hours

to get buses to reach their homes. Therefore, it is requested that the train from Kochuveli be rescheduled at 10:00 pm so that it reaches Shoranur in the morning hours when the buses start plying.

It has been a demand to have following new trains from Mangaluru to:

Mangaluru to Rameshwaram,

Mangaluru to Thiruvananthapuram

Mangaluru to Bangaluru

Mangaluru to New Delhi

Mangaluru to Guwahati

Mangaluru to Mumbai

Mangaluru to Howrah

Mangaluru to Shalimar/Silchar

Currently from this part of Kerala/Karnataka there are no trains to above mentioned places and whereas passengers bound to these destinations are quite high in all seasons. Therefore, new trains may please be introduced to all above places.

Many express or passenger trains have been recommenced after Covid-19. However, stoppages have been curtailed or limited. Therefore, it is requested that stoppage for all express or passenger trains be restored as it was existing prior to Covid-19.

The train reaches Palakkad at 9.30 am and lies idle till 4.10 pm departure to Chennai. Therefore, this can be extended upto Nilambur.

To boost parcel traffic from these two stations which are in the middle of

wholesale markets, five-minute stoppage for all trains is allowed as parcel booking is not permitted if the train does not have stoppage less than five minutes. Therefore, this may be considered.

Trains No. 16323 and 16324 were having a stop at Mannanur under the Palakkad Division of Southern Railway before Covid-19 and these were very helpful for the people of Vaniyamkulam Panchayat and other adjacent or nearby places.

However, the stop at Mannanur for these trains has been discontinued, causing a lot of inconvenience to several people who were depending on these trains for their travel to places towards Mangaluru and Coimbatore from Mannanur.

Interestingly, these trains are having stoppages at all the stations, except Mannanur. Therefore, looking into the problems being faced by the people of the above Panchayat and other places near to it, it is requested that you may kindly direct the concerned to provide stoppage for Trains no. 16323 and 16324 at Mannanur as it was existing earlier.

It has been a demand of the residents of Ward No.25 (Pallam) of Ottappalam Municipality to provide a passage near the bridge over the Kanniyabram canal towards the southern side leading to Pallam.

In the absence of a passage, the residents of Pallam have to cross the railway track for all their needs of day-to-day life and people are forced to leave the place due to lack of road commutation facility. A few days ago, a young boy succumbed to a train accident while crossing a railway track.

Therefore, it is requested that you may kindly look into it and provide passage

for the said residents through railway land so that the residents can have a worry-free life.

The railways demolished the road (Railway 11 Km.) and the steps to cross over to the other side of the railway line near to Railway Gate by using JCB along the Shornur-Nilambur railway line and made it unfit to use. The place falls under Ward No.3 of Vallapuzha Grama Panchayat. Wards no.3 and 4 of Vallapuzha Grama Panchayat are located on the west and the east side of the railway line respectively towards Nilambur side.

The people are facing difficulties on this account as they are not able to send their wards to schools on time, to buy things, to visit hospitals, etc. and they are afraid of how to pull on their life. They have to travel kilometres to meet their day-to-day needs, if they want to avoid crossing the railway line.

Therefore, it is requested that you may kindly direct the concerned to refurbish the demolished road as abovesaid as it was as well the steps on both sides of the railway line immediately as well as take action to construct an overhead bridge at the above place to put an end to this issue once and forever.

A masjid and many residences exist between railway line and a canal at Vadanamkurussi. The passage to the said masjid and the residences near to it is through the railway land. The railway has blocked this passage permanently by putting up a chain. Therefore, the people are finding it very difficult to visit the said shrine as well as houses near to it and they cannot take their vehicle also.

The people living in around this area have been performing burial of their near and dear at the Kabristan (Graveyard) existing at the said masjid. Now

because this passage is closed by railways, they are not able to take the dead bodies for burial at the said Kabristan, visit the said shrine and houses situated near to masjid.

Therefore, it is requested that you may kindly look into it and provide passage for the said residents through railway land permanently.

The underway between Km.581/0-581/1 Bridge No.760 (Shoranur-Karakkad) was constructed at the time of laying West Coast line and the people living in Wards No.26 to 28 of Shoranur Municipality have been using it from time immemorial for various purposes. But the railways now closed this underway unilaterally which is causing hardship to people living there as this underway passage was the only way to visit very important ancient temples situated in Ward No.27. Similarly, students of various educational institutions located there were also using it to reach safely. The underway was also very useful for the transportation of essential goods, etc. The underway was constructed for the passage of people and blocking it is an act of unjust.

Therefore, it is requested that the said underway be restored for the passage at above place in public interest at the earliest.

With this I conclude and oppose the allocation for denying the rightful demand of Kerala.

Thank you.

***श्री ओमप्रकाश भूपालसिंह उर्फ पवन राजेनिंबालकर (उस्मानाबाद) :** मैं अपनी पार्टी शिवसेना (उद्धव बाळासाहेब ठाकरे) की तरफ से रेलवे 2025-26 की अनुदान मांगों पर अपने विचार रखता हूँ।

मैं अपने संसदीय क्षेत्र उस्मानाबाद-धाराशिव की कुछ मांग को रखना चाहता हूँ और आशा करता हूँ कि सरकार इनको जल्द पूरा करेगी।

मेरे लोकसभा निर्वाचन क्षेत्र में अत्यंत महत्वपूर्ण रेलवे परियोजना धाराशिव -बीड - छत्रपति संभाजीनगर रेल मार्ग के अंतिम सर्वेक्षण के लिए रेलवे विभाग द्वारा 6 करोड़ रुपये मंजूर किए गए हैं, इसके लिए मैं रेलवे विभाग का धन्यवाद करता हूँ।

केवल सर्वेक्षण के लिए धनराशि मंजूर करना ही महत्वपूर्ण नहीं है, बल्कि यह रेल मार्ग उत्तर और दक्षिण भारत को जोड़ने के लिए एक अत्यंत महत्वपूर्ण कड़ी साबित होगा। इस 240 किलोमीटर लंबे रेल मार्ग का कार्य शीघ्र पूर्ण होने के बाद मराठवाड़ा का रेलवे से जुड़ा पिछड़ापन कुछ हद तक दूर हो सकेगा। इस मार्ग पर मराठवाड़ा के कई प्रमुख पर्यटन स्थल स्थित हैं, जैसे कि अजंठा-वेरूल, घृणेश्वर मंदिर, छत्रपति संभाजीनगर स्थित सभी सरकारी संस्थान, भारत रत्न डॉ. बाबासाहेब आंबेडकर मराठवाड़ा विश्वविद्यालय, साई प्राधिकरण, नेशनल लॉ यूनिवर्सिटी (छत्रपति संभाजीनगर), गेवराई तालुका का प्रसिद्ध शनि मंदिर, पैठण में संत एकनाथ महाराज की समाधि आदि। साथ ही, जालना शहर की इस्पात उद्योग (लोहा इंडस्ट्रीज) को भी इस मार्ग से लाभ मिलेगा। इस रेल मार्ग को पूर्ण करने के लिए 4,857 करोड़ रुपये की निधि अपेक्षित है। मैं मांग करता हूँ कि इस रेल मार्ग का सर्वेक्षण शीघ्र पूर्ण कर इसे जल्द से जल्द शुरू किया जाए। इसके अलावा, धाराशिव रेलवे स्टेशन पर अमृत भारत योजना के तहत कई विकास कार्य चल रहे हैं। लेकिन कार्यों की गुणवत्ता को लेकर शिकायतें मिली हैं। इस संबंध में मैंने 28 जनवरी 2025 को रेलवे विभाग के अधिकारियों के साथ निरीक्षण दौरा आयोजित किया था। मैं अनुरोध करता हूँ कि उच्च स्तरीय समिति द्वारा इन कार्यों की जांच की जाए और गुणवत्ता सुधारने के लिए संबंधित अधिकारियों को निर्देश दिए जाएं।

* Speech was laid on the Table.

मैं सरकार का ध्यान, भारतीय रेलवे के प्लेटफार्मों पर कार्यरत छोटे खान-पान लाइसेंसीज की समस्याओं की ओर दिलाना चाहता हूँ कि लाइसेंसीज वेंडर अपने स्टॉल, ट्रॉली, खोमचों पर चाय, शीतल पेय, पकौड़ा, समोसा, स्नैक्स, फल-फ्रूट बेचकर रात-दिन यात्रियों को खान-पान सेवा, रेलवे द्वारा निर्धारित उचित दरों पर उपलब्ध कराते हैं। वहीं रेलवे प्रशासन की भी यह जिम्मेदारी बनती है कि इनसे जुड़े लाखों परिवार जनों की रोजी-रोटी व उचित रहन-सहन स्तर को बनाए रखने के लिए कारगर कदम उठाए जायें।

इस सम्बन्ध में अखिल भारतीय रेलवे खान-पान लाइसेंसीज वेलफेयर एसोसिएशन द्वारा रेल मंत्रालय को समय-समय पर माँग-पत्र (Memorandum) दिए गए हैं। मुझे भी माँग-पत्र (Memorandum) की एक प्रति एसोसिएशन से प्राप्त हुई है। सरकार को एसोसिएशन के प्रतिनिधियों से बात-चीत कर मामले को सुलझाने के लिए कदम उठा कर एकल वर्ग (प्रोप्राइटर) को राहत देने के साथ-साथ अन्य वर्गों के बीच असमानता को दूर किया जा सकेगा।

रेलवे स्टेशनों के प्लेटफार्मों पर बिक्री की जाने वाली खाने-पीने की वस्तुओं के दाम रेलवे बोर्ड द्वारा 2012 में निर्धारित किये गए थे। हम सभी जानते हैं कि 2012 से लेकर अभी तक खाने-पीने के सामान से लेकर हर वस्तु के रेट कहाँ से कहाँ पहुँच गए हैं। परन्तु रेलवे बोर्ड / जोनल रेलवे द्वारा चाय-काफी, पूरी, पकौड़ा इत्यादि जैसे खान-पान वस्तुओं के रेट नहीं बढ़ाये गए हैं। जब कि IRCTC द्वारा अपने लाइसेंसियों के लिए कई बार खाने-पीने की चीजों के मूल्य वृद्धि कर चुकी है। इस ओर सरकार को शीघ्र ध्यान देकर समस्या का समाधान कर छोटे लाइसेंसियों को राहत देनी चाहिये।

रेलवे खान-पान लाइसेंस धारक की मृत्यु हो जाने पर रेलवे द्वारा मृत्यु लाइसेंसी की यूनिटों को बन्द कर दिया जाता है। प्रशासनिक स्तर पर कानूनी कार्यवाही एवं प्रक्रिया के चलते वारिस दफ्तरों के चक्कर लगाता रहता है और लाइसेंस हस्तांतरण में महीनों-महीनों का समय लगता है। कहीं कहीं तो लगभग तीन से चार साल का समय भी लग जाता है। यूनिट कि बन्द समय की लाइसेंस फीस भी लाइसेंसी को जमा कराने के लिए कहा जाता है। उदाहरण स्वरूप में बताना चाहता हूँ कि दिल्ली मण्डल के सोनीपत रेलवे स्टेशन के लाइसेंसी की मृत्यु हो जाने पर उसके वारिस के नाम लाइसेंस Transfer

में लगभग तीन साल का समय लगा और इन तीन साल की बन्द यूनिटों की लाइसेंस फीस रुपये 28 लाख के लगभग जमा करने के आदेश के पालन में वारिस असमर्थ रहा जिससे रेलवे द्वारा लाइसेंस को समाप्त कर उसे बेरोजगारी के दलदल में ढकेल दिया गया। अतः लाइसेंसी की इच्छानुसार उसके जीवित रहते ही ट्रांसफर किये जाने कि व्यवस्था कि जानी चाहिए।

लाइसेंसीज वैंडरों का मुद्दा रेल प्रशासन के नीतिगत फैसलों से जुड़ा हुआ है। जिसमें कुछ बदलाव लाकर व सुधारे गये नियम कानून लागू करके, रेल प्रशासन द्वारा खान-पान लाइसेंसीज वैंडरों को जीवन यापन करने हेतु राहत दी जानी चाहिए एवं गरीब खान-पान एकल / अन्य (Individual / Others) लाइसेंसीज की समस्याओं को एसोसिएशन द्वारा सरकार को प्रेषित किया गया है उस पर गम्भीरता पूर्वक विचार कर समाधान करे। इससे सरकार की प्रशंसा होगी तथा एक समान नीति बनाने से भेद-भाव पूर्ण नीति समाप्त होगी। वर्तमान में भारतीय रेलवे कई समस्याओं का सामना कर रही है जैसे (i) पटरियों और पुलों की मरम्मत और रखरखाव का अभाव; (ii) रेलवे का संचालन अपने गेज पर है और गेज से दूसरे गेज पर शिफ्ट होना एक समस्या है; और (iii) रेल यातायात में वृद्धि हुई है और पुरानी पटरियां बढ़े हुए भार को वहन करने में सक्षम नहीं हैं और दुर्घटनाएं अक्सर होती हैं।

पुरानी रेलवे पटरियों के उन्नयन, भारतीय रेलवे की सिग्नलिंग प्रणाली में सुधार, फ्लाईओवर और अंडरपास बनाने और भारतीय रेलवे नेटवर्क पर कवच प्रणाली स्थापित करने की सख्त जरूरत है। रेलवे सुरक्षा को बढ़ावा देने के लिए निर्धारित निधि सुरक्षा उपायों के उन्नयन की तत्काल आवश्यकता को पूरा करने के लिए पर्याप्त नहीं है। मैं माननीय मंत्री जी से सुरक्षा उपायों के लिए पर्याप्त निधि आवंटित करने का अनुरोध करता हूँ।

धन्यवाद !!

***श्री रामप्रीत मंडल (झंझारपुर) :** हमारे क्षेत्र में रेल यातायात पुनर्बहाल करने हेतु महत्वपूर्ण कदम उठाए गये, जिसके बाद 13 नवंबर 2024 से मेरे संसदीय क्षेत्र झंझारपुर से लौकहा बाजार (जो कि नेपाल बॉर्डर

* Speech was laid on the Table.

से सटा हुआ अंतिम रेलवे स्टेशन है) तक रेल परिचालन शुरू हुआ।

हम सभी भली-भांति जानते हैं कि रेल यातायात हमारे देश की अर्थव्यवस्था की रीढ़ है। यह न केवल यात्रियों को सुगम और सुलभ परिवहन प्रदान करता है, बल्कि मालवाहक सेवा के माध्यम से व्यापार एवं उद्योगों को भी प्रोत्साहित करता है। रेल सुविधा के विस्तार से क्षेत्र में रोजगार के नए अवसर सृजित होते हैं। इसके अलावा, कृषि उत्पादों, औद्योगिक सामानों और अन्य व्यापारिक वस्तुओं के परिवहन में भी आसानी होती है, जिससे स्थानीय अर्थव्यवस्था को गति मिलती है।

इसलिए अपने संसदीय क्षेत्र झंझारपुर में कुछ रेल सुविधाओं की मांग करता हूँ, साथ ही यातायात सुविधा सुगम हो, इसपर कुछ सुझाव भी रखता हूँ। यह कदम हमारे क्षेत्र के विकास के लिए मील का पत्थर साबित होगा।

गाड़ी संख्या 15507/08 दरभंगा- पाटलिपुत्र मेमू ट्रेन का विस्तार तत्काल प्रभाव से दरभंगा से लौकहा तक किया जाए। गाड़ी संख्या 15211/12 दरभंगा अमृतसर जननायक एक्सप्रेस का विस्तार तत्काल प्रभाव से दरभंगा से झंझारपुर होते हुए लौकहा तक किया जाए।

गाड़ी संख्या 55501/02/03/04 का विस्तार तत्काल प्रभाव से झंझारपुर से दरभंगा होते हुए समस्तीपुर तक किया जाए। गाड़ी संख्या 05577/05578 सहरसा- आनन्द विहार गरीब रथ एक्सप्रेस का परिचालन स्थाई रूप से हो। (अभी यह ट्रेन स्पेशल ट्रेन के रूप में चल रही है।)

विशेष आग्रह है हमारे क्षेत्र में जयनगर से मुम्बई के लिए सिर्फ एक ट्रेन पवन एक्सप्रेस चलती है, जिसमें टिकट मिलना काफी कठिन है। बुकिंग शुरू होते हुए एक मिनट के अन्दर सीटें भर जाती हैं, जिससे यात्रियों को काफी दिक्कतों का सामना करना पड़ता है। इसलिए लौकहा से मुम्बई के लिए एक नई रेगुलर ट्रेन का परिचालन शुरू हो। साथ ही, दरभंगा में कई ऐसी ट्रेन्स हैं, जो घंटों दरभंगा में खड़ी रहती हैं। इनमें से कुछ ट्रेनों का विस्तार लौकहा तक करें।

सहरसा से जो भी ट्रेनें स्पेशल या नियमित चलती हैं, सभी ट्रेन्स को वाया खगड़िया चलाया जाता है, जिससे मेरे संसदीय क्षेत्र के साथ- साथ पड़ोसी संसदीय क्षेत्र सुपौल भी रेल सुविधा का लाभ नहीं ले पाता है। इसलिए महोदय, सहरसा से कुछ स्पेशल और नियमित ट्रेनों का परिचालन वाया

सुपौल, निर्मली, घोघरडीहा, झंझारपुर के रास्ते करें ताकि सभी को एक समान रेल सुविधा का लाभ मिल सके।

मैं आग्रह करता हूँ कि हमारी मांगों पर विचार कर उसे अविलम्ब पूरा करें ताकि हमारे क्षेत्र के साथ देश का रेल नेटवर्क और अधिक सशक्त एवं आधुनिक बन सके।

धन्यवाद।

***SHRI G. SELVAM (KANCHEEPURAM):** Thank you, Speaker Sir, for allowing me to express my view on the demands for grants related to the Ministry of Railways and to highlight the pressing issues and needs that our constituency, Kanchipuram and Chengalpattu, faces in terms of railway infrastructure and services. My Kanchipuram Parliamentary Constituency consists of two revenue districts, Kanchipuram and Chengalpattu, Kanchipuram and Chengalpattu Railway Stations are major railway stations.

Kanchipuram, is an ancient city with a rich cultural heritage, a prominent tourist destination and also an important commercial and industrial hub, particularly known for its traditional silk weaving industry.

The railway network plays a crucial role in connecting Kanchipuram to major cities like Chennai, Bengaluru, and other industrial hubs. However, despite the importance of the railways to our region, there are numerous areas where improvement is needed in terms of infrastructure, safety, accessibility, and convenience.

The first and most pressing demand is the expansion of the railway network

* Speech was laid on the Table.

in and around Kanchipuram and Chengalpattu.

I would like to request the government to consider the following measures:

New Railway Stations: In my Kanchipuram Parliamentary Constituency, a new railway station should be built near Chennai, a growing sub-city in Chengalpattu district, Klambakkam Bus Stand, for the use of various parties like public, entrepreneurs, industrialists, college students and hospital goers. We also need new railway stations in key locations such as Sriperumbudur and Walajabad, which are emerging as major industrial and commercial centers. The current stations are far from these areas, and the lack of access to trains severely hampers the mobility of residents, workers, and business people.

Enhancement of Existing Stations: The Kanchipuram Railway Station itself, which is overburdened, requires a significant upgrade. Modernizing the station to handle a larger volume of passengers, improve amenities, and provide better facilities for the elderly and differently-abled persons is essential.

Connectivity to Chennai and Bengaluru: The connectivity between Kanchipuram and nearby cities like Chennai and Bengaluru needs to be strengthened. We request the introduction of more trains, especially express trains, to reduce travel time and improve accessibility. The current trains are insufficient to meet the demand, and passengers often face overcrowding.

One of the most critical aspects of railway development in Kanchipuram is improving infrastructure, which includes both the physical assets and the technological systems in place.

Electrification and Modernization: We urgently need the electrification of the

railway line between Kanchipuram and Chennai, which will not only help reduce carbon emissions but also enhance efficiency and reduce dependency on fossil fuels. This will be a major step towards achieving sustainability in the transportation sector.

Upgradation of Track and Signaling System: The tracks between Kanchipuram and Chennai are aging and require modernization. It is crucial that we ensure the safety and reliability of the railway network. We propose to improve the signaling systems and upgrade tracks to handle high-speed trains. Additionally, the introduction of automatic signaling systems will greatly improve train scheduling and reduce accidents.

Passenger Safety and Security: The safety and security of passengers must be paramount. I urge the Ministry to ensure the installation of CCTV cameras, fire extinguishers, and other safety devices at major railway stations. The introduction of dedicated police force and better surveillance systems can help prevent crimes and ensure the safety of our citizens.

In the context of social inclusivity, it is important to ensure that the railways cater to the needs of all segments of society. For Kanchipuram, where many people are involved in agriculture, small businesses, and the informal sector, affordable and accessible transportation is vital.

Affordable Fare Structure: The current fare structure must be reviewed to make train services affordable for all sections of society, particularly the rural and economically weaker sections. A revision of the fare system in favor of students, senior citizens, and economically backward groups is much needed.

Improved Passenger Amenities: Passenger amenities such as waiting rooms, clean toilets, and drinking water facilities should be upgraded at Kanchipuram station. Also, better facilities for differently-abled passengers, including ramps, elevators, and dedicated spaces, should be implemented as part of a more inclusive rail system.

Wi-Fi and Charging Stations: I request the introduction of free Wi-Fi services at major stations, including Kanchipuram, as well as the installation of more charging points for mobile phones, laptops, and other devices, which would enhance the overall passenger experience.

As we progress towards creating a sustainable future, it is vital that the railway system contributes to this cause. In Kanchipuram, we have the opportunity to invest in environmentally friendly and energy-efficient solutions.

Introduction of Electric Trains: Electrification of the rail line should be accelerated, as mentioned earlier. This will contribute to reducing our carbon footprint and reliance on non-renewable energy sources. The transition to electric trains will not only benefit the environment but will also make train services more reliable and efficient.

Use of Solar Power: Solar power could be a game-changer in the railway sector. We should look into installing solar panels at Kanchipuram station and along the tracks to power station lights, platforms, and other essential services. This initiative will help in reducing energy costs and promote the use of renewable energy.

Kanchipuram is a major cultural and tourist destination, known for its

temples, silk weaving industry, and vibrant culture. The development of way infrastructure will directly impact the tourism industry, which can generate employment and boost the local economy.

Tourist-Friendly Facilities: I urge the Ministry to focus on making rail services more tourist-friendly by introducing special tourist trains that will link Kanchipuram with other key tourist destinations in Tamil Nadu, such as Mahabalipuram, Pondicherry, and the hill stations in the Western Ghats. We need better facilities like guided tours, multilingual support, and other amenities to enhance the travel experience.

Promotion of Silk Weaving Industry: The silk weaving industry in Kanchipuram is one of the best in the world, and it contributes significantly to the local economy. Improved rail connectivity will not only ease the transportation of goods but will also make it easier for tourists to visit our town, boosting our economy.

In conclusion, the railway sector is one of the most crucial pillars of development in any region. The demand for grants in the Ministry of Railways is not just a request for infrastructure but a step toward a brighter, more connected, and economically vibrant future for the people of Kanchipuram.

I urge the hon. Minister to consider our demands seriously and take the necessary actions to improve the railway network in our region. The people of Kanchipuram, like millions of others across the country, rely on railways for their daily livelihoods, travel, and economic activities. Their well-being and prosperity should be the guiding principles in the planning and execution of railway-related

grants and projects. Let us work together to ensure that the railways continue to serve as a vital force for national integration, economic growth, and social progress.

Thank you.

***SHRIMATI POONAMBEN MAADAM (JAMNAGAR):** I would like to express my views to speak on the Demand for Grants for the Railways.

It is often said that the railways are the lifeline of our nation. From the majestic Himalayas to the serene coasts, they take us on a journey through the essence of India where each kilometre unfolds a new chapter of our rich heritage and diverse landscapes. But beyond reaching a destination, trains have always been a place where languages mix, relationships are forged, and stories are shared. They are a true reflection of the spirit of India, where unity thrives in diversity.

Investment in infrastructure is the cornerstone of any nation's growth. This approach perfectly aligns with the hon. Prime Minister Shri. Narendra Modi ji's vision of 'Sabka Saath, Sabka Vikas'. For the second year in a row, Rs. 2,52,000 crore allocated as Gross Budgetary Support for 2025-26 reaffirms this Government's commitment to railway modernization. Over the next two to three years, this Government plans to introduce 200 new Vande Bharat trains, 100 Amrit Bharat trains, 50 Namo Bharat rapid rail trains, and 17,500 general non-AC coaches, significantly improving passenger accessibility nationwide.

Our railways are set to be the second-largest freight carrier globally, with

* Speech was laid on the Table.

freight volumes projected to reach 1.6 billion tonnes by the end of this year. This remarkable achievement is a testament to our rail network's growing strength and potential. Looking ahead, the vision for a 7,000-km high-speed rail network by 2047, along with 100 per cent electrification by 2026, reflects this Government's unwavering commitment to progress and sustainability.

Safety continues to remain a top priority, with an allocation of Rs. 1,16,514 crore for safety-related initiatives, ensuring safer and more efficient operations. This includes track renewal, signalling upgrades, telecom improvements, and constructing new railway points and crossings. Over the coming years, 1,000 Road Over Bridges and Road Under Bridges will be built, enhancing connectivity and safety for passengers.

The progress over the last decade has been deeply felt across India. The railways have expanded access to jobs, created opportunities, connected people to places of worship, and given countless the chance to chase their dreams, even far from home. Is this not the India we have envisioned? An India where opportunity knows no boundaries, where every individual has the freedom to dream and the means to pursue it. I am proud of how far we have come and even prouder of the future we are building.

Budgetary support has increased ninefold since 2013-14, and this can be seen by the remarkable improvement in our railway services. At stations, waiting rooms have been upgraded to enhance the passenger experience, and 'Divyang-friendly' measures have been implemented. Facilities have improved with bio-toilets for better sanitation, a dedicated helpline for assistance, and upgraded

pantry services for a more comfortable journey. Emergency talk-back systems and CCTV cameras now ensure greater security on Vande Bharat trains, while vigilance control devices and GPS-based fog safety systems help loco pilots navigate safely. At the same time, digital advancements have transformed ticketing, with mobile bookings soaring and the IRCTC App becoming an essential travel companion for millions of Indians. These improvements reflect a railway system that is modern, inclusive and committed to passenger convenience.

Representing the slightly remote yet vibrant constituency of Jamnagar, I have seen firsthand the remarkable transformation in connectivity over the past decade. The Government's unwavering commitment to infrastructure development is not just a policy on paper but is a reality. Today, I stand here with deep appreciation as these efforts continue to bridge distances and open doors to new a sense of opportunities for the people of my constituency.

Jamnagar has witnessed a significant progress, and I would like to take a moment to highlight a few key developments that have truly made a difference. Eight stations are being redeveloped in my constituency under the 'Amrit Station Scheme', which will majorly enhance infrastructure and passenger facilities. I am proud to state that we have achieved 100 per cent electrification, which marks a significant milestone in our commitment to enhancing railway infrastructure. Moreover, solar power plants have also been installed at Okha and Jamnagar stations, showing our commitment to sustainable energy. Among trains introduced, the Vande Bharat Express from Jamnagar to Ahmedabad, now extends to Okha. Moreover, the Hapa-Bilaspur Superfast Weekly train has been extended to Okha,

bringing a new level of speed and inclusivity to our railway network.

I have submitted a representation to the hon. Minister of Railways seeking further enhancements in railway connectivity for my constituency. The Kanalus-Rajkot doubling project is underway and progressing efficiently. I request for the completion of this at the earliest to maximize its benefits. Additionally, I have written regarding the resumption of certain train services that were temporarily halted and I have complete confidence that the hon. Minister will give due consideration to these submissions.

With that, I support the Demand for Grants for Railways. Thank you!

***श्री लुम्बाराम चौधरी (जालौर) :** मैं रेलवे के अनुदान मांग पर अपने विचार रखता हूँ। भारतीय रेल देश की जीवन रेखा है यह भारत की प्रगति और आर्थिक विकास में सहायक है। भारतीय रेल ने राजस्थान के विकास में बहुत योगदान है पिछले 10 सालों में रेलवे ने राजस्थान में कई उपलब्धियाँ हासिल की हैं। पिछले 10 वर्षों में 283 कि०मी० नई लाइनें 4929 कि०मी० विद्युतीकरण 852 कि०मी० गेज परिवर्तन और 927 कि०मी० दोहरीकरण का कार्य पूरा किया गया है राजस्थान में रेल नेटवर्क का विस्तार बड़े पैमाने पर किया जा रहा है। वेस्टर्न डेडिकेटेड फ्रेट कॉरिडोर का 38 प्रतिशत हिस्सा राजस्थान से होकर गुजरता है। इसके माध्यम से माल का परिवहन प्रारंभ हो गया है।

आबूरोड जालौर भीनमाल स्टेशनों का अमृत स्टेशन के रूप में विकास किया गया है। तिरंगा हिल से आबूरोड 27 कि०मी० नई रेल लाइन का निर्माण तेजी से हो रहा है।

मैं इस अवसर पर अपने क्षेत्र जालौर सिरौही से संबंधित समस्याओं की ओर सरकार का ध्यान दिलाना चाहता हूँ जिससे जालौर सिरौही के नागरिक भी कदम से कदम मिलाकर देश के साथ चल सकें।

* Speech was laid on the Table.

सिरोही जिला केन्द्र आजादी के 76 वर्षों के बाद भी रेलवे नेटवर्क से नहीं जुड़ पाया है। सिरोहीवासियों को आज तक रेलवे नेटवर्क से जुड़ने का इंतजार है। सिरोही की जनता को ट्रेन पकड़ने के लिए 30 कि०मी० दूर पिण्डवाडा रेलवे स्टेशन अथवा राजधानी अथवा सुपर फास्ट ट्रेन पकड़ने के आबूरोड 75 कि० मी० दूर जाना पड़ता है। वही दूसरी तरफ बागरा रेलवे स्टेशन की दूरी लगभग 60 कि० मी० है।

आकांक्षी जिला सिरोही जिला केन्द्र को बागरा से स्वरूपगंज के मार्ग से रेलवे नेटवर्क से जोड़ा जाए। आईआरसीटीसी 2023 में स्वीकृत रेल गाड़ियों का नोटिफिकेशन जारी कर चलाने की आवश्यकता है-

(1) चेन्नई अहमदाबाद 22919/22920 का विस्तार हिसार (वाया समदडी भीलडी) तक किया जाए

(2) सालासर एक्सप्रेस 22421/22422 को गाँधीधाम वाया समदडी - भीलडी तक विस्तार किया जाए

(3) भगत की कोठी कामख्या एक्सप्रेस 15623/15624 को गाँधीधाम वाया समदडी भीलडी तक विस्तार किया जाए

(4) गाँधीधाम से अमृतसर नई ट्रेन (वाया समदडी भीलडी) चलाने की आवश्यकता है जालोर से कमशः बेंगलोर, हैदराबाद कोयम्बटूर चेन्नई से जोधपुर वाया समदडी भीलडी गर्मियों की छुटियों के लिए समर स्पेशल ट्रेन चलाई जाए तथा कोयम्बटूर-भगत की कोठी स्पेशल 06181/82 को पुनः शुरूकर इसे नियमित बाडमेर यशवंतपुर एसी एक्सप्रेस 14805/14806 को सप्ताह में सातों दिन चलाया जाए।

जयपुर-जोधपुर एक्सप्रेस 22977/78 को भीलडी तक विस्तार किया जाए।

पिंडवाडा रेलवे स्टेशन पर आश्रम एक्सप्रेस, गरीबरथ एक्सप्रेस वन्देभारत एक्सप्रेस, अहमदाबाद गोरखपुर एक्सप्रेस तथा JUSBCEXP 16507/16508 तथा स्वरूपगंज स्टेशन पर हरिद्वार मेल, आश्रम एक्सप्रेस, गरीबरथ एक्सप्रेस का ठहराव दिया जाए।

ट्रेन संख्या 19735/36 को जयपुर से अहमदाबाद तक पुनः संचालित किया जाए।

डी०एम०यू० (79437/79438,79431/79432) को फालना तक विस्तारित किया जाए।

धन्यवाद।

***SHRIMATI ANITA SUBHADARSHINI (ASKA):** I would like to express my views on the Demands for Grants of Railways for the year 2025-26. The NDA Government under the Leadership of Shri Narendra Modi ji has made tremendous progress in Railways. Under the "Make in India" initiatives, 100 Vande Bharat trains have been introduced so far. A total number of 772 new trains have already been introduced during the period 2019-20 to 2023-24. A remarkable expansion of 31,180 kilometres have been achieved by the Indian Railways from the year 2014 to 2024 with an average rate of 8.54 kilometres per day for new lines, gauge conversion, and doubling sections.

Indian Railways passes through different landscapes from bustling of cities to serene countryside. It is rightly called as the lifeline of "Bharat", transporting approximately 24 million passengers across the country. It remains a testament of engineering prowess, logistical excellence, cultural integration, perpetuating its legacy not just as transporting system but as a symbol of unity.

With an estimate of 1.3 million workforce, Indian Railways has contributed to the livelihood of millions of people fostering economic growth and development. The Gatiman Express is well equipped with the state-of-art amenities and luxurious interior. It runs from Delhi to Agra at a speed of 160 kilometre per hour.

* Speech was laid on the Table.

I request the hon. Minister of Railways, Shri Ashwini Vaishnaw, to include the following railway projects of my parliamentary constituency Aska in the state of Odisha during the Financial year 2025-26:

1. The infrastructure development of Khallikote railway station.
2. Construction of under pass from Langaleswar to Badasahi.
3. Construction of under pass at Tentuliapada near Khallikote railway station.
4. Construction of under pass at Bhejiput near Kalijai railway Station.
5. Passenger waiting hall at Dhankabali under Kanak Gram Panchayat.
6. Stoppage of passenger train at Dhankabali village under Kanak (G.P) of Khallikote as the place is very close to famous Chilika Lake.
7. Stoppage of Vishakha Express (Train No. 17015/17016) at Khallikote Station which is running between Bhubaneswar and Secunderabad.
8. The stoppage of Konark Express (Train No. 11019/11020) at Khallikote Station.

With these words, I conclude. Thank you.

***DR. C. N. MANJUNATH (BANGALORE RURAL):** I would like to express my views on Demand for Grants 2025-26.

At the outset I congratulate the hon'ble Prime Minister, Finance Minister for, financing 95 per cent of the capital expenditure, and also the hon. Railways Ministers for their commitment in making the railways reaching to all nooks and corners of the country. The capital expenditure is estimated at Rs. 2,65,200 crore,

* Speech was laid on the Table.

same as the revised estimate for 2024-25.

In both 2024-25 and 2025-26, the budgetary support from the Central Government is estimated at Rs. 2,52,200 crore.

The Railways' internal revenue for 2025-26 is estimated to be Rs. 3,02,100 crore. This is an increase of 8.3 per cent over the revised estimate for 2024-25. The Indian Railways was nationalized in 1951. According to the Railway Board (2022 report), India's logistics market grew from 87 million tonnes (1950) of originating freight to about 4,500-5,000 MT (55 times growth in 2021). In the same period, rail freight grew from 73 MT to 1,418 MT (about 20 times growth).

The Railway projects are very important for the economic development of the country. So, the Union Government reaffirmed its unwavering commitment to transforming the Indian Railways into a world-class network. The introduction of Vande Bharat Trains, Amrit Bharat Trains, and Namo Bharat Rapid Rail services marks a new era of speed, efficiency and comfort for the millions of travellers. Additionally, the decision of manufacturing general coaches reflects our dedication to ensuring the affordable travel for every citizen.

These budgets are aimed at materializing the vision of a Viksit Bharat. The Budget is not just about numbers, it is about empowering people, creating jobs and strengthening our economy. The Government has made significant strides in high-speed rail initiatives. The electrification of the railway network has been a major focus of the Government to promote sustainability and reduce the carbon emissions. Electrification rate has now reached nearing the goal of 100 per cent electrification. The introduction of Vande Bharat trains has revolutionized travel

with enhanced speed and comfort.

The Amrit Bharat Station Scheme aims to develop 1,275 stations nationwide, enhancing passenger amenities and the station infrastructure. In the current financial year, over Rs.1.92 lakh crore has been invested in modernizing railway infrastructure, focusing on capacity expansion and safety improvements.

The Government has launched a semi high-speed train named Amrit Bharat Express that is providing affordable and comfortable travel to the common people. These trains are ensuring that even economically weaker sections can experience world-class railway service at the low fares. I would like to draw the kind attention of the union government towards the following demands of the people of Karnataka and request to take necessary steps to fulfill the same at the earliest.

There are some projects which are not even started include Hejjala-Chamaraj Nagara, Dharwad-Belagavi direct rail line; Gadag-Yalavigi rail line which was approved decades ago, but still, it is only on paper.

The Railway projects in Karnataka's South Western Railway (SWR) Zone, including Hubballi, Bengaluru and Mysore. However, the ongoing projects are to be expedited as there has been very little progress.

In 1996 Hejjala Chamarajnagar Railway Project was announced in the Budget, unfortunately even feasibility study is not taken up. This project covers three Districts of Ramnagar, Mandya and Chamarajnagar in Karnataka. This is an important corridor for farming communities

Wodeyar Express which commutes between Bangalore Mysore, there is long pending request for stoppage of this Express Train at Ramnagar District

headquarters which is hub of sericulture and economic growth. The Bidadi Railway Station needs upgradation. All above projects comes under my constituency. I request the hon. Railway Minister to respond positively so that people of our area are benefited,

My congratulation to the hon. Prime Minister and the hon. Railway Minister for phenomenal growth and ultra moderation of Indian Railway sector.

***श्री संजय हरिभाऊ जाधव (परभणी) :** मेरी परभणी संसदीय क्षेत्र में रेलवे से संबंधित कुछ प्रमुख मांगें हैं, जो स्थानीय लोगों और यात्रियों की सुविधा को बढ़ाने के लिए उठाई जा रही हैं:

1. नंदीग्राम एक्सप्रेस और देवगिरी एक्सप्रेस जैसी ट्रेनें मेरे क्षेत्र से होकर गुजरती हैं, लेकिन मेरे क्षेत्र के लोगों को इन ट्रेनों में टिकट नहीं मिलता है। इसके अलावा, मैं आपके माध्यम से रेलवे मंत्रालय से अनुरोध करता हूँ कि मेरे क्षेत्र के लोगों के लिए विशेष सुपर फ़ास्ट ट्रेननांदादेड़ से पुणे तक चलाई जाइये जो विद्यार्थियों नौकरी करने वाले और व्यापारियों के किये सुविधाजनक हो सके। इससे मेरे क्षेत्र के लोगों को अपने कामों के लिए सुविधाजनक यात्रा की सुविधा मिलेगी। मुझे विश्वास है कि सरकार इस मामले में जल्द ही कार्रवाई करेगी
2. मैं सरकार के ध्यान में एक महत्वपूर्ण मुद्दा लाना चाहता हूँ जो श्री साईं बाबा के जन्म स्थान और परली बैद्यनाथ ज्योतिर्लिंग के बीच नए रेल मार्ग के निर्माण के संदर्भ में है। श्री साईं बाबा का जन्म स्थान तहसील पाथरी, जिला परभणी एक महत्वपूर्ण तीर्थ स्थल है, जहां पूरे भारतवर्ष से श्रद्धालु आते हैं। इसी तरह, परली बैद्यनाथ ज्योतिर्लिंग भी एक महत्वपूर्ण तीर्थ स्थल है, जो 12 ज्योतिर्लिंगों में से एक है। इन दोनों स्थलों के बीच नए रेल मार्ग के निर्माण से पूरे भारतवर्ष से आने वाले यात्रियों और श्रद्धालुओं को सुविधा मिलेगी। इससे न केवल तीर्थ यात्रा को सुविधाजनक बनाया जा सकेगा, बल्कि यह क्षेत्र के विकास में भी महत्वपूर्ण भूमिका निभाएगा।

* Speech was laid on the Table.

मैं रेलवे मंत्रालय से अनुरोध करता हूँ कि इस परियोजना को जल्द से जल्द अमल में लाया जाए । और स्थानीय लोगों को इस परियोजना में शामिल किया जाए । मुझे विश्वास है कि सरकार इस मामले में जल्द ही कार्रवाई करेगी ।

3. नई ट्रेनों की शुरुआत: परभणी से अन्य प्रमुख शहरों जैसे मुंबई, पुणे, हैदराबाद, औरंगाबाद (छत्रपती संभाजीनगर) आदि के बीच ट्रेनों की शुरुआत की जानी चाहिए ताकि यात्रियों को सुगम यात्रा की सुविधा मिल सके और ट्रेनों की कमी को पूरा किया जा सके ।
4. सुरक्षा व्यवस्था में सुधार: रेलवे सुरक्षा बल की तैनाती बढ़ाने और यात्रियों की सुरक्षा सुनिश्चित करने के लिए निगरानी प्रणाली को और मजबूत बनाने की आवश्यकता है साथ ही, महिला यात्रियों के लिए विशेष सुरक्षा सुविधाओं का प्रावधान किया जाए ।
5. ट्रेन के डिब्बों की स्थिति बहुत खराब है, जो यात्रियों के लिए असुविधाजनक और खतरनाक हो सकती है । डिब्बों में कई समस्याएँ हैं, जिनमें से कुछ प्रमुख हैं:

इन समस्याओं का समाधान करने के लिए, मैं रेल मंत्रालय से अनुरोध करता हूँ कि ट्रेन के डिब्बों की स्थिति में सुधार के लिए आवश्यक कार्रवाई की जाए । इसके लिए निम्नलिखित कदम उठाए जा सकते हैं:

- डिब्बों की नियमित सफाई और रखरखाव की व्यवस्था करना
- डिब्बों में बैठने की व्यवस्था में सुधार करना
- डिब्बों में पंखे, लाइट और अन्य सुविधाओं की व्यवस्था करना
- डिब्बों की सुरक्षा व्यवस्था में सुधार करना

6. पूर्णा रेलवे जंक्शन देश के जाने माने जंक्शनों में से एक और परभणी के पास बना है, जो देश के विभिन्न शहरों को जोड़ता है यहां पर रेलवे हॉस्पिटल और स्कूल सहित अन्य सुविधाएं भी हैं परन्तु परभणी पूर्णा जंक्शन पर कार सेड का काम नहीं हुआ है और परभणी मनमाड डबल ट्रैक का काम अभी बाकी है! अतः परभणी पूर्णा जंक्शन में कार सेड और परभणी मनमाड डबल ट्रैक के काम तथा उसके साथ ही परभणी में जो भी रेलवे के बाकी बचे काम हैं उनको जल्द से जल्द

पूरा किया जाए इसका मुख्य कार्यालय जो अभी नांदेड़ चला गया है, उसको वापस पूर्णा जंक्शन या परभणी में लाया जाय, यहां पर रेलवे 300 एकड़ भूमि खाली पड़ी है इस जगह पर औद्योगिक हब बनाया जाय तांकि यहाँ पर यात्रियों को सुविधा और परभणी की क्षेत्रीय जनता को रोजगार मिल सके ।

इन मांगों का ध्यान रखना और उन्हें लागू करना परभणी क्षेत्र में रेलवे सेवा की स्थिति को मदद कर सकता है और स्थानीय लोगों के लिए यात्रा को अधिक सुविधाजनक बना सकता है । ।

मेरा सरकार से अनुरोध कि उपरोक्त सभी विषयों पर सरकार तुरंत कार्रवाई कर मांगों को पूरा करने की कृपा करें । धन्यवाद ।

***ADV. DEAN KURIAKOSE (IDUKKI):** Hon. Speaker Sir, I would like to bring to the notice of the Government, some issues regarding the Railway Projects in my State of Kerala.

With Regard to this issue, I had raised a Parliamentary Question on 24/7/2024 regarding the feasibility of the Angamaly Sabari Railway Line. In reply to that Question, the hon. Minister had stated that the Government of Kerala had not given any reassurance on cost sharing for the revised estimate amount of Rs. 3726.56 crore for the above-mentioned project. However, through a DO letter dated 23/3/2023, hon. Chief Minister of the State had already given reassurance to the Railway Minister's office on cost sharing of the project and revised estimate amount of Rs.3726.56 crore was mentioned in that letter.

The hon. Minister for Railway, Government of Kerala had also communicated to the Central Rail Ministry that State Government has already

* Speech was laid on the Table.

compared the cost benefit of Angamali-Erumeli railway line with Chengannur-Pampa railway line and informed that Angamali-Erumeli railway line is more beneficial for the development of Kerala.

Also the Transport Secretary of the State has already requested to the Chairman, Railway Board to sanction a feasibility survey for the extension of Angamali-Sabari railway line from Erumeli to Balaramapuram for connecting it with Vizhinjam International Sea port and make it as the third railway corridor of the State.

I would like to bring to the notice of the Government that Kerala is the only State where railways has not constructed any new railway line for the past 30 years. Similarly, 26 MPs from Kerala had already submitted a representation to the Railway Minister's office to give priority to the construction of Angamali-Erumeli Sabarimala railway line project. With this project Idukki district will also get railway connectivity. I am happy to inform you that MP's and MLA's meeting organized by the Government of Kerala had unanimously approved the alignment of Angamali-Erumeli railway line and at present there is no public protest against this project.

However, I would like to inform with great regret that there has been a propaganda of certain vested interest groups that the proposed Chengannur-Pampa railway line is far superior to the earlier sanctioned Angamali-Erumeli Sabari rail project meant for providing connectivity for pilgrims visiting the Sabarimala Shrine. This propaganda is based on false presumptions as can be seen from the following facts.

One, the proposed Chengannur- Pampa line goes right upto Pampa whereas

the Angamali-Sabari line terminates about 33 kilometre short of Pampa which will not be convenient for the pilgrims. The earlier sanctioned Angamali-Erumeli Sabari line also was initially sanctioned from Angamali to Pampa, the same terminal point as that of the proposed Chengannur-Pampa. However, during the various stages of survey and finalization of the proposal, due to stiff resistance from the Forest Department, the line had to be terminated at Erumeli which is about 33 kilometre short of Pampa. Out of the total distance of 33 kilometre from Erumeli to Pampa the Angamali-Erumeli alignment was proposed through 19 kilometre of forest land. It is heard that about the same length of the newly proposed Chengannur-Pampa alignment is proposed through forest land. Hence, it can be seen that if required the Angamali-Erumeli Sabari line also can be taken right upto Pampa provided the Forest Department gives permission. A considered decision has to be taken in this regard.

Two, since the Chengannur-Pampa line follows the alignment parallel to Pampa river, land acquisition will be minimum as compared to Angamali-Sabari line. It is not possible to plan the railway line parallel to Pampa river due to the numerous curves on the river alignment. It can be seen that an alignment fit for 130 kmph, for which Angamali-Sabari line has been designed, from Chengannur to Pampa cannot be taken on the Pampa river alignment. This will involve land acquisition in many of the urban pockets near Chengannur. There would not be savings in land in this respect.

Three, the total distance to be travelled by pilgrims going to Sabarimala shrine 80 per cent of the pilgrims coming by train to Sabarimala shrine come from

neighbouring States of Karnataka, Telangana, Andhra Pradesh, Maharashtra and Tamil Nadu. They enter Kerala from northern side. The percentage of pilgrims coming by train from southern side is only a minority. Taking Angamali as a common starting point, the distance to reach Pampa by Angamali-Sabari line and Chengannur-Pampa line will be like, Angamali to Pampa via Erumeli - 145 kilometres and Angamali to Pampa via Chengannur - 201 kilometres.

As is clear from the above, there will be a saving of 56 kilometres for a pilgrim if he chooses the Angamali-Sabari line to reach Pampa. With an annual outfall of 20 lakh pilgrims coming by rail, the total kilometer saved by Angamali-Sabari route will be more than 1000 crore kilometres. This fact has to be appreciated.

The compulsory presence of Erumeli on the pilgrim circuit. The traditional pilgrim circuit to Sabarimala Shrine is via Erumeli. The pilgrims going to Sabarimala shrine are supposed to have "petta thullal" and darsan at Erumeli temple and Vavar mosque before proceeding for pilgrimage, as per the rites of the pilgrimage. These rites are preserved by the pilgrims even today.

Kottayam used to be the traditional railhead for Sabarimala pilgrims. Over the years, Chengannur also gained importance as a secondary rail head for Sabarimala Shrine.

The proposed Chengannur-Pampa rail line will cater only to the Sabarimala pilgrims and for the period other than the pilgrimage season of 45 days and the line will be idling. The Angamali-Erumeli Sabari line will act as a third rail corridor for the State of Kerala with onward connectivity to Tamil Nadu via Punalur if the line is extended upto Punalur. There has been an earlier proposal to extend this line upto

Thiruvananthapuram which was dropped due to poor traffic prospects.

With the commissioning of the Vizhinjam International Seaport as a hub for the Mother Ships, it would be ideal to extend this line to Balaramapuram via Punalur. The approximate length from Erumeli to Balaramapuram will be 160 kilometres. This Project can be taken up under the RAIL SAGAR project envisaged in the mid-term Budget.

It is also seen that the proposed Chengannur-Pampa line is costing about Rs.9,000 crore as against Rs.3,800 crore for the Angamali-Sabari rail project.

The people on the Angamali-Sabari line had been suffering due to practically freezing of their lands for the past 26 years.

Considering the above aspects, I would like to request the hon. Railway Minister, to kindly consider defreezing the Angamali-Sabari rail project and going ahead with the same. This will be a big boon not only for the Sabarimala pilgrims but also for the entire State of Kerala. Thank you.

***DR. D. RAVI KUMAR (VILUPPURAM):** Hon. Speaker Sir, I would like to bring to the attention of the Government towards pressing issues concerning the Indian Railways, particularly the challenges in freight transportation, passenger services, and revenue generation.

The National Rail Plan (NRP) 2020 has clearly highlighted that underinvestment in railway infrastructure has led to severe congestion, particularly on high-density routes. According to the report, 80 per cent of high-density network

* Speech was laid on the Table.

routes and 48 per cent of highly utilized network routes are operating beyond their capacity. This congestion slows down freight movement, making road transport a more attractive alternative.

The average speed of freight trains in India stands at just 30 kilometres per hour, which is only a marginal improvement from 26 kilometres per hour a decade ago. The NRP has set an ambitious target of increasing this speed to 50 kilometres per hour by 2030. To achieve this, the Ministry has proposed several measures, including construction of dedicated freight corridors (DFCs); expansion and modernization of rail networks; multi-laning of high-density corridors; and procurement of new and specialized wagons.

While two dedicated freight corridors are currently operational, the East-West, North-South, and East Coast freight corridors are proposed only after 2031. This is a matter of serious concern. The southern States – Tamil Nadu, Andhra Pradesh, Telangana, Karnataka, and Kerala – are major economic hubs, and a dedicated freight corridor in this region is essential. Without this, we will continue to see inefficiencies in freight transport, hampering industrial growth and increasing logistics costs. I urge the Railway Ministry to prioritize the construction of a Southern Dedicated Freight Corridor at the earliest to boost connectivity and economic development in these States.

Freight services continue to cross-subsidize passenger services, with freight charges being nearly three times higher than passenger fares. Between 2009 and 2019, freight rates surged by 91 per cent while passenger fares increased by just 28 per cent. This imbalance not only burdens the freight sector but also

discourages industries from using rail transport. Moreover, despite fare subsidies, revenue from passenger services remains insufficient to cover operating costs. Except for AC 3-tier and AC chair car segments, all other passenger categories have incurred losses from 2018-19 to 2021-22. The Standing Committee on Railways (2024) has rightly recommended a comprehensive review of operating expenses and passenger fares. Rationalizing fares, without compromising affordability, is essential for the long-term sustainability of the Railways.

Another concern is the stagnation in the supply of non-AC coaches, leading to slow growth in passenger traffic in unreserved and sleeper class categories. The Ministry has announced plans to add 10,000 non-AC coaches, but a clear timeline is necessary. I urge the Ministry to expedite this process to enhance accessibility for common passengers. Railways' sundry earnings – revenues from catering, advertisements, and asset monetization – are far below potential. While the projected sundry revenue for 2025-26 is Rs. 12,000 crore (a mere nine per cent increase over the previous year), its contribution to total railway receipts has remained stagnant at just four per cent since 2017-18.

The Standing Committee on Railways has set an ambitious target of increasing non-fare revenue to 20 per cent of total revenue by 2030. Key measures include: maximizing advertising revenue on trains and stations; expanding station redevelopment projects; and better commercial utilization of railway land and assets. However, the CAG (2022) has observed that there is still considerable untapped potential in these areas. The Ministry must take proactive steps to enhance earnings from non-fare sources, reducing its overdependence on freight

revenues.

I express my deep concern regarding the recent decisions taken by the Railway Administration to monetize railway-owned land in my parliamentary constituency, Villupuram, without obtaining consent from the Government of Tamil Nadu. The land in question was originally acquired from the State Government, and the unilateral decision to lease or repurpose it, displacing long-term residents, is both unjust and procedurally flawed.

Two specific instances in Villupuram Junction and Valavanur highlight the grave consequences of this policy. More than 100 families have been residing near Villupuram Junction for two or three generations, having built houses and established their lives in the area. However, the Railway Administration has recently issued notices to these residents to vacate the land, as it has been leased long-term to private individuals under the monetisation scheme. Recognising the injustice of this eviction, the affected families have approached the Madras High Court, seeking alternative accommodation. The court has granted an injunction against the railway administration's eviction order, reinforcing the need for a humane approach to this issue. I urge the Railway Administration to engage in discussions with the State Government of Tamil Nadu to provide these families with alternative housing before proceeding with any further action.

In Valavanur, houses were constructed by the State Government nearly 60 years ago for poor families, and generations of residents have lived in this area since. Recently, the Railway Administration has issued notices to acquire this land for the development of Valavanur railway station, forcing families to vacate without

any provision for alternative accommodation. Displacing poor families, many of whom have been residing here for decades, without ensuring their rehabilitation is unacceptable and inhumane. Any development project must be carried out with due regard for the lives and livelihoods of those affected.

I strongly urge the Railway Administration to work in consultation with the State Government to ensure that all displaced families in Valavanur are provided with alternative housing before proceeding with the station's development. I request the Ministry of Railways to immediately halt eviction proceedings in Villupuram Junction and Valavanur; consult with the Tamil Nadu Government to identify and provide alternative accommodation for affected families; and ensure that any future monetisation of railway land is carried out with prior consultation with State Governments and with due consideration for the rights of long-term residents.

***SHRI BHARTRUHARI MAHTAB (CUTTACK):** Finance Minister Nirmala Sitharaman presented the first Full Union Budget of the Modi 3.0 Government on February 1, marking her eighth Budget. However, there were no major announcements for the railways sector.

According to the Budget documents, the Government will provide budgetary support of around Rs. 2.52 lakh crore for FY2026, which is consistent with the revised allocation for FY2025. This funding will be directed towards essential infrastructure projects, including track expansion, rolling stock procurement,

* Speech was laid on the Table.

electrification station modernization with a continued focus on ensuring safety. Development of the Railway Ministry over the next 4-5 years shall be to the tune of Rs. 4.6 trillion -- a very bold development programme; expansion of the infrastructure is indeed strong. Addition of 100 Amrit Bharat Trains, including both sleeper and Chair Car configurations Vande Bharat trains 200.

Freight estimates for FY2025 are reduced from 1,650 million tonnes (mt) to 1635 mt. But by the end of the fiscal year, Indian Railways aims to achieve the cargo capacity of 1.6 billion tonnes, which would help India to become a country ranking second in the list of freight-carrying railway after China.

India aims to achieve 100 per cent electrification by the end of FY2025 - 2026. Jammu-Srinagar-Rail Project completed, Chenab Bridge, world's highest railway arch bridge has been constructed and is 35 meters taller than the Eiffel Tower. Anji Bridge, India's first cable-stayed rail bridge is also being constructed. IT continues to run an annual subsidy of Rs. 56,993 crore which will cover 46 per cent discount over every ticket booked. It tries to maintain prices for the traveller. Despite the slight reduction in the budget allocation, the Government has continued to focus on long-term infrastructure growth, safety, digital services and expanding railway capacity, signalling a strong commitment to modernizing the Indian Railways network.

In the Union Budget 2024-2025 the railways received a record capital expenditure (CapEx) allocation of Rs. 2.65 trillion, a marginal two per cent increase from the previous year's Rs. 2.6 trillion Revised Estimate. Budget 2025-2026 has a muted allocation which has come down to Rs. 2.55 lakh crore, coupled with the

absence of major reforms for the sector, which has sent railway stocks sliding shortly after the Budget presentation. Though as it may, the fact is the net revenue expenditure of Indian Railways is placed at Rs. 3,02,100 crore in this year's Budget Estimates as against Rs. 2,79,000 crore in the Revised Estimates of last fiscal. This fiscal's Gross Budgetary Support is almost a times of what it was, at only Rs. 28,174 crore in 2013-2014.

The Indian Railways is all set to become the second-highest freight carrying Railway touching 1.6 billion tonnes of cargo by the end of this fiscal. With Indian Railways' operating ratio set at 98.22 per cent - meaning it spends Rs. 98.22 for every Rs. 100 earned - financial health remains a concern. Yet Railways is projecting a near 30-60 per cent rise in revenue from its premium Vande Bharat trains that include Chair Cars and Sleepers.

It is seen that Railways and Road Transport continues to be among the Ministries for which the Government has allocated the highest share of capital expenditure in this Budget even though the allocated amount is the same as last year's. Ministry of Railways has been allocated Rs. 2.65 lakh crore from general revenue, Rs. 500 crore from Nirbhaya Fund, Rs. 3,000 crore from internal resources and Rs.10,000 crore from extra-budgetary resources.

The Ministry of Road Transport and Highways been allocated Rs. 2.72 lakh crore for capital expenditure. While both Ministries got the same CapEx allocation as in last year's Budget, they still account for around 48 per cent of the total CapEx allocation across Ministries. As we are aware that Capital Expenditure goes towards building assets that have long-term benefits and can potentially generate

revenue and Revenue expenditure, on the other hand, refers to expenses incurred in maintaining daily operations and includes salaries, wages, rent, office expenses, and so it is pertinent to note that until November 2024, Defence, Railways, Road Transport allocated for 75 per cent of capital expenditure.

Over the last decade, a staggering Rs. 3 lakh crore has been pumped into modernizing infrastructure, electrification has scored to 95 per cent, track length has expanded, and rolling stock has seen record additions. And yet, the returns are underwhelming. Freight traffic is just over two per cent growth despite India's booming economy and while passenger revenue is rising, patronage remains below pre-Covid levels. It was said that safety-related initiatives will receive an enhanced budget allocation of Rs. 1,16,514 crore. While the Railways has done well in grade separation work, the most pressing safety issue today is the proliferation of Kavach. There is no mention of any increase in Kavach coverage for 2025-26.

In 2022, Railways set a target to achieve originating freight traffic of 3,000 MT by 2027, about double from the 2022-2023 level which was 1,509 MT. This target date was later revised to 2030. Thus, Railways' freight traffic needs to grow at an annualized rate of nine per cent to achieve this target by 2030-2031. In 2025-2026, as per Budget Estimates, it has estimated to transport 1,700 MT of freight. This is an annualised growth rate of 4.1 per cent over 2022-2023. In the earlier 10 years between 2012-2013 and 2022-2023, freight traffic in terms of tonnage had also grown at a similar rate of around four percent. The challenge to scale freight operations can only be met if the industrial hubs, ports operations are given a boost.

The Railway Board in 2022 had noted that customers find rail tariffs along with first and last mile connectivity costs less competitive than road, leading to a preference for road. NITI Aayog in 2023 noted that freight charges were almost three times the passenger charges as on 2018-2019. It also observed that between 2009 and 2019, freight rates increased by 91 percent whereas passenger fares increased by 28 percent. There is need for rationalizing them to reduce losses while also ensuring affordability of prices.

In this year's Budget, Odisha gets Rs. 10,599 crore for Railways infrastructure. The sanctioned amount marks an increase of Rs. 13 crore compared to the previous year's allocation of Rs. 10,586 crore. There is seamless coordination between the Centre and State Government in securing land and forest clearances. This cooperation has facilitated a massive railway investment of Rs. 78,000 crore in Odisha with several projects underway. Out of Rs. 10,587 crore allocated in 2024-2025, 81.78 per cent of funds have been utilized, that is Rs. 8,657 crore. This is a record expenditure in Odisha.

At present, six new Vande Bharat Express trains are operational in and through Odisha, and additional trains are expected to be introduced soon, as the four-laning project between Chennai and Kolkata nears completion and railways work from Kolkata to Bhadrak continues. Over the past decade, a new railway track spanning 2,046 kilometres has been constructed in Odisha, surpassing the total rail network of Malaya. Currently, the Kavach train protection system is set to be installed over a distance of 1,898 kilometres in Odisha with a national target established to complete the Kavach installation within six years, as informed by the

Railway Minister. Since 2014, a total of 1,516 kilometres have been electrified, resulting in Odisha achieving 100 per cent electrification.

At present, there are 48 projects underway covering 4,784 kms. with an investment of Rs. 73,723 crore. Additionally, 59 Amrit Stations in Odisha are being developed at an estimated cost of Rs. 2,379 crore. Since 2014, 522 rail flyovers and under-bridges have been constructed. Furthermore, 43 lifts and 18 escalators have been installed for passenger convenience and Wi-Fi services are available at 234 stations. The second opening of Cuttack Railway Station has been inaugurated for the benefit of commuters.

The railway network is also operating six Vande Bharat trains, which serve 17 districts with 25 unique stops in Odisha. In addition, one Amrit Bharat Express connects Malda Town with eight unique stops in Odisha and covers five districts.

However, one major decision has been creation of South Coast Railway Zone by bifurcating East Coast Zone Waltair Railway Division which until now was part of the East Coast Railway. Actually, Waltair Division has been divided into two. One part has been renamed Visakhapatnam Railway Division and South Coast Railway and the other part of Odisha been converted into a new Division with Headquarters at Rayagada under East Coast Railway Zone. Actually, 410 kms. will be under Visakhapatnam Division and 680 kms. is placed in the new Division Headquartered at Rayagada. The old Division of Waltair before its division was the highest revenue generating Division. Now, the revenue of these two Division are to be measured.

I may draw attention of the Government to allot adequate funds for

construction of new line from Talcher to Gopalpur *via* Narasinghpur, Kantilo Khandapada and second line from Talcher to Nayagard *via* Athagarh, Banki and Bolgarh. These two lines will not only decongest the Talcher line, but will make ease in movement of coal freight from the mineral rich hinterland of Odisha. The third line from Baranga to Kapilash Road *via* Cuttack has been approved. It is high time for the work to start. As three bridges are to be constructed, it is necessary to expedite the construction work. There is need to remove the bottleneck so that far-distance trains connecting Puri to Amritsar *via* Cuttack and Bhubaneswar to Siridi *via* Cuttack can run without hindrance.

With these words, I thank the Railway Minister for overseeing the construction of new building of Cuttack Railway Station, which is going to be a world-class station. The new Bhubaneswar Railway Station also needs to have an ultra-modern look. Thank you.

***SHRI G. LAKSHMINARAYANA (ANANTAPUR):** Indian Railways has been the lifeline of our nation, connecting cities, industries, and people across the length and breadth of the country. Under the visionary leadership of Prime Minister, Narendra Modi, we have witnessed an era of unprecedented transformation in the railway sector. From the introduction of Vande Bharat trains, which have made high-speed, comfortable travel a reality, to the push for 100 per cent electrification, reducing our carbon footprint and ensuring energy efficiency, the commitment to modernizing Indian Railways is stronger than ever. The Dedicated Freight Corridors are another

* Speech was laid on the Table.

milestone, ensuring faster and more efficient transportation of goods, boosting trade and industry.

This year's Railway Budget for 2025-26, with an allocation of Rs. 72.55 lakh crore, further strengthens this commitment to infrastructure development and modernization. I would also like to thank the hon. Prime Minister and the hon. Railway Minister for addressing some of Andhra Pradesh's long-standing demands, including the laying of the foundation stone for the South Coastal Railway Zone in Visakhapatnam and the sanctioning of the Amaravati Railway Line. While we acknowledge these achievements, I want to bring attention to the specific needs of my constituency, Anantapur, and the broader Rayalaseema region. Anantapur is an agricultural hub, particularly known for horticulture products such as groundnuts, mangoes, bananas, and tomatoes.

However, due to high logistics costs and inadequate rail freight support, farmers struggle to get fair prices for their produce. The Kisan Rail scheme, aimed at providing affordable and fast transport for perishable agricultural goods, should be expanded to serve Anantapur better. The existing 50 per cent freight subsidy under Operation Greens covers fruits and vegetables, but it must be extended to other key agricultural products like pulses, groundnuts, and dairy products, which are the backbone of Anantapur's economy. Further, there is an urgent need to develop Anantapur as a rail-linked agri-logistics hub. Given its strategic location on the Bengaluru-Hyderabad corridor, the region is well-positioned to become a major centre for agricultural exports. The Railways must establish a dedicated perishable goods terminal in Anantapur, integrate cold storage facilities at railway stations,

and ensure seamless multi-modal connectivity with ports like Krishnapatnam for export-driven agricultural growth. These steps will not only benefit farmers but will also boost the economy of the entire Rayalaseema region.

In addition to freight transport, passenger connectivity remains a challenge. The people of Anantapur require better train connectivity to key economic hubs like Vijayawada, Bengaluru, Hyderabad, and Chennai, especially overnight express trains. The demand for new long-distance trains linking Anantapur with major metropolitan cities must be addressed to facilitate student travel, employment opportunities, and business expansion. Hon'ble Speaker, an equally critical aspect of railway infrastructure is maintaining the quality of service and safety for passengers. Anantapur is a key commercial centre, and its railway station requires immediate enhancements. I urge the Railway Ministry to install hydrants for water coaches at Anantapur station to ensure the cleanliness and upkeep of trains. Additionally, there is a pressing need to increase Carriage and Wagon (C&W) personnel to conduct thorough coach inspections, enhancing passenger safety and service efficiency.

Moreover, better accessibility is a must for the growing number of passengers. The addition of escalators and lifts will significantly improve the travel experience, especially for senior citizens and differently-abled passengers. Upgrading station infrastructure in Anantapur will not only make railway travel more convenient but also enhance the overall efficiency of railway operations in the region.

Hon. Speaker, Indian Railways is not just about transportation-it is about

economic empowerment. To truly make Viksit Bharat 2047 a reality, it is crucial that our railways cater to the needs of farmers, small traders, and rural entrepreneurs. I urge the Hon'ble Railway Minister to expand freight subsidies for agricultural produce, establish an agri-logistics hub in Anantapur, improve rail-based cold storage infrastructure, enhance station facilities, and increase passenger train connectivity. These measures will not only uplift farmers but also position Andhra Pradesh as a key player in India's agricultural exports and economic growth.

Thank you.

***DR. KALANIDHI VEERASWAMY (CHENNAI NORTH):** Railways is the life line of our nation playing a significant and crucial role in the transport of crores of people and goods leading to huge economic activity. The history of railways dates back from the times the East India Company in 1853 when Pune- Arakkonam-Nagpur were constructed. Subsequent development happened under British India. Post-Independence, our growth has been very disappointing. The route length in 1947 was 54,694 Kilometres and 78 years on in 2024 it is only 69,181 kilometres which shows that only 14,487 kilometres have been added by us in 78 years.

The progress of the ongoing High speed rail networks is at a snail pace. Though a target of 2028 has been set, I wonder it will be completed even by 2040. It is sad to note that Tamil Nadu has been allocated only Rs.6000 crore which is only 2.2 per cent of the capital expenditure of 2025-26.

Tamil Nadu being one of the fastest developing States, it is in the country's

* Speech was laid on the Table.

best interest to invest fairly at least 10 per cent which would be Rs.26,500 crore to boost revenue by railways. Several projects in Tamil Nadu like Tindivanam Tiruvannamalai railway line ((71 kilometres) , Athipattu-Puttur railway line (38 kilometres), Morappur-Dharmapari (36 kilometres), Mannargudi-Pattukkottai railway line (41 kilometres) and Tanjavur- Pattukkottai railway line (52 kilometres) are unduly delayed. This can only lead to cost escalations which are inevitable due to such delays. A new line along ECR from Chennai to Kanyakumari and first phase from Chennai to Kadalm would open huge economic potential.

The state of freight network is lamentable. The average speed at 30 kilometres per hour is way below international standards and the network also needs ramping up to realise the vision 5 trillion dollar GDP by 2030.

ICF has Vande Bharat rake is lying for 15 days despite informing Southern Railway to take it. Sadly, Southern Railway has been lethargic about it which may lead to it to ICF allocating it to some other railways. Through you, I request the Railway Minister to instruct GM,SR to immediately accept the said rake and commission it as soon as possible.

Sir, the rising derailments, collisions and deaths in Railway is alarming. There were times when such incidents of grave concern occurred. There will be a moral responsibility taken and resignation would ensure. Nowadays, it is taken as a trifle and we stride along. This callous attitude is something we should shun and accountability should be fixed for such events.

Sir, we have had several complaints from passenger from Tamil Nadu when they cross Tamil Nadu border. Though they have reserved seats, huge crowds

come without a reservation and threaten them are forced to accommodate them. These incidents should be addressed by providing a Railway Police Force cabin to protect these people.

Similarly, each train can be provided for long distance travel with a medical personnel for any emergencies.

Once again, I request proper allocation of funds and speedy completion of Tamil Nadu rail projects.

***श्री भाऊसाहेब राजाराम वाकचौरे (शिर्डी) :** मैं लोक सभा में प्रस्तुत 2025-26 के रेल मंत्रालय के बजट पर अपने विचार रखता हूँ। मैं इस बजट की आलोचना करता हूँ, क्योंकि मुझे लगता है कि यह बजट रेलवे क्षेत्र में आवश्यक सुधारों को पूरा करने में विफल रहा है।

पहले, मैं इस बजट में रेलवे क्षेत्र के लिए आवंटित राशि पर ध्यान देना चाहता हूँ। इस बजट में रेलवे क्षेत्र के लिए 2,55,445 करोड़ रुपये का आवंटन किया गया है। लेकिन, मुझे लगता है कि यह राशि रेलवे क्षेत्र में आवश्यक सुधारों को पूरा करने के लिए पर्याप्त नहीं है।

इसके अलावा, मैं इस बजट में रेलवे क्षेत्र में शुरू की गई योजनाओं पर ध्यान देना चाहता हूँ। इनमें से कुछ प्रमुख योजनाएँ हैं:

- वंदे भारत एक्सप्रेस: इस योजना के तहत देश के विभिन्न हिस्सों में वंदे भारत एक्सप्रेस ट्रेनों का संचालन किया जाएगा।
- रेलवे स्टेशनों का आधुनिकीकरण: इस योजना के तहत देश के विभिन्न रेलवे स्टेशनों का आधुनिकीकरण किया जाएगा।
- रेलवे मार्गों का विद्युतीकरण: इस योजना के तहत देश के विभिन्न रेलवे मार्गों का विद्युतीकरण किया जाएगा।

* Speech was laid on the Table.

इन योजनाओं से रेलवे क्षेत्र में सुधार होगा, लेकिन मुझे लगता है कि यह पर्याप्त नहीं है। रेलवे क्षेत्र में और अधिक सुधारों की आवश्यकता है, और यह बजट उस आवश्यकता को पूरा करने में विफल रहा है।

यह हमारे लिए अत्यधिक चिंता का विषय है कि विगत कुछ वर्षों में रेल दुर्घटनाओं की संख्या में तेजी से वृद्धि हुई है। यह सही है कि दुर्घटनाओं में अधिकतम दुर्घटनाएं मानवीय भूल के कारण होती हैं। लेकिन, एक जानकारी के अनुसार रेलवे में कई हजार चालकों की कमी है। इसके अलावा 16 जोन्स में लगभग तीन हजार से पांच सौ ऐसे चालक हैं जो स्टेशनों पर चपरासी व कार ड्राइवरों का काम कर रहे हैं। थकावट व नींद पूरी न होने से दुर्घटना का भय बना रहता है।

अतः मेरा अनुरोध है कि इस प्रकरण में गंभीरता से विचार करें और रेल चालकों के रिक्त पदों को तुरन्त भरने हेतु तत्काल आवश्यक कदम उठाएं एवं यह भी निर्देशित करने का कष्ट करें कि रेल चालकों को अन्य कामों में न लगाकर केवल उनके लिए निर्धारित रेल चालक के कार्य में ही लगाया जाए।

मैं अपने संसदीय क्षेत्र की निम्नांकित विषयों की ओर भी सदन का ध्यान आकर्षित करना चाहूंगा, जिनके बारे में बजट में धन आवंटन के बारे में कोई भी उल्लेख नहीं किया गया है :-

अंग्रेजों ने महाराष्ट्र के शिरडी लोकसभा क्षेत्र में श्रीरामपुर-परली रेलवे लाइन को मंजूरी दी और शेवगांव तक इस लाइन पर 331-61 हेक्टेयर जमीन लेकर मिट्टी भरने का काम पूरा किया। 104 साल बाद, 70 प्रतिशत भराव अच्छी स्थिति में है। लेकिन आजादी के बाद इस रेलवे लाइन की उपेक्षा की गई। एक पत्र जारी कर बताया गया कि इस रेलवे लाइन का सर्वेक्षण पूरा हो गया है और सर्वेक्षण रिपोर्ट जून 2022 में केंद्रीय मंजूरी के लिए रेलवे बोर्ड को सौंप दी गई है, जिसमें बताया गया कि उक्त रेलवे लाइन का आरओआर 2.55 प्रतिशत है और यदि राज्य सरकार लागत का 50 प्रतिशत वहन करती है, तो उसे 0.87 प्रतिशत का नुकसान होगा। इसलिए इसे स्थगित कर दिया गया है।

मैं सरकार के ध्यान में लाना चाहूंगा कि उक्त रेलवे लाइन के लिए महाराष्ट्र के तत्कालीन माननीय उप मुख्यमंत्री ने मार्च 2019 में एक पत्र दिया है, जिसमें कहा गया है कि राज्य सरकार इस रेलवे लाइन के लिए लागत का 50 प्रतिशत वहन करने के लिए तैयार है।

यह भी उल्लेखनीय है कि महाराष्ट्र राज्य में (1) अहमदनगर बीड परली आरओआर-5.04 (2) बारामती लोनंद वाया फलटण आरओआर-3.22 (3) सोलापुर तुलजापुर उस्मानाबाद आरओआर-4.35, उपरोक्त तीनों रेलवे लाइनों का आरओआर माइनस होने के बावजूद भी केंद्र और राज्य ने इन रेलवे लाइनों को मंजूरी दी है और इन पर काम भी चल रहा है।

उपर्युक्त तीनों रेलवे लाइनों में से एक अहमदनगर-बीड परली रेलवे लाइन अहिल्यानगर जिले में आती है। इस रेलवे लाइन के लिए 75 किलोमीटर पहाड़ों को काटने का काम भी चल रहा है तथा इसका आरओआर -5.04 है। इसके बावजूद भी केंद्र और राज्य सरकार ने इस रेलवे लाइन को मंजूरी दी है और काम भी जारी है।

लेकिन, श्रीरामपुर-परली रेलवे लाइन का आरओआर -2.55 है और यदि राज्य सरकार अपनी भागीदारी दर्ज करती है तो वह 0.87 प्रतिशत के मामूली नुकसान पर होगी। फिर भी रेलवे विभाग ने आरओआर के आधार पर इस रेलवे लाइन को निलंबित कर दिया है, जो अत्यधिक दुःखद है।

मेरा अनुरोध है कि जिस प्रकार से संदर्भित तीनों रेलवे लाइन के आरओआर माइनस में होने के बाद भी उनके निर्माण कार्य को केन्द्र द्वारा स्वीकृति प्रदान की गई है। उसी प्रकार से ब्रिटिश काल के दौरान से लंबित श्रीरामपुर परली रेलवे लाइन जिसका आरओआर नाममात्र के माइनस में है, उसको भी स्वीकृति प्रदान कर इस रेलवे लाइन के निर्माण के कार्य को तत्परता के साथ आगे बढ़ाए जाने हेतु केन्द्रीय मंत्रालय स्तर पर स्थानीय सांसद की उपस्थिति में एक विस्तृत सर्वे करवाये जाने हेतु निर्देश प्रदान करने का कष्ट करेंगे।

मेरे निर्वाचन क्षेत्र शिरडी (महाराष्ट्र) में रेलवे लाइन के दोहरीकरण के कारण एक महत्वपूर्ण सड़क के बंद होने से संबंधित गंभीर मुद्दे की ओर आकर्षित करना चाहूंगा। यह सड़क जो पहले पढेगांव, लाडगांव, मालुंजा, कन्हेगांव, भेरदापुर के ग्रामीणों, स्कूली छात्रों और किसानों के लिए एक प्रमुख मार्ग के रूप में कार्य करती थी, लाडगांव चौकी में पुराने रेलवे फाटक संख्या 44 (ओएचई एम 70-404/12-14) के पास स्थित थी।

मैं संज्ञान में यह भी लाना चाहूंगा कि यह सड़क दैनिक यात्रा के लिए महत्वपूर्ण थी, लेकिन रेलवे

लाइन के विस्तार के बाद इसे बंद कर दिया गया है, जिसके परिणामस्वरूप, स्थानीय निवासियों और उपरोक्त गांवों सहित आसपास के क्षेत्रों के यात्रियों को अब बड़ी कठिनाइयों का सामना करना पड़ रहा है ।

अतः मेरा अनुरोध है कि इस समस्या के समाधान के लिए मेरे संसदीय क्षेत्र शिरडी के लाडगांव-पढ़ेगांव, तालुका श्रीरामपुर में पुराने रेलवे फाटक क्रमांक 44 (ओएचई मास क्रमांक 404/3-4) के पास एक छोटे अंडरपास का निर्माण करवाना सुनिश्चित किए जाने हेतु निर्देशित करने का कष्ट करें, जिससे ग्रामीणों, छात्रों और किसानों की दैनिक आवाजाही में आसानी हो सके ।

मेरा यह भी अनुरोध है कि आप उपर्युक्त स्थल का केन्द्रीय मंत्रालय स्तर पर स्थानीय सांसद की उपस्थिति में एक विस्तृत सर्वे करवाए जाने हेतु भी निर्देशित करने की कृपा करेंगे ।

मैं देश के प्रसिद्ध साईं नगर (शिरडी) रेलवे स्टेशन (महाराष्ट्र) की ओर आकर्षित करते हुए अवगत कराना चाहूंगा कि शिरडी रेलवे स्टेशन के पूर्वी तरफ निघोज रुई शिवाय पर मेट्रो है और उसके बगल में पोल नंबर के बीच में रेलवे ट्रैक के दोनों तरफ सर्विस रोड है, इससे स्टेशन तक पहुंच आसान होगी तथा उक्त रेलवे स्टेशन के पूर्वी तरफ मेट्रो तक रेलवे स्टेशन का यार्ड स्पेस है, जहां बड़ी संख्या में कांटे और झाड़ियां हैं । इसलिए वहां फेंसिंग और यार्ड स्पेस विकसित किया जाना चाहिए ।

मेट्रो के पूर्वी तरफ लगभग आधा किमी जो कि उक्त रेलवे स्टेशन के निघोज रुई शिवाय पर है, चारी नंबर 11 के पास, जो नगर मनमाड हाईवे से रुई गांव तक जाती है, रेलवे ने बड़ा एंगल बनाकर रेलवे ट्रैक को बंद कर दिया है । इससे उन किसानों को काफी परेशानी हो रही है जिनकी जमीन दो हिस्सों में बंट गई है और रास्ता भी दोनों तरफ से बंद हो गया है ।

अतः किसानों के आवागमन हेतु ट्रैक पर लोहे का एंगल लगाकर गेट खुलवाकर वहां पर चौकी की व्यवस्था किए जाने हेतु निर्देशित करने का कष्ट करेंगे ।

मेरा अनुरोध है कि शिरडी रेलवे स्टेशन से पुणतांबा रेलवे स्टेशन तक उक्त रेलवे ट्रैक के दोनों ओर बड़ी संख्या में कंटीली झाड़ियां उगी हुई हैं तथा दोनों ओर खेती की जाती है, इसलिए चूंकि इन कंटीली झाड़ियों के कारण तेंदुओं की आवाजाही बढ़ रही है, अतः रेलवे ट्रैक पर कंटीली झाड़ियों और

पेड़ों को हटाए जाने तथा उस स्थान को स्वच्छ रखने हेतु भी निर्देश प्रदान करने का कष्ट करेंगे ।

मेरा यह भी अनुरोध है कि उपर्युक्त स्थल का केन्द्रीय मंत्रालय स्तर पर स्थानीय सांसद की उपस्थिति में एक विस्तृत सर्वे करवाए जाने हेतु भी निर्देशित करने की कृपा करेंगे ।

दिल्ली और इसके निकटवर्ती क्षेत्रों से एक बड़ी संख्या में श्रद्धालु श्री साई बाबा के दर्शन हेतु शिरडी जाते हैं । लेकिन, उन्हें रेल आरक्षण न मिलने के कारण बड़ी कठिनाई का सामना करना पड़ता है । हालांकि, पवित्र तीर्थ धाम शिरडी में रेलवे स्टेशन स्थापित कर दिया गया है । लेकिन, राजधानी दिल्ली से शिरडी के लिए प्रतिदिन सुपरफास्ट दुरंतो या वंदे भारत एक्सप्रेस रेलगाड़ी चलाए जाने की व्यवस्था अब तक नहीं हो पायी है, जिस कारण दिल्ली व इसके निकटवर्ती क्षेत्रों के श्रद्धालुओं को शिरडी आवागमन में बड़ी दिक्कतों का सामना करना पड़ रहा है ।

अतः मेरा अनुरोध है कि श्रद्धालुओं की बढ़ती हुई संख्या को देखते हुए राजधानी दिल्ली से शिरडी के लिए दोनों तरफ से प्रतिदिन दुरंतो एक्सप्रेस / वंदे भारत एक्सप्रेस रेलगाड़ी चलाये जाने और राजधानी दिल्ली से मनमाड़ / कोपरगांव से गुजरने वाली सभी रेलगाड़ियों की सभी श्रेणियों में आरक्षण का कोटा बढ़ाये जाने के साथ-साथ कोपरगांव में सभी रेलगाड़ियों के ठहराव कम से कम 5 मिनट का किए जाने हेतु निर्देश प्रदान करने का कष्ट करेंगे ।

यह सर्वविदित है कि विश्व प्रसिद्ध श्रीसाई बाबा के तीर्थ धाम शिरडी में देश के विभिन्न हिस्सों से ही नहीं बल्कि विदेश से भी प्रतिदिन बड़ी संख्या में सभी धर्मों के श्रद्धालु दर्शनार्थ के लिए जाते हैं । लेकिन इन श्रद्धालुओं के लिए विश्व प्रसिद्ध शिरडी धाम के निकटवर्ती रेलवे स्टेशन कॉपरगांव एवं नागरसुल में मूलभूत सुविधाओं का भारी अभाव है । इन दोनों रेलवे स्टेशनों को आदर्श रेलवे स्टेशन का दर्जा देकर सुन्दर और अधिक सुविधा सम्पन्न बनाकर मूलभूत सुविधायें उपलब्ध करवाये जाने की आवश्यकता है ।

साई बाबा के दर्शनार्थ विश्व प्रसिद्ध शिरडी धाम आने वाले श्रद्धालुओं के लिए सभी सुपरफास्ट रेलगाड़ियों में कॉपरगांव / मनमाड़ के लिए सभी श्रेणियों के लिए सीट की उपलब्धता बढ़ाये जाने एवं इन दोनों रेलवे स्टेशन पर सभी सुपरफास्ट एक्सप्रेस रेलगाड़ियों के ठहराव दिए जाने की आवश्यकता है ।

मैं यह भी अवगत कराना चाहूंगा कि (नासिक और पूना) तथा शिरडी शाहपुर वाया अकोला) और बेलापुर वाया नेवासा परली वैद्यनाथ के बीच नई रेल लाइन बिछाने की मांग पिछले काफी से की जा रही है । लेकिन, अब तक इन लाइनों के निर्माण में कोई प्रगति नहीं हुई है ।

मेरा अनुरोध है कि उपरोक्त संबंध में यथोचित निर्देश प्रदान करने का कष्ट करेंगे और साथ ही उपर्युक्त विषयों पर केन्द्रीय मंत्रालय स्तर से स्थानीय सांसद की उपस्थिति में एक विस्तृत सर्वे करवाए जाने हेतु भी निर्देशित करने की कृपा करेंगे ।

मेरे संसदीय क्षेत्र शिरडी (महाराष्ट्र) में अकोले एक आदिवासी बाहुल्य तहसील है और प्राकृतिक सुंदरता से भरा है । अकोले तहसील को मिनी कश्मीर के रूप में भी जाना जाता है । लेकिन, इसके बावजूद पर्यटन विकास की दृष्टि से इस क्षेत्र का मेजरदारा. विकास नहीं हुआ है । अकोले तहसील के अन्तर्गत भंडारदारा बांध, महाराष्ट्र की उच्चतम कलसुबाई चोटी, हरिश्चंद्र किला, सह्याद्री की पर्वत श्रृंखलाओं में कोंकण तट, प्रसिद्ध संधान घाटी, रंधा झरना, प्राचीन मूर्तियों के साथ अमृतेश्वर मंदिर इत्यादि आते हैं ।

इस क्षेत्र के पर्यटनीय विकास हेतु अगर पुणे-नासिक हाई-स्पीड रेलवे लाइन अकोले तहसील से होकर गुजरती है तो इस क्षेत्र को पर्यटन के तौर पर विकसित किया जा सकेगा तथा इस आदिवासी बाहुल्य तहसील में संचार और औद्योगिक गतिविधियों को बढ़ावा मिलेगा और इससे कई लाख यात्रियों को भी फायदा पहुंचेगा तथा रेलवे लाइन की 30 कि०मी० की दूरी भी कम होगी ।

अतः मेरा अनुरोध है कि पुणे-नासिक हाई स्पीड रेलवे लाइन को अकोले तहसील से संचालित किए जाने हेतु केन्द्रीय मंत्रालय स्तर पर स्थानीय सांसद की उपस्थिति में एक विस्तृत सर्वे करवाकर निर्देश प्रदान करने का कष्ट करेंगे ।

मुझे अपने संसदीय क्षेत्र के भ्रमण के दौरान शिर्डी-अहमदनगर-पुणे इंटरसिटी रेल सेवा प्रारम्भ किए जाने तथा बेलापुर रेलवे स्टेशन पर रेलगाड़ी संख्या 16229 (सोलापुर-वाराणसी) और 1211 (पुणे-नागपुर गरीब रथ) के ठहराव दिए जाने हेतु विगत काफी समय से मांग की जा रही है तथा बेलापुर रेलवे स्टेशन पर उक्त दोनों रेलगाड़ियों के ठहराव दिए जाने की सिफारिश मंडल रेलवे द्वारा रेल बोर्ड को

की गयी है, जो अभी तक लंबित है ।

मैं सरकार को यह भी अवगत कराना चाहूंगा कि शिर्डी आने वाले श्रद्धालुओं के लिए क्षेत्रीय भ्रमण के दौरान रेलगाड़ी नं० 51033/51034 साईं नगर-दौंड-पुणे-मुंबई शिर्डी रेलगाड़ी शुरू किए जाने की भी मांग की गई है ।

मेरा अनुरोध है कि उपर्युक्त संबंध में यथोचित निर्देश प्रदान करने का कष्ट करेंगे और साथ ही उपर्युक्त विषयों पर केन्द्रीय मंत्रालय स्तर से स्थानीय सांसद की उपस्थिति में एक विस्तृत सर्वे करवाए जाने हेतु भी निर्देशित करने की कृपा करेंगे ।

श्रद्धालुओं की बढ़ती हुई संख्या को देखते हुए राजधानी दिल्ली से शिर्डी के लिए दोनों तरफ से प्रतिदिन दुरंतो एक्सप्रेस / वंदे भारत एक्सप्रेस रेलगाड़ी चलाये जाने, राजधानी दिल्ली से मनमाड़ / कोपरगांव से गुजरने वाली सभी रेलगाड़ियों की सभी श्रेणियों में आरक्षण का कोटा बढ़ाये जाने और कोपरगांव में सभी रेलगाड़ियों का कम से कम 5 मिनट का स्टॉपेज दिए जाने हेतु आवश्यक कार्यवाही की जाए ।

विश्व प्रसिद्ध श्रीसाई बाबा के तीर्थ धाम शिर्डी में देश के विभिन्न हिस्सों से ही नहीं बल्कि विदेश से भी प्रतिदिन बड़ी संख्या में सभी धर्मों के श्रद्धालु दर्शनार्थ के लिए जाते हैं । लेकिन इन श्रद्धालुओं के लिए विश्व प्रसिद्ध शिर्डी धाम के निकटवर्ती रेलवे स्टेशन कॉपरगांव एवं नागरसुल में मूलभूत सुविधाओं का भारी अभाव है । इन दोनों रेलवे स्टेशनों को आदर्श रेलवे स्टेशन का दर्जा देकर सुन्दर और अधिक सुविधा सम्पन्न बनाकर मूलभूत सुविधायें उपलब्ध करवाये जाने की आवश्यकता है ।

मेरे शिर्डी लोकसभा क्षेत्र में पुणे-नासिक हाई स्पीड रेलवे लाइन निर्माणाधीन है और अकोले तहसील के देवठाण गांव और क्षेत्र का भूमि अधिग्रहण के लिए उल्लेख किया गया है । इसी तरह, देवठाण में क्रॉसिंग स्टेशन और देवठाण क्षेत्र में गणेश खिंड का उल्लेख नक्शे पर किया गया है, हालाँकि, रेलवे लाइन को अकोले तहसीलके बजाय संगमनेर तहसीलसे नासिक की ओर मोड़ दिया गया है । इससे क्षेत्र के लोग आक्रोशित हैं । यदि यह रेलवे लाइन अकोले तहसीलसे गुजरती है, तो रेलवे लाइन की दूरी 30 कि०मी० कम हो जाती है और इसी तरह इस रेलवे लाइन से 2 लाख यात्रियों को फायदा होता है ।

यह भी अवगत कराना चाहूंगा कि मेरे निर्वाचन क्षेत्र में अकोले एक आदिवासी बहुल तहसील है, और प्राकृतिक सुंदरता से भरा है। अकोले तहसील मिनी कश्मीर के रूप में जाना जाता है। लेकिन, इसके बावजूद पर्यटन विकास की दृष्टि से क्षेत्र का विकास नहीं हुआ है। अकोले तहसील के अन्तर्गत भंडारदरा बांध, महाराष्ट्र की उच्चतम कलसुबाई चोटी, हरिश्चंद्र किला, सह्याद्री की पर्वत श्रृंखलाओं में कोंकण तट, प्रसिद्ध संघान घाटी, रंधा झरना, प्राचीन मूर्तियों के साथ अमृतेश्वर मंदिर इत्यादि आते हैं। हालांकि इसके पर्यटन के विकास के लिए कोई विकास योजना तैयार नहीं की गई है। इसके अलावा, अगर पुणे-नासिक हाई-स्पीड रेलवे लाइन अकोले तहसील से गुजरती है, तो इन पर्यटन स्थलों को विकसित किया जा सकता है और तहसील में संचार और औद्योगिक गतिविधियों को बढ़ावा मिल सकता है।

अतः मेरा अनुरोध है कि, पुणे-नासिक हाई स्पीड रेलवे लाइन को अकोले तहसील से संचालित किए जाने हेतु निर्देशित करने का कष्ट करेंगे।

मेरा यह भी अनुरोध है कि इस संदर्भ में केन्द्रीय मंत्रालय स्तर पर स्थानीय सांसद की उपस्थिति में एक विस्तृत सर्वे करवाए जाने हेतु भी निर्देशित करने की कृपा करेंगे।

साई बाबा के दर्शनार्थ विश्व प्रसिद्ध शिरडी धाम आने वाले श्रद्धालुओं के लिए सभी सुपरफास्ट रेलगाड़ियों में कॉपरगांव / मनमाड के लिए सभी श्रेणियों के लिए सीट की उपलब्धता बढ़ाये जाने एवं कॉपरगांव स्टेशन पर सम्पर्क कांति एक्सप्रेस (2629) एवं पूणे-गोरखपुर एक्सप्रेस (1037) तथा यशवंतपुर-बंगलौर-हजरत निजामुद्दीन सहित सभी एक्सप्रेस रेलगाड़ियों का ठहराव दिए जाने की आवश्यकता है।

- कोल्हापुर-धनबाद साप्ताहिक रेल को पुणे-मनमाड-खंडवा-इटारसी होकर धनबाद चलाया जाए।
- बेलापुर से दौंड तक मासिक सीजन पास की अनुमति प्रदान की जाए।
- साई नगर रेलवे स्टेशन से बंगलौर, अहमदाबाद साप्ताहिक रेल को सप्ताह में तीन बार चलाया जाए और इस रेल सेवा को अजमेर, जयपुर, जोधपुर तक बढ़ाया जाय।
- साई नगर-तिरुपति रेल सेवा को सोलापुर-दौंड होकर सप्ताह में दो बार चलाया जाए।

- सोलापुर-साईं नगर जयपुर साप्ताहिक हॉलीडे एक्सप्रेस भोपाल मार्ग से चलाया जाए ।
- साईं नगर पुणे मुंबई फास्ट पैसेंजर को अलग से चलाया जाए ।
- पुणे-अमृतसर एक्सप्रेस साप्ताहिक चलायी जाए ।
- पुणे-मनमाड़ पैसेंजर को सीधे कल्याण या इगतपुरी तक चलाया जाए ।
- कोल्हापुर-धनबाद एक्सप्रेस साप्ताहिक रेल को साईंनगर में ठहराव दिया जाए ।
- दौंड-मनमाड़ औरंगाबाद होते हुए अहमदाबाद-राजकोट-गांधीधाम के लिए नई रेल गाड़ी चलायी जाए ।
- शिर्डी-अहमदनगर-अजमेर-जोधपुर के लिए नई रेलगाड़ी चलायी जाए ।
- शिर्डी से अजमेर के लिए नई रेलगाड़ी चलायी जाए ।
- साईं बाबा के दर्शनार्थ विश्व प्रसिद्ध शिरडी धाम आने वाले श्रद्धालुओं के लिए सभी सुपरफास्ट रेलगाड़ियों में कॉपरगांव / मनमाड के लिए सभी श्रेणियों के लिए सीट की उपलब्धता बढ़ायी जाए ।
- साईं बाबा के दर्शनार्थ विश्व प्रसिद्ध शिरडी धाम आने वाले श्रद्धालुओं के लिए कॉपरगांव स्टेशन पर सम्पर्क कांति एक्सप्रेस (2629) एवं पूणे-गोरखपुर एक्सप्रेस (1037) तथा यशवंतपुर-बंगलौर-हजरत निजामुद्दीन सहित सभी एक्सप्रेस रेलगाड़ियों का ठहराव दिया जाए ।
- विश्व प्रसिद्ध शिरडी धाम की पवित्र महत्ता को देखते हुए कॉपरगांव रेलवे स्टेशन को आदर्श रेलवे स्टेशन का दर्जा दिया जाए तथा इस स्टेशन को सुन्दर और अधिक सुविधा सम्पन्न बनाकर वहां आने वाले श्रद्धालुओं को सभी आवश्यक मूलभूत सुविधाएं उपलब्ध करायी जाए ।
- विश्व प्रसिद्ध शिरडी धाम के लिए विशेष एक्सप्रेस रेलगाड़ी दिल्ली से शिरडी और शिरडी से दिल्ली के लिए प्रतिदिन चलायी जाए ।
- देवगिरी एक्सप्रेस के साथ पुणे-मुडखर एक्सप्रेस (1321) में अतिरिक्त कोच लगाए जाए ।
- दौंड-मनमाड़-मुंबई रेलगाड़ी में श्री टायर कोच लगाए जायें ।
- शिरडी-मुंबई फास्ट यात्री गाड़ी में कोच की संख्या बढ़ाई जाए ।

- पुणे-मनमाड (1601) यात्री गाड़ी को कल्याण तक बढ़ायी जाए ।
- 2113/2114 पुणे-नागपुर गरीब रथ का ठहराव बेलापुर में दिया जाए ।
- कोल्हापुर-धनबाद साप्ताहिक एक्सप्रेस का ठहराव बेलापुर में दिया जाए ।
- सभी रेलगाड़ियों का ठहराव बेलापुर में दिये जाएं ।
- विश्व प्रसिद्ध साई बाबा शिरडी घाम के निकटवर्ती नागरसुल स्टेशन को आदर्श रेलवे स्टेशन का दर्जा दिए जाने और इस स्टेशन को सुन्दर और अधिक सुविधा सम्पन्न बनाकर दक्षिण भारत से प्रतिदिन हजारों की संख्या में वहां आने वाले श्रद्धालुओं को सभी आवश्यक मूलभूत सुविधाएं उपलब्ध करायी जाए ।
- शिरडी और दिल्ली के बीच प्राथमिकता के आधार पर एक नई सुपरफास्ट रेलगाड़ी प्रतिदिन चलायी जाए ।
- शिरडी आने वाली रेलगाड़ियों में आरक्षण कोटा बढ़ाया जाए ।
- कॉपरगांव स्टेशन पर और प्लेटफॉर्म का निर्माण किया जाए ।
- शिरडी में रेलवे स्पेयर पार्ट विनिर्माण इकाई स्थापित की जाए ।
- इंडियन रेलवे कैटरिंग एंड टूरिज्म कॉरपोरेशन द्वारा देश के प्रमुख धार्मिक तीर्थ स्थलों विशेषतः विश्व प्रसिद्ध साई बाबा शिरडी धाम के लिए स्पेशल पैकेज टूर तैयार करते हुए राजधानी दिल्ली से शिरडी तक वातानुकूलित रेलगाड़ी चलायी जाए ।
- महाराष्ट्र राज्य में विशेषकर शिरडी शहर में रेलवे कोच फैक्टरी की स्थापना की जाए ।
- शिर्डी संसदीय क्षेत्र के सभी पर्यटन स्थलों की रेल नेटवर्क से जोड़ा जाए ।
- पुणे-नागपुर गरीब रथ (2113) को कॉपरगांव में ठहराव दिया जाए ।
- पुणे-गोरखपुर एक्सप्रेस (1037) को कॉपरगांव में ठहराव दिया जाए ।
- कॉपरगांव में उच्च स्तरीय प्लेटफार्म के लिए 25 बीसीएन लेंथ बनायी जाए ।
- कॉपरगांव में 20 बीसीएन के लिए शर्ड कवर्ड का प्रावधान किया जाए ।
- कॉपरगांव में 15 बीसीएन हेतु गोदाम स्टॉरेज की क्षमता बढ़ायी जाए ।

- कॉपरगांव में श्रमिकों व यात्रियों के लिए पेय जल का प्रावधान किया जाए ।
- महाराष्ट्र राज्य के शिरडी शहर में गुर्दा प्रत्यारोपण, हृदय शल्य चिकित्सा और कैंसर की जांच तथा इलाज के विशेष उपचार सहित एक पूर्णतः सुसज्जित रेलवे अस्पताल स्थापित किया जाए।
- महाराष्ट्र राज्य में विशेषकर शिरडी संसदीय क्षेत्र के अन्तर्गत आने वाले रेलवे स्टेशनों के प्लेटफॉर्म पर कवर शेड उपलब्ध करवाए जाए ।
- महाराष्ट्र राज्य में विशेषकर शिरडी संसदीय क्षेत्र के अन्तर्गत आने वाले रेलवे स्टेशनों पर पर्याप्त पेय जल उपलब्ध करवाया जाए ।
- महाराष्ट्र राज्य में विशेषकर शिरडी संसदीय क्षेत्र के अन्तर्गत सभी रेलवे स्टेशनों पर सफाई व्यवस्था में सुधार किया जाए ।

निम्नांकित नई रेलवे लाइन का सर्वेक्षण करवाकर निर्माण संबंधी कार्य शीघ्र प्रारम्भ करवाए जाएं ।

(1) शिर्डी से रोटेंगांव वाया पुणताम्बा

(2) शिर्डी से शनि सिंगनापुर

(3) बेलापुर से परली वैजनाथ

(4) शिर्डी से शाहपुर वाया अकोले

मेरा अनुरोध है कि उपर्युक्त सभी विषयों पर संबंधित अधिकारियों को समुचित निर्देश प्रदान करने की कृपा करेंगे और केन्द्रीय मंत्रालय स्तर से जाच / सर्वे के दौरान स्थानीय सांसद की भागीदारी भी सुनिश्चित किए जाने हेतु निर्देश प्रदान करेंगे ।

अंत में, मैं कहना चाहता हूँ कि यह बजट रेलवे क्षेत्र में आवश्यक सुधारों को पूरा करने में विफल रहा है । मुझे लगता है कि सरकार को रेलवे क्षेत्र में और अधिक सुधारों की आवश्यकता है, और यह बजट उस आवश्यकता को पूरा करने में विफल रहा है । अतः मैं अपनी और अपनी पार्टी की ओर से लोक सभा में प्रस्तुत वर्ष 2025-26 के रेल मंत्रालय के बजट का पूरजोर विरोध करते हुए अनुरोध करता हूँ कि मेरे संसदीय क्षेत्र से संबंधित उक्त विषयों पर सहानुभूतिपूर्वक विचार करते हुए धन का आवंटन

सुनिश्चित किया जाए । धन्यवाद ।

***SHRIMATI PRATIBHA SURESH DHANORKAR (CHANDRAPUR):** I represent Chandrapur Lok Sabha Constituency and there is an urgent need to develop railway network here. As of now, railway infrastructure is not available as per the need. I demand to start fast and super-fast trains or the train like Vande Bharat on Ballarpur-Pune and Ballarpur -Mumbai Route.

In addition to this, I would also like to demand to start a DEMU train on Ballarpur-Nagpur Route having at least 3 trips a day for the convenience of passengers doing up down on this route on daily basis.

I also demand to start a train for Kolkata via Ballarpur-Gondia. Kazipet-Pune train should run thrice a week.

The Government should take an initiative to start railway operations at large scale in Yavatmal district too.

There is a village called Visapur in Ballarpur Tehsil and a railway line passing through it divides this village in two parts.

An underpass has been constructed there but, it is not possible to walk through it during dark. Hence, I would like to request the Government to kindly construct a footbridge there.

***डॉ. शिवाजी बंडाप्पा कालगे (लातूर) :** हाल ही में जो बजट पेश हुआ है और मैं उस पर अपने विचार रखना चाहता हूँ ।

* English translation of the speech originally laid on the Table in Marathi.

* Speech was laid on the Table.

मैं लातूर चुनाव क्षेत्र से आता हूँ। मेरे चुनाव क्षेत्र में मध्य रेलवे और दक्षिण मध्य रेलवे की ओर से पूरा कारोबार किया जाता है। हमारे चुनाव क्षेत्र में रोप्वे बोगी कारखाना रेल मंत्रालय की ओर से लगाया गया है लेकिन अभी तक उसका प्रॉडक्शन चालू नहीं हो पाया है। कृपया इसका जल्द से जल्द प्रॉडक्शन चालू करें। उसका सबसे बड़ा फायदा यह होगा कि जो मुम्बई से विशाखापट्टनम जोड़ने वाला सबसे कम दूरी का ट्रैक बनेगा जिसकी वजह से टाइम और इंधन की भारी बचत होगी।

- लातूर रोड से नांदेड ट्रैक का काम भी बहुत ही धीमा है उसकी ओर ध्यान देने की जरूरत है।
- लातूर रेलवे स्टेशन से नॉर्थ इंडिया के लिए एक भी ट्रेन नहीं चलती है। कृपा करके हमारे चुनाव क्षेत्र से दिल्ली, कटरा, अजमेर के लिए ट्रेन चलाई जाए।
- लातूर से दक्षिण भारत के लिए भी बहुत ही कम ट्रेन है। कृपया लातूर से तिरुपति, बंगलूरु, चेन्नई से कन्याकुमारी के लिए रेग्यूलर बेसिस पर ट्रेने चलाई जाएं।
- कोल्हापुर से नागपुर ट्रेन रेग्यूलर बेसिस पर चलाई जाए।
- पुणे-सिकंदराबाद वंदे भारत ट्रेने या मुंबई सिकंदराबाद की कुछ ट्रेने वाया लातूर चलाई जाए।
- लातूर रोड लूप का काम तुरंत चालू करे जिसके कारण यहां पर जो हर ट्रेन को 45 मिनट का अधिक समय लगता है वह बच जाएगा।
- पूरे क्षेत्र में ऐसे स्थानकों पर टॉइलेट हमेशा बंद रहते हैं उसको तुरंत चालू करें तथा उसकी देखभाल सही तरीके से हो।
- सुरक्षा के हेतु रेलवे स्थानकों पर पुलिस चौकी का निर्माण करके वहां का स्टॉफ maintain करे।
- कोरोना कार्यकाल में बंद पड़ी रेलवे गाड़ियां तुरंत चालू की जाए।
- लातूर स्टेशन पर जो ट्रेन (मुंबई लातूर सुपर फास्ट एक्सप्रेस) हफ्ते में 4 दिन दिनभर रुकती है उसे लातूर-हडपसर के लिए रेग्यूलर बेसिस पर चालू करें। हजारों पैसेंजर के लिए फायदा

होगा।

- लातूर रोड को कुडूवादी के बीच में नये क्रॉसिंग स्टेशन का निर्माण हो जिसमें काफी टाइम की बचत होगी।
- लातूर रेलवे स्टेशन पर पिट लाइन का काम बहुत मंद गती से चालू है उसे तुरंत पूरा किया जाए।
- चुनाव क्षेत्र में जरूरत के हिसाब से ROB तथा RUB का काम तुरंत किया जाए। आब्टा मोड, उदयगिर शटर प्रानगांव के ROB तुरंत होना जरूरी है।
- लातूर रेलवे स्थानक पर प्लेटफॉर्म न. 3 और 4 का काम तुरंत मंजूर करें तथा जल्द से जल्द पूरा करें।
- पिटलाइन तथा अमृत भारत स्टेशन (लातूर) के लिए Sufficient बजट की तरनूद करे।
- कोरोना काल में बंद पड़े स्टॉप को तुरंत चालू करें।

श्री कौशलेन्द्र कुमार (नालंदा) : सभापति महोदय, आपने मुझे वर्ष 2025-26 के लिए रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांगों पर बोलने का अवसर दिया है, उसके लिए मैं आपको बहुत-बहुत धन्यवाद देता हूं। मैं रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांगों के समर्थन में बोलने के लिए खड़ा हुआ हूं। माननीय वित्त मंत्री जी द्वारा वर्ष 2025-26 के बजट में रेलवे को 2,52,200 करोड़ रुपये का आवंटन किया गया है। उन्होंने इतनी बड़ी राशि से रेलवे के विकास, विस्तार और सुरक्षा पर फोकस किया है। मैं माननीय वित्त मंत्री जी और रेल मंत्री जी को बधाई और धन्यवाद देता हूं।

महोदय, माननीय रेल मंत्री जी रेलवे के प्रति काफी सजग रहते हैं। रेलवे देश की लाइफ लाइन कहलाती है, किंतु कोरोना काल के बाद कुछ बदलाव आया है। वैसे तो भारतीय रेलवे पूरी दुनिया में दूसरा सबसे अधिक माल ढुलाई करने वाला विभाग बनने जा रहा है। मैं इसके लिए रेल मंत्री जी को विशेष रूप से बधाई देता हूं। रेलवे करीब 200 नई वंदे भारत ट्रेन्स, 100 अमृत भारत ट्रेन्स और 50 नमो भारत रैपिड रेल का जल्द ही संचालन करने वाली है, जिससे आम यात्रियों को रेलवे की यात्रा में काफी बदलाव देखने को मिलेगा। यात्रियों को तेज, सुरक्षित, स्वच्छ एवं आरामदायक रेल यात्रा की

सुविधा भी मिलेगी। बजट में भारतीय रेलवे के विकास का रोडमैप तैयार किया गया है। इससे रेलवे के बुनियादी ढांचे के विकास, सुरक्षा के लिए विशेष प्रावधान तथा विश्वस्तरीय रेलवे स्टेशनों के निर्माण के साथ-साथ यह विभाग आगे बढ़ेगा।

सभापति महोदय, मैं एक विषय के ऊपर रेल मंत्री जी का ध्यान आकृष्ट कराना चाहता हूँ। अधिक मांग वाले मार्गों पर बहुत ज्यादा भीड़-भाड़ रहती है, जिस पर रेलवे को ध्यान देने की आवश्यकता है, विशेषकर बिहार आने-जाने वाली गाड़ियों में भीड़ की स्थिति चिंताजनक है। इस पर एक रोडमैप बनाने की आवश्यकता है। मेरा मानना है कि लंबी दूरी की गाड़ियों में द्वितीय श्रेणी और स्लीपर कोचेज़ को बढ़ाने की जरूरत है।

सभापति महोदय, रेल दुर्घटनाओं को देखते हुए मेरा एक सुझाव है कि रेलवे में जितने भी कर्मचारी कार्यरत हैं, उनको लगातार ट्रेनिंग देने की आवश्यकता है। कई घटनाएं घट चुकी हैं। मैं बिहार राज्य से आता हूँ। इस वर्ष रेलवे को करीब 10,066 करोड़ रुपये दिए गए हैं। इससे राज्य में रेलवे के विकास को गति मिलेगी। बिहार में पूर्णरूपेण विद्युतीकरण का काम पूरा कर लिया गया है। अब बिहार में 100 प्रतिशत रेलवे ट्रैक्स बिजली से चलने वाले हो गए हैं। 57 प्रोजेक्ट्स पर लगभग 86,458 करोड़ रुपये की लागत से काम चल रहा है। 98 अमृत भारत स्टेशनों के पुनर्निर्माण का काम चल रहा है। इस पर करीब 3,164 करोड़ रुपये खर्च होंगे। 1,783 किलोमीटर रेलवे ट्रैक्स पर कवच सिस्टम लगाने का काम भी चल रहा है। बिहार में 12 वंदे भारत ट्रेन्स चल रही हैं। एक अमृत भारत ट्रेन दरभंगा से चल रही है। अगर देखा जाए, तो बिहार में रेलवे का चहुंमुखी विकास हो रहा है।

सभापति महोदय, अब मैं रेलवे की नियंत्रणाधीन अनुदानों की मांगों पर अपने संसदीय क्षेत्र के बारे में कुछ बोलना चाहता हूँ। राजगीर से फतुहा वाया बिहार शरीफ, चंडी, रुखाई, दनियावां होते हुए फतुआ तक जो ट्रेन चलती है, इसे पटना जंक्शन तक ले जाने की जरूरत है, ताकि आम लोगों को सुविधा मिल सके।

इस्लामपुर से पटना के लिए मैंने एक जोड़ी अतिरिक्त मेमू ट्रेन चलाने के लिए कई बार हाउस में बोला है और चिट्ठी के माध्यम से भी माननीय मंत्री जी से पत्राचार भी किया है। माननीय मंत्री जी से

अनुरोध है कि इस्लामपुर से पटना के लिए सुबह 6 बजे ट्रेन है। उसके बाद कोई ट्रेन नहीं है, फिर तीन बजे ट्रेन है। वहां पर एक जोड़ी ट्रेन दी जाए। यह काफी सराहनीय काम होगा। राजगीर-हावड़ा फास्ट पैसेंजर ट्रेन राजगीर से हावड़ा के लिए चलती थी, किन्तु कोविड के बाद से वह बंद है। इस फास्ट पैसेंजर ट्रेन से बड़ी संख्या में लोग मेरे संसदीय क्षेत्र नालंदा से देवघर और कोलकाता दर्शन के लिए जाते थे। मैं मुम्बई से राजगीर के लिए एक ट्रेन चलाने की माँग पहले से कर रहा हूँ। पावापुरी व कुण्डलपुर भगवान महावीर जी की जन्मस्थली है। जैन धर्म के मानने वाले लोग महाराष्ट्र से काफी आते हैं। नालंदा से बड़ी संख्या में लोग अहमदाबाद और सूरत आते-जाते रहते हैं, परन्तु यहाँ से एक भी सीधी ट्रेन नहीं है। अतः राजगीर से सूरत के लिए एक डायरेक्ट ट्रेन चलाई जाए।

सभापति महोदय, हिलसा स्टेशन से कोर्ट परिसर और एसडीओ ऑफिस जाने के लिए कोई रास्ता नहीं है। हिलसा जंक्शन पर एक ऊपरी पुल बनाये जाने की आवश्यकता है। मेरे क्षेत्र पावापुरी रेलवे स्टेशन के विकास के लिए आपने पाँच करोड़ रुपये का आवंटन भी किया है। इसके लिए मैं माननीय रेलमंत्री जी को बधाई देता हूँ और धन्यवाद देता हूँ। बिहार शरीफ से एकंगरसराय होते हुए जहानाबाद तक नई रेलवे लाइन की माँग पहले से रही है। मैं माननीय मंत्री जी से अनुरोध करूंगा कि वहां पर सर्वे का भी काम हुआ है। इसको शीघ्र कराने की जरूरत है। ... (व्यवधान) मैं अपनी बात को दो मिनट में खत्म करता हूँ। मेरे संसदीय क्षेत्र में जितने भी हाल्ट हैं, उन पर प्लेटफॉर्म नहीं है। मैं माननीय मंत्री जी अनुरोध करूंगा कि वहां प्लेटफॉर्म बनाए जाएं तथा बिजली, पानी और शौचालय का भी निर्माण कराया जाए। इस्लामपुर से फतुआ तक दोहरीकरण कराया जाए और बख्तियारपुर से राजगीर और वहां से नटेशर तक दोहरीकरण कराया जाए। वहां पर माल ढुलाई होती है। उन दोनों जगहों पर झारखण्ड से काफी आवागमन होता है। वहां पर दोहरीकरण की आवश्यकता है। आपका बहुत-बहुत धन्यवाद।

SHRI KESINENI SIVANATH (VIJAYAWADA): Sir, I rise today to speak on the Demands for Grants on Railways.

Under the NDA Government, the Budget allocation for Railways has seen

tremendous growth rising from Rs. 68,000 crore in 2019-2020 to over Rs. 2 lakh crore in 2025-2026. This reflects the Government's commitment to make Indian Railways future-ready by the end of this decade. The focus has been on making railways faster, better, and greener, ensuring efficiency and sustainability.

Several transformative initiatives have been undertaken to achieve these goals. A total of 31,180 kms. of railway lines have been commissioned till date at an average commissioning rate of 8.4 kms. per day. Under the Amrit Bharat Station Scheme, 1,337 stations have been selected for modernization to enhance passenger facilities. The introduction of 136 Vande Bharat trains has significantly improved high-speed connectivity across long-distances. Additionally, 91 Gati Shakti Cargo Terminals have been commissioned boosting freight transport.

The Government's commitment to sustainability is evident in the 97 per cent electrification of railway routes. In addition to these national achievements, I would like to thank the Government for approving the South Coast Railway Zone and the Amaravati railway line, a long-pending demand of our region. The Amaravati line will play a crucial role in connecting the new capital with major cities and ports. Furthermore, a Multi-Modal Commercial Cargo Terminal is set up in Paritala village, which is in my Constituency of Vijayawada, strengthening trade and logistics in the region.

The collaborative leadership of our Prime Minister, Shri Narendra Modi ji; our Chief Minister, Shri Nara Chandrababu Naidu garu; and hon. Railway Minister, Shri Ashwini Vaishnaw has been instrumental in securing key infrastructure projects, which will serve as lifelines for Andhra Pradesh.

To continue railway's rapid development, the Government should also focus on the following critical areas. Currently, railway freight earnings rely heavily on coal, which has contributed 50 per cent of revenue in 2023-24. It is essential for the Government to take steps to diversify the freight basket and reduce the dependency. The target of coach production has increased by 11 per cent from 2023-24 to 2024-25. Considering the progress in domestic manufacturing, the Government should explore the potential of exporting the coaches.

Coming to my constituency of Vijayawada, the Railway Division, which plays a crucial role in supporting the economy of Indian Railways, handles over 16.84 million passengers annually. The Vijayawada Railway Junction is the busiest junction in the country and is a part of the Amravati Capital Region – one of the highest revenue-generating divisions in the country. It has surpassed Rs. 5,000 crore in revenue for two consecutive years and recorded the highest ever freight revenue of Rs. 4,000 crore. Despite its strategic location, high passenger density, and financial potential, the funds required for the development of the station of Vijayawada under the Amrit Bharat Station Scheme for the past three years are yet to be disbursed. In my city, Vijayawada, people experience severe traffic congestion due to multiple railway lines passing through the city. Four to five railway gates are closing and opening at an average of 150 times a day. This highlights the urgent need for ROB to ensure smoother traffic flow. A critical project requiring immediate approval of ROB is the Gunadala crossing, which sees the railway gate closing 170 times a day. This area is home to one lakh people working in the automobile industry. This proposal is currently pending with the

Central Government. Additionally, there is an ROB at Ajit Singh Nagar which suffers from severe congestion. This causes a lot of hardships in daily commutes for school children in my city and delays of more than one hour during peak traffic times. In addition, the movement of essential supplies during the recent flash floods in Vijayawada became difficult due to this congestion issue. Therefore, I request hon. Railway Minister, Ashwini Vaishnaw ji, a dynamic leader whose leadership revolutionized Indian Railways, to take into consideration our issues for timely intervention to resolve them.

In conclusion, the NDA Government initiatives have resulted in a new era of growth and modernization of Indian Railways. With continuous investment in infrastructure, technology, and passenger services, the railway sector is set for a promising and sustainable future. Thank you.

DR. GUMMA THANUJA RANI (ARAKU): Sir, despite having a rough length of 3,496 kms in the South Central Railways, Andhra Pradesh does not have its own Railway Recruitment Board. In the reply to the question dated 2nd August 2023, the hon. Railway Minister stated that RRBs are established based on the territorial jurisdiction of Indian Railways, not States, zones, or regions. There is neither sense nor fairness in this scheme. The jurisdiction for entire Andhra Pradesh is with Secunderabad. It is ironic that the 7th largest State in India does not have its own Railway Recruitment Board. This only indicates the neglect from the Union Government towards the people of Andhra Pradesh. I request the Union Minister to look into this issue and urgently find an appropriate solution.

I request the hon. Minister to conduct the pre-recruitment training in ASR in

Manyam district before the Railway Recruitment Board Examination by identifying potential candidates, offering study materials, and practice tests, helping the candidates to prepare for the RRB Examination. This pre-recruitment training will enhance the employability and skills of the local youth, making them more competitive in the RRB Examination.

A new Vande Bharat train from Nellore to Mysore via Tirupati and Renigunta has been proposed to facilitate travel for devotees and tourists. Vande Bharat sleeper train between Tirupati and Visakhapatnam is also recommended to reduce the travel time and improve the connectivity between Visakhapatnam and Tirupati. The Central Government's recent decision to bifurcate the historic Waltair Division has resulted in the creation of new division headquarters at Rayagada. This reorganization has effectively led to the shifting of key revenue generating assets, most notably the Kothavalasa-Kirandul line and the Araku Valley Station, away from Visakhapatnam Division, thereby diluting the Andhra Pradesh control over these vital resources. The Kothavalasa-Kirandul line is renowned for its freight revenue through the transport of mineral resources and the Araku Valley Station is a key route for promoting tourism and local commerce and is integral to the economic backbone of Andhra Pradesh. They represent the critical lifelines for our state. By relocating those assets to the newly formed Rayagada Division under the East Coast Railway, our State stands to lose the significant revenue and strategic connectivity.

The YSRCP has handed over the memorandum to the Minister of Railways urging him to keep the Araku Valley railway station under the Waltair Division as

shifting to the Raigada Division will hurt the sentiments of lakhs of tribal people in my own constituency. I demand a promise from the Railway Minister that Waltair and Rayagada Divisions will not be bifurcated and will be preserved in whole with the newly formed South Coast Railway zone. Even in case of bifurcation, I request the hon. Minister and the Government to do justice for the tribal people in Araku by retaining the station within the Waltair division.

The Chief Minister has promised the people of Andhra Pradesh a high-speed bullet rail corridor and a train connecting Hyderabad, Amaravati, Chennai and Bangalore. While details on this have not been sufficiently available, Visakhapatnam has been wilfully avoided in this project proposal. Despite being on the Howrah-Chennai main line with over 508 trains passing the station every day, Visakhapatnam is not included in this high-speed train project. I remind the House that Visakhapatnam is over 363 kilometres away from Amaravati and there is critical connectivity with fast and reliable way from Visakhapatnam to all the cities such as Chennai, Bangalore and Hyderabad. I request the Railway Minister to look into the same and consider approving the DPR of the Chief Minister's proposal.

Indian Railways has a long legacy in serving Indians without bias and prejudice. Increasing the train stoppages, routes and connectivity in Andhra Pradesh, appointing a permanent general manager to the newly formed railway zones, ensuring fairness in appointments, quality of food and service, and returning to the core economic legacy, and new railway zone within the state will ensure the continued trust of the Andhra Pradesh people in the Ministry's functioning under the leadership of the Railway Minister. Thank you.

श्री अरविंद गणपत सावंत (मुम्बई दक्षिण) : माननीय सभापति जी, रेल बजट पर मैं अपने विचार व्यक्त करने के लिए खड़ा हुआ हूँ। आपने मुझे अनुमति दी, इसलिए मैं आपको पहले बहुत-बहुत धन्यवाद देता हूँ। रेल मंत्री जी का भी मैं अभिनन्दन करता हूँ, क्योंकि उनको अभिनन्दन सुनने की बात यहां से नहीं मिलती होगी। कुछ अच्छे काम जरूर हुए हैं। हाल ही में सूरत से वंदे भारत ट्रेन से आया। मुझे बहुत अच्छा लगा, लेकिन यह सब करते समय मेरे दिमाग में जो विचार आए, जो इन्फ्रास्ट्रक्चर हम बना रहे हैं, जैसे महाराष्ट्र में जब ट्रेन की बात आती है तो दो आती हैं, वहां से दो ट्रेनें, एक तो लोकल और दूसरी डिस्टेंस ट्रेन। मुंबई जैसे शहर में लोकल ट्रेन की हालत आपको मालूम है।

17.00 hrs

जब सुरेश प्रभु जी रेल मंत्री थे तो उन्होंने एलिवेटेड ट्रेन की बात की थी। उस एलिवेटेड ट्रेन का आगे चलकर क्या हुआ, उसके बारे में मुझे पता नहीं चला। अगर वह हार्बर लाइन से वाशी होते हुए जाएगी तो रेलवे की इनकम भी बढ़ेगी और लोगों को सुविधा भी मिलेगी। मुम्बई में जो रेल विकास कॉर्पोरेशन है, उसके लिए आप कभी पूछ लीजिएगा कि वह क्या कर रहा है? मैंने एक सुझाव दिया था कि मुम्बई पोर्ट अथॉरिटी की, चूँकि वहां पर पहले बहुत से गोडाउन्स थे और वहां पर रेलवे ट्रैक भी है, लेकिन वह यूज में नहीं आ रहा है। आपको उसका बेनिफिट मिल सकता है। उसे आप दिन में यात्रियों के लिए यूज कीजिए और रात में फ्रेट के लिए यूज कीजिए। आप दोनों तरीकों से इनकम करेंगे। मुझे लगता है कि आपको इस पर ध्यान देने की आवश्यकता है।

सर, हम जो कर रहे हैं, उससे हमने क्या पाया और क्या खोया, इन दोनों विषयों पर हमें सोचना चाहिए। एकेडमिक तरह से नहीं सोचना चाहिए कि रेलवे में कितने पैसे की बढ़ोतरी हुई या एक्सीडेंट्स कितने कम हुए, चूँकि आज भी लोग रेल एक्सीडेंट में मर रहे हैं। जब विकास की बात करते हैं तो हम क्या गलत कर रहे हैं, उसके बारे में भी सोचना चाहिए। अभी जो इन्फ्रास्ट्रक्चर बढ़ रहा है, लेकिन आप देखिए कि उसमें ब्यूटिफिकेशन पर ज्यादा खर्चा हो रहा है। हमारे यहां पर कोकण में एक रेलवे स्टेशन है। वह बहुत बढ़िया बना हुआ है, खूबसूरत बना है। उस पर मैं कोई टीका-टिप्पणी नहीं करूंगा, लेकिन प्लेटफार्म पर छत नहीं है। प्लेटफार्म पर टॉयलेट की सुविधा नहीं है, लेकिन बाहर से एकदम खूबसूरत

बना हुआ है। लोग मुझे बोलते हैं कि सावंत साहब प्लेटफार्म पर छत नहीं है। वहां पर आपने एस्केलेटर भी लगाया है। मैंने वहां के जीएम से कहा था तो उन्होंने कहा था कि हम आपको डाउन जाने के लिए भी एस्केलेटर दे देंगे, लेकिन ये जो महत्वपूर्ण बातें हैं जैसे छत होना, टॉयलेट्स होना, वे नहीं हैं।

दूसरी बात यह है कि मैं बार-बार कहता हूँ कि आप लोकल ट्रेन को डिफाइन कीजिए। अगर आप दहानू तक जा रहे हैं तो वह करीब 90 से 100 किलोमीटर है। खासकर मैंने एक ही मांग की थी कि आप कोच बना रहे हैं, वे अच्छे बना रहे हैं, उसमें कोई डाउट नहीं है, लेकिन आप महिलाओं के बारे में नहीं सोचते हैं। अगर एक महिला प्रेग्नेंट है और वह दहानू जा रही है तो आप जानते हैं कि एक से डेढ़ घंटे के बाद ही दूसरी ट्रेन है और कंपार्टमेंट में टॉयलेट नहीं है, क्योंकि वह लोकल ट्रेन है और अगर वह उतरेगी तो दूसरी ट्रेन के लिए एक से डेढ़ घंटा रुकना पड़ेगा। इसलिए मैं आपसे कहना चाहता हूँ कि आप लेडीज के लिए एक ऐसा कोच बनाइए, जिसमें टॉयलेट की सुविधा हो और हमारी महिलाओं को सुविधा मिल सके।

कोंकण रेलवे के बारे में अभी मैंने जैसा कहा कि आप इंफ्रास्ट्रक्चर पर खर्चा कर रहे हैं, खूबसूरती पर खर्चा कर रहे हैं। कोंकण रेलवे के डबल ट्रैक के लिए मैं जानता हूँ कि उस पर खर्चा बहुत होगा। मैं यह नहीं कहता हूँ कि वह एकदम से हो जाएगा, क्योंकि वहां पर बहुत से टनल्स हैं। जब कोंकण रेलवे का डबल ट्रैक हो जाएगा तो आपको उससे बहुत ज्यादा फायदा होगा, लेकिन वहां पर एक परेशानी है। आप जानते होंगे कि कोंकण रेल शुरू करने के लिए मधु दंडवते जी, जो हमारे पूर्व रेल मंत्री थे, उन्होंने इनिशिएटिव लिया था और वहां पर बहुत आंदोलन भी हुआ था। उस आंदोलन में लाठी खाने वाला मैं आपके सामने खड़ा हूँ। बाद में वहां पर रेल शुरू हुई। लोगों ने उसका स्वागत किया, लेकिन आज क्या हो रहा है? वहां के लोकल लोगों को उसकी सुविधा नहीं मिल पा रही है, जैसे वहां पर दादर सावंतवाडी नाम से एक ट्रेन चलती थी। वह गरीबों के लिए चलती थी। वह गरीब नवाज जैसी ट्रेन है। दादर सावंतवाडी ट्रेन कोविड के समय बंद हो गई थी और उसे दोबारा शुरू नहीं किया गया। उसके लिए हमने बहुत मांग की। होली के त्यौहार पर तो ट्रेन बहुत आवश्यक होती है। त्यौहारों पर ही लोग ट्रेनों से ज्यादा आते-जाते हैं तो उसे एक दिन के लिए स्पेशल ट्रेन के नाम से शुरू कर दिया गया। उसी वक्त उन्होंने

गोरखपुर नाम की ट्रेन चलाई। मैंने उनसे कहा कि आप इस ट्रेन को रेगुलर क्यों नहीं करते हैं तो उन्होंने कहा कि लोकल ट्रेन की वजह से आवागमन में परेशानी हो रही है। मैंने उनसे फिर कहा कि अगर गोरखपुर ट्रेन शुरू हो सकती है तो दादर सावंतवाडी ट्रेन शुरू क्यों नहीं हो सकती है? उसके बाद आपने गोरखपुर नाम से एक और ट्रेन चलाई, लेकिन फिर भी दादर सावंतवाडी ट्रेन शुरू नहीं की। रेल कानून के मुताबिक मध्य रेलवे और कोंकण रेलवे, दोनों इकट्ठा बैठकर इस मसले को हल कर सकते हैं, लेकिन वे हर बार इसे बोर्ड का विषय बताते हैं। यह बोर्ड का विषय नहीं है। वे आपस में बैठकर भी इस समस्या का निराकरण कर सकते हैं, लेकिन वे नहीं करते हैं, क्योंकि वे जिम्मेदारी नहीं लेना चाहते हैं। मुझे कभी-कभी काफी गुस्सा आता है कि आपको संवेदना नहीं है, आपको समझ में नहीं आता है कि महाराष्ट्र की क्या समस्या है। हर राज्य की अपनी-अपनी मांग होती है, संवेदना होती है, अस्मिता होती है, लेकिन उसको देखने वाले लोग नहीं हैं। उनको समझ में नहीं आता है। वे सिर्फ एकेडमिक बात को सोचते हैं। इसलिए मेरी मांग है कि इस विषय पर आपको ध्यान देने की आवश्यकता है।

स्वच्छता पर ध्यान देने की आवश्यकता है। अभी भी यह फर्स्ट क्लास में ठीक रहता है, लेकिन अन्य क्लासेज में हालत बहुत बुरी है। पानी की व्यवस्था होनी चाहिए। मैं जानता हूँ कि पानी की प्रॉब्लम है। आपको उस पर पर्सनली ध्यान देना होगा। आपको गाड़ी की सफाई और खास कर टॉयलेट्स की सफाई पर विशेष ध्यान देना होगा। हमें दोनों चीजों से बहुत ज्यादा तकलीफ हो रही है।

इतना सब कुछ होने के बाद भी क्या हमने पिछले सालों में कर्मचारियों की भर्ती की है? उनकी भर्ती नहीं हो रही है। सभी लोग टेंडर्स से आ रहे हैं, कॉन्ट्रैक्ट्स पर आ रहे हैं। मैंने पिछली बार भी कॉन्ट्रैक्ट्स कर्मचारियों के बारे में कहा था। आप रेग्युलर एसी मेनटेनेंस, इंजीनियरिंग स्टाफ की भर्ती कीजिए। उसका कारण यह है कि कॉन्ट्रैक्ट वाले उनको 30-40 हजार वेतन दे रहे थे। अभी फिक्स्ड टर्म जैसा कुछ नाटक आ गया है। उनका वेतन दो वर्ष के बाद इतना नहीं बल्कि इतना कम किया जा रहा है। उनको 20 हजार रुपए में काम करने के लिए कहा जा रहा है, तो कैसे काम चलेगा? हमें उनके जीवन के बारे में भी सोचना चाहिए। जहां अच्छे सुधार हो रहे हैं, मैं वहां के लिए मांग नहीं कर रहा हूँ।

आपने स्टेशनन्स के नाम बदल दिए हैं, लेकिन वे काम आज भी पूरे नहीं हुए हैं। यह मेरा दर्द है।

नाना शंकर सेठ जी ने अपनी जमीन दे कर इस देश में रेल चलवाई, उन्होंने त्याग किया, उन्होंने इसके लिए अपनी जमीन दे दी। उस वक्त ग्रेट इंडियन पेनिनसुला रेलवे थी। उस समय उन्होंने रेलवे के लिए अपनी जमीन दी। मुंबई में जो एलफिंस्टन कॉलेज, जेवियर्स कॉलेज, लॉ कॉलेज हैं, ये सभी उनकी जमीन पर हैं। यह नाना शंकर सेठ की देन है। जो छत्रपति शिवाजी टर्मिनस बना है, उसे नाना शंकर सेठ का नाम देने के लिए तय हुआ था, लेकिन बाद में यह नहीं हुआ। अब बॉम्बे सेंट्रल स्टेशन को उनका नाम देना है। यह छोटी बात है। यह आपके लिए कृतज्ञता का भाव बताना है। यह उनका सम्मान करने की बात है। इतना बड़ा योगदान देने वाले का सम्मान, हम कर नहीं पा रहे हैं। हमें यह बार-बार मांग करने में अच्छा नहीं लगता है।

हाल ही में हमारे आदरणीय प्रधान मंत्री जी की लेक्स फ्रीडमैन पॉडकास्ट ने उनका इंटरव्यू लिया है।... (व्यवधान) उस इंटरव्यू में उन्होंने कहा कि आलोचना जनतंत्र की आत्मा है। प्रधान मंत्री जी ने कहा है कि मैं इस वाक्य का स्वागत करता हूं - आलोचना जनतंत्र की आत्मा है। आगे चल कर उन्होंने कहा कि छत्रपति शिवाजी महाराज और स्वामी विवेकानंद जी मेरी प्रेरणा हैं। हाल ही में उन्होंने छत्रपति शिवाजी महाराज के बारे में बहुत बार कहा है, लेकिन मैं इतने सालों से छत्रपति शिवाजी महाराज टर्मिनस के सामने छत्रपति शिवाजी महाराज जी की छोटी मूर्ति क्योंकि वह हेरिटेज बिल्डिंग है, लगाने के लिए मांग कर रहा हूं। आपने केवड़िया स्टेशन पर वल्लभ भाई पटेल जी की मूर्ति रखी है, इससे हमें गर्व होता है। आपने बिल्डिंग पर म्यूरल भी रखा है, इससे हमें गर्व होता है। छत्रपति शिवाजी टर्मिनस पर छत्रपति शिवाजी की मूर्ति लगाने की मांग करने में मुझे शर्म आती है। यह अपने-आप होना चाहिए और कहा जाना चाहिए कि अरविंद जी मैं यह लगा दूंगा, आप उद्घाटन के समय आइएगा। आप ही इसका क्रेडिट ले लें। जो अच्छा काम करते हैं, उनको उनका क्रेडिट भी मिलना चाहिए, लेकिन आप यह काम करिए। मैं इतनी छोटी-सी मांग करता हूं और रेल को शुभकामनाएं देता हूं कि इसकी सर्विस और ज्यादा बढ़ती जाए।

Modernisation is the real issue. हमारे रेलवे में ऐसे गैंग मैन थे कि वे पटरी पर हैमर बेंग करके, उसकी आवाज से समझ सकते थे कि रेल की पटरी अच्छी है। अब वे नहीं रहे। अब कॉंटैक्ट

वाली बात हो रही है। आप जो कुछ कर रहे हैं, उसमें और अच्छा करने की ईश्वर आपको शक्ति दे। आप जल्द से जल्द स्टेशन के नाम बदल डालें। आप दो पटरियों के लिए काम करें और छत्रपति शिवाजी महाराज जी की मूर्ति वहां पर लगाइए। धन्यवाद।

डॉ. राजकुमार सांगवान (बागपत) : सभापति महोदय, मैं इस सदन में खड़ा हो कर गर्व महसूस कर रहा हूँ, क्योंकि आज हम एक ऐसे ऐतिहासिक रेल बजट पर चर्चा कर रहे हैं, जो रेलवे के भविष्य की नींव रखने जा रहा है। हमारी सरकार ने लगातार दूसरे वर्ष रेलवे के लिए दो लाख, 52 हजार करोड़ रुपए का अभूतपूर्व सकल बजटीय समर्थन आवंटित किया है। इसके लिए मैं माननीय प्रधान मंत्री श्री नरेन्द्र मोदी जी और आदरणीय रेल मंत्री श्री अश्विनी वैष्णव जी के प्रति हृदय से आभार व्यक्त करता हूँ।

यह बजट सिर्फ आंकड़ों का संकलन नहीं है, बल्कि 140 करोड़ देशवासियों के सपनों को साकार करने का माध्यम है। जब हम भारत के विकास की बात करते हैं, रेलवे उसकी रीढ़ की हड्डी है। तेज, सुरक्षित और आरामदायक रेल यात्रा अब केवल एक सपना नहीं, बल्कि एक संकल्प बन चुका है- एक ऐसा संकल्प, जिसे हमारी सरकार पिछले दस वर्षों से पूरी प्रतिबद्धता के साथ निभा रही है। रेलवे की यह प्रगति केवल कागजों पर नहीं, बल्कि देशवासियों के जीवन में आए बदलाव से भी स्पष्ट होती है। मैं अपने क्षेत्र बागपत जाता हूँ, तो लोग बताते हैं कि अब स्टेशन पहले से स्वच्छ हैं, ट्रेनें समय पर चलती हैं और यात्रा अनुभव पहले से कहीं बेहतर हो गया है।

सभापति जी, बागपत लोक सभा क्षेत्र में उत्तर प्रदेश के लोग रेल से जुड़ी समस्याओं का सामना कर रहे हैं, मैं उन पर प्रकाश डालने और आगामी रेल बजट में इनके समाधान हेतु ठोस प्रस्ताव रखने के लिए उपस्थित हुआ हूँ।

दिल्ली के निकट होते हुए भी बागपत रेलवे नैटवर्क पर अभी और अधिक बुनियादी सुविधाओं की आवश्यकता है। समय की मांग है कि मौजूदा रेल नैटवर्क का विस्तार, नई ट्रेन सेवाओं की शुरुआत और वर्तमान ट्रेनों की संख्या बढ़ाने से रोज आने-जाने वाले यात्रियों और किसानों को राहत मिले। बागपत रेलवे स्टेशन पर और अधिक बुनियादी सुविधाओं की आवश्यकता है। यहां स्वच्छ प्रतीक्षालय, उचित रोशनी व्यवस्था, डिजिटल डिस्पले, टिकट वैडिंग मशीनें और सुरक्षा के बेहतर उपाय किए जाने

चाहिए। इसके अलावा स्टेशनों को अमृत भारत रेलवे स्टेशन योजना के तहत शामिल किया जाए ताकि यात्रियों की हवाई अड्डे जैसी आधुनिक सुविधाएं मिल सकें।

महोदय, इस क्षेत्र की कई रेल लाइनें अभी भी एकल ट्रैक पर चल रही हैं जिससे देशों में देरी और गति में कमी आती है। रेल मार्गों के दोहरीकरण से यात्रा समय में कमी आएगी और ट्रेनों की समयबद्धता सुनिश्चित होगी। दिल्ली एनसीआर के करीब होने के बावजूद बागपत में तेज और आधुनिक परिवहनों का अभाव है। मैं इस सदन के माध्यम से माननीय रेल मंत्री जी से मांग करता हूँ कि बागपत को दिल्ली मेट्रो नेटवर्क से जोड़ा जाए। इससे न केवल यात्री परिवहन सुगम होगा बल्कि बागपत के आर्थिक और औद्योगिक विकास को भी गति मिलेगी। रेलवे के माध्यम से बागपत में स्थानीय रोजगार के नए अवसर सृजित किए जा सकते हैं। रेलवे डिपो, ट्रेनिंग सेंटर और लॉजिस्टिक्स हब स्थापित करके स्थानीय युवाओं को रोजगार देने की दिशा में कदम उठाए जाने चाहिए।

महोदय, बागपत एक कृषि प्रधान क्षेत्र है। किसानों को अपनी उपज दिल्ली, गाजियाबाद और अन्य बड़े बाजारों तक पहुंचाने में दिक्कत होती है। मैं सरकार से अनुरोध करता हूँ कि बागपत में विशेष मालवाहक गलियारे और रियायती माल भाड़ा योजना की शुरुआत की जाए जिससे किसानों को उनकी फसल का उचित मूल्य मिल सके। ट्रेनों और स्टेशनों पर सीसीटीवी कैमरे, महिला सुरक्षा के लिए विशेष गार्ड और रात में गश्त बढ़ाने जैसे कदम उठाए जाने चाहिए। इसके अलावा स्टेशनों पर स्वच्छता अभियान चलाकर 'स्वच्छ भारत मिशन' को आगे बढ़ाने की आवश्यकता है।

महोदय, मेरे संसदीय क्षेत्र बागपत में दिल्ली से सहारनपुर रेल लाइन की कुछ समस्याएं हैं। बागपत से सहारनपुर रेल लाइन का दोहरीकरण किया जाना नितांत आवश्यक है। वर्षों से लंबित पानीपत से बापौली – दौराला - गढ़ी राजपुर - बिजनौर प्रस्तावित नई रेल लाइनों की परियोजना पर त्वरित कार्रवाई की जानी चाहिए। स्थानीय लोगों की मांग पर बागपत से गुजरने वाली प्रत्येक ट्रेन में चार कोचिस बढ़ाए जाने चाहिए।

महोदय, दिल्ली से सहारनपुर जाने वाली ट्रेन दो बजे मेरे लोकसभा क्षेत्र जाती है। दो बजे के बाद शाम तक कोई ट्रेन नहीं है और इस कारण यात्रियों को पांच घंटे भारी असुविधा का सामना करना पड़ता

है। यहां माननीय रेल मंत्री जी बैठे हैं, मेरा आग्रह है कि दो से छः बजे के बीच में एक नई ट्रेन दिल्ली से सहारनपुर के लिए चलाई जाए।

मैं एक और आग्रह करना चाहता हूँ, डेडिकेटेड फ्रेट कोरिडोर कोलकाता से अमृतसर मेरठ से होकर गुजरता है। मेरठ क्रांति की धरा है, प्रथम क्रांति का केंद्र बिंदु रहा है और व्यापारिक दृष्टिकोण से बहुत महत्वपूर्ण है। यहां से मालगाड़ियों की माल ढुलाई भाड़े के लिए रेल लाइन गुजरती है, मेरा आग्रह है कि लाजिस्टिक हब लोडिंग और अनलोडिंग के लिए मेरठ में बनाया जाए ताकि यहां के व्यापारियों सुविधा मिल सके। मैं समझता हूँ कि इससे आर्थिक रूप से नैटवर्क मजबूत होगा।

महोदय, रेलवे सिर्फ एक परिवहन साधन नहीं है, बल्कि भारत की जीवन रेखा है। बागपत की रेलवे अवसंरचना में निवेश से न केवल स्थानीय जनता को राहत मिलेगी, बल्कि यह क्षेत्रीय कनेक्टिविटी और आर्थिक विकास के नए द्वार खोलेगा।

मैं रेल मंत्रालय से निवेदन करता हूँ कि बागपत की इन मांगों को रेल बजट में शामिल कर क्षेत्र की वर्षों पुरानी समस्याओं का समाधान करें और बागपत को विकास की मुख्यधारा से जोड़ें। मैं आदरणीय रेल मंत्री जी का बहुत-बहुत आभार व्यक्त करता हूँ और धन्यवाद देता हूँ कि बहुत मजबूती के साथ भारत में रेल नेटवर्क इनके सान्निध्य में मजबूत हुआ है, नई-नई ट्रेनें चली हैं एवं स्टेशन्स स्वच्छ हुए हैं। अगर आप हमारी इन मांगों पर आप ध्यान देंगे तो उनको और मजबूती मिलेगी।

धन्यवाद।

श्री बिद्युत बरन महतो (जमशेदपुर) : सभापति महोदय, मैं रेल संबंधित अनुदानों की मांगों का समर्थन करने के लिए खड़ा हुआ हूँ।

आज भारतीय रेल के विकास के लिए आदरणीय प्रधान मंत्री जी, माननीय रेल मंत्री जी की अपार मेहनत और दृष्टि की सराहना करने का अवसर प्रदान करने के लिए मैं आपके प्रति आभार व्यक्त करता हूँ और साथ ही अपने संसदीय क्षेत्र से जुड़ी रेल संबंधित समस्याओं को सदन में प्रस्तुत करना चाहता हूँ।

महोदय, हमारे देश के सबसे महत्वपूर्ण इंफ्रास्ट्रक्चर परियोजनाओं में से एक भारतीय रेलवे की

एक नई दिशा और संजीवनी देने के लिए माननीय वित्त मंत्री जी ने हमारे यशस्वी प्रधान मंत्री जी के नेतृत्व में, माननीय रेल मंत्री जी के नेतृत्व में इस वर्ष ऐसा बजट प्रस्तुत किया है, जो न केवल रेलवे के समग्र विकास को गति प्रदान करेगा, बल्कि हमारे नागरिकों को बेहतर और सुविधाजनक रेल यात्रा का अनुभव भी उपलब्ध कराएगा।

जैसा कि हम सभी जानते हैं कि माननीय प्रधान मंत्री भाई नरेंद्र मोदी जी के द्वारा वर्ष 2014 से निरंतर किए गए प्रयासों के कारण भारतीय रेलवे ने एक नई पहचान प्राप्त की है। उनकी दृष्टि और अथक प्रयासों ने रेलवे के विभिन्न पहलुओं को सुदृढ़ किया है, जिससे आज भारतीय रेलवे विकास की नई ऊंचाइयों को छू रहा है।

महोदय, इस साल के बजट में, मैं देश के यशस्वी प्रधान मंत्री जी, रेल मंत्री अश्विनी वैष्णव जी को धन्यवाद देना चाहता हूँ, जिन्होंने झारखंड के विकास के लिए 7,302 करोड़ रुपये की धनराशि का आवंटन किया। इसलिए मैं हृदय से उनका आभार प्रकट करना चाहता हूँ।

साथ ही रेलवे ने पिछले 10 वर्षों में शानदार काम किया है। आपके 60 वर्षों में किए गए काम से पिछले 10 वर्षों में किए गए काम अतुलनीय हैं। यह केवल माननीय प्रधान मंत्री भाई नरेंद्र मोदी जी के स्पष्ट दृष्टिकोण और भारत को एक विकसित देश बनाने के संकल्प के कारण संभव हो पाया है। किसी भी देश का परिवर्तन, चाहे वह चीन हो, रूस हो, कनाडा हो, ऑस्ट्रेलिया हो, यूरोप हो, स्पष्ट दृष्टिकोण, बुनियादी ढांचे का विकास, रेलवे, सड़क, बंदरगाह और हवाई मार्गों के कारण ही संभव हुआ है। इसमें सबसे महत्वपूर्ण भूमिका रेलवे की है। पिछली सरकारों ने कभी विकास की बुनियादी बातों को समझा ही नहीं और रेलवे के साथ सौतेला व्यवहार किया। केवल गठबंधन और सहयोगियों को खुश करने के लिए इस्तेमाल किया गया। यह महान नेता श्री नरेंद्र मोदी जी थे, जिन्होंने रेलवे बजट को सामान्य बजट में मिला दिया और देश के समग्र विकास की शुरुआत की। आज परिणाम स्पष्ट है। अभी उधर प्रतिपक्ष के लोग गले फाड़-फाड़ कर कह रहे थे कि दस साल में कुछ भी नहीं किया। मैं भी आंकड़े जानता हूँ और आपको आंकड़े बताता हूँ।

वर्ष 2004-2014 के दौरान 847 मिलियन टन की लोडिंग हुई थी, जबकि 2014-2024 के

दौरान बढ़कर 1,266 मिलियन टन हो गई, जो कि 1.5 गुना की वृद्धि हुई है।

यूपीए सरकार के दौर में रेलवे में 10 वर्षों में कुल 4 लाख रोजगार दिए गए थे, जबकि एनडीए सरकार के 10 वर्षों में यह संख्या बढ़कर 5.02 लाख हो गई। यह 20% की वृद्धि है।

विभिन्न सोशल मीडिया हैंडल्स दुर्घटनाओं को बढ़ा-चढ़ा कर दिखाते हैं और हमें दोषी ठहराते हैं। जैसे दुर्घटनाएँ बढ़ गई, जबकि वास्तविकता में तथ्य बिल्कुल अलग हैं। वर्ष 2004-14 के दौरान भारतीय रेलवे में प्रतिदिन औसतन 1.2 परिणामी दुर्घटनाएँ और यार्ड डिरेलमेंट होते थे, जो अब घटकर 5 दिनों में केवल एक दुर्घटना/यार्ड डिरेलमेंट हो गई है।

नये ट्रैक्स के निर्माण में, पिछले दस वर्षों में 31,180 किलोमीटर नई रेललाइनें जोड़ी गईं, जो ऑस्ट्रेलिया महादेश के रेलवे के बराबर है।

रेलवे स्टेशन्स के विकास में, माननीय प्रधानमंत्री जी ने दुनिया के सबसे बड़े कार्यक्रम के रूप में रेलवे स्टेशन्स के विकास का कार्यक्रम शुरू किया। भारत में 1337 रेलवे स्टेशन्स को अमृत स्टेशन्स के रूप में पूर्णतः विकसित किया जा रहा है। पहले रेलवे स्टेशन्स पर जाते थे, तो लाखों मच्छरों का आगमन होता था और उनकी भनभनाहट सुनायी देती थी। अभी ट्रेन्स का आगमन होता है और लोग वाहवाही देते हैं। वहाँ पर सोने पर भी चादर की दरकार नहीं होती है। लेकिन इन लोगों के काल में क्या हुआ, यह किसी से छिपा नहीं है।

यूपीए के शासनकाल में, 10 वर्षों में, भारतीय रेलवे में 240 लिफ्टस एवं स्केलेटर्स लगाये गये थे जबकि एनडीए के शासनकाल में 2,656 लिफ्टस एवं स्केलेटर्स लगाये गये हैं। यह यूपीए के शासनकाल से 11 गुना अधिक है।

प्रयागराज में श्रद्धालुओं का विशाल कुम्भ मेला लगा था, जो किसी से छिपा नहीं है। वहाँ 64 करोड़ लोग कुम्भ में नहाए। मैं इसके लिए माननीय प्रधानमंत्री जी को धन्यवाद देता हूँ और माननीय रेल मंत्री जी, जो यहाँ पर बैठे हुए हैं, इनको भी धन्यवाद देता हूँ। उन्होंने लोगों को महाकुम्भ में जाने का अवसर दिया। इन्होंने रेलवे में लगभग 17 हजार से अधिक ट्रेन्स चलाकर विशाल कीर्तिमान कायम किया।

मैं रेल मंत्री और माननीय प्रधानमंत्री जी को धन्यवाद देता हूँ कि उन्होंने स्वदेशी वंदे भारत ट्रेन परिचालन का अत्याधुनिक कार्य किया है। वर्तमान में, 68 वंदे भारत ट्रेन्स 136 सेवाएं दे रही हैं। ये लगभग 300 से अधिक स्टॉपेजेज के माध्यम से लगभग 170 जिलों को जोड़ रहे हैं। मैं माननीय रेल मंत्री से कहना चाहता हूँ कि उन्होंने जमशेदपुर से तीन-तीन वंदे भारत ट्रेन्स दिया है और टाटानगर से अभी दो वंदे भारत ट्रेन्स और देने वाले हैं, जो टाटा से वाराणसी और टाटा से बिलासपुर के लिए होगी। मैं इसके लिए भी आपको धन्यवाद देना चाहता हूँ।

माननीय प्रधानमंत्री जी के दृष्टिकोण और नेतृत्व में, भारतीय रेल की विकास के प्रति अडिग प्रतिबद्धता है। मैं आभार प्रकट करना चाहता हूँ कि उन्होंने विभिन्न राज्यों के लिए वंदे भारत ट्रेन्स चलाए।

मैं अपने संसदीय क्षेत्र के लिए रेलवे संबंधी कुछ मांगों को रखना चाहता हूँ। मेरे लोक सभा क्षेत्र के अंतर्गत सलगाजुड़ी अंडरपास(आरयूबी), बारीगोड़ा आरओबी और गोविन्दपुर आरओबी की घोषणा हो चुकी है। मैं माननीय रेल मंत्री जी से अनुरोध करता हूँ कि जल्द से जल्द इनका काम शुरू किया जाए। इसके साथ ही, दलभुंगड़ रेलवे स्टेशन के सामने आरयूबी या आरओबी का निर्माण जल्द से जल्द शुरू किया जाए।

हमारे यहाँ राजस्थान के काफी लोग रहते हैं क्योंकि मेरा क्षेत्र एक औद्योगिक क्षेत्र है, वहाँ टाटा औद्योगिक घराना है। बहुत वर्षों से मांग है कि टाटा से जयपुर के लिए एक ट्रेन अविलम्ब चलाया जाए ताकि वहाँ के लोगों को सुविधा हो सके। हावड़ा से जयपुर और जोधपुर के लिए किसी भी ट्रेन को कम से कम दो दिन चलाया जाए। ऐसा होने से मेरे संसदीय क्षेत्र के लोगों को बहुत ही सुविधा होगी।

महोदय, टाटा से काठपाड़ी होते हुए बैंगलुरु के लिए एक सुपर फास्ट ट्रेन चलायी जाए। टाटा से दीघा तक एक नई ट्रेन की सुविधा दी जाए। मैं आपके माध्यम से दो-तीन नई मांगें रखना चाहता हूँ।

माननीय मंत्री जी से मैं आग्रह करना चाहता हूँ, माननीय राष्ट्रपति जी इसका शिलान्यास कर चुकी हैं, मेरे संसदीय क्षेत्र के अंतर्गत चाकुलिया प्रखंड से बुड़ामारा और बहरागुड़ा होते हुए बांगरेपुर से ओडिशा जाने वाली रेलवे लाइन का काम जल्द से जल्द सर्वे कराकर शुरू कराया जाए। कांड्रा-नामकुम

रेलवे लाइन की मांग वर्षों से लंबित है, इसके बारे में बजट में भी जिक्र किया गया था क्योंकि कांड्रा से लेकर चंडिल, कामड़ और बुंडरू होते हुए यह डायरेक्ट राँची को जोड़ेगी। यह बहुत ही महत्वपूर्ण रेलवे लाइन है, इसे यथाशीघ्र शुरू किया जाए।

टाटा-बादामपहाड़ को डबल लाइन करते हुए इसको ओशा के केंदुझार तक बढ़ाया जाए। इससे टाटानगर के लोगों के चार घंटे सेव होंगे।

एक मांग बहुत दिनों से लंबित है। चांडिल-बोडाम-पटमदा-काटिन-बंदवान होते हुए झाडग्राम के लिए एक नई रेल लाइन की शुरुआत की जाए। मैं झारखंड के बारे में बोल रहा हूँ। यहां चतरा के सांसद महोदय हैं। चतरा से कई महत्वपूर्ण ट्रेन्स गुजरती हैं, लेकिन उन महत्वपूर्ण ट्रेन्स का वहां ठहराव नहीं होता है।

मैं माननीय मंत्री जी से मांग करता हूँ कि चतरा एक महत्वपूर्ण जगह है, इसलिए इन महत्वपूर्ण ट्रेन्स का वहां ठहराव किया जाए।

इसी तरह राँची से दरभंगा के बीच एक वंदे भारत ट्रेन चलाई जाए। धनबाद से दिल्ली और धनबाद से बेंगलुरु के बीच एक ट्रेन चलाई जाए। गौशाला फाटक और सोनाहातु फाटक पर अविलंब आरओबी बनाया जाए, जिससे लोगों को सुविधा हो सके।

माननीय सभापति महोदय, इस्पात एक्सप्रेस ट्रेन (ट्रेन नंबर – 12871 और 12872) का ठहराव धाल्भुमढ़ में किया जाए।

शालीमार कुर्ला लोकमान्य तिलक एक्सप्रेस ट्रेन (ट्रेन नंबर – 18030 और 18029) का ठहराव धाल्भुमढ़ में किया जाए।

टाटानगर-खड़गपुर मेमु ट्रेन (ट्रेन नंबर – 08054) का ठहराव गालुडीह स्टेशन पर किया जाए।

उत्कल एक्सप्रेस (ट्रेन नंबर – 18477) का ठहराव राखामाइन्स स्टेशन पर किया जाए।

इनके अलावा टाटा स्टील एक्सप्रेस (ट्रेन नंबर – 12813 और 12814) का ठहराव धाल्भुमढ़ में किया जाए। ... (व्यवधान) कोरोना काल में जितनी भी ट्रेन्स बंद कर दी गई थीं, उनको पुनः चालू किया जाए। ... (व्यवधान) इन ट्रेन्स को पुनः संचालित करने से जनता को बहुत सुविधा मिल सकेगी।

... (व्यवधान)

हावड़ा-पुरुलिया बिरसा मुंडा लालमाटी एक्सप्रेस (ट्रेन नंबर – 22821 और 22822) का ठहराव किया जाए। ... (व्यवधान) टाटानगर चाकुलिया पैसेंजर ट्रेन (ट्रेन नंबर – 58032) को पुनः चलाया जाए। ... (व्यवधान) टाटा हावड़ा एक्सप्रेस (ट्रेन नंबर – 08060) को पुनः चलाया जाए। ... (व्यवधान) खड़गपुर – टाटा के बीच की ट्रेन (ट्रेन नंबर – 08071) को पुनः चलाया जाए। ... (व्यवधान)

सभापति महोदय, बहुत शेर-ओ-शायरी की बात हो रही थी। ... (व्यवधान) मैं भी एक शेर पढ़ देता हूँ। ... (व्यवधान) आप बहुत शेर बोले हैं, शुरुआत शेर-ओ-शायरी से हुई थी। ... (व्यवधान)

“कृष्ण राज में दूध-मलाई, राम राज में घी और
कांग्रेस राज में गर्म पानी, हमने फूंक-फूंक कर पी।”

सभापति महोदय, कांग्रेस एनडीए की जिंदगी बदनाम करती है। निगाहें कितनी भी नेक हों, लेकिन बदनाम करती हैं।

आपका बहुत-बहुत धन्यवाद।

श्री हरीश चंद्र मीना (टोंक-सवाई माधोपुर) : सभापति महोदय, आपने मुझे आज रेलवे विभाग की अनुदानों की मांग पर हो रही इस चर्चा में बोलने का मौका दिया है। इसके लिए आपका धन्यवाद।

महोदय, भारतीय रेल देश की एकता और अखंडता का प्रतीक है। भारतीय रेल का विस्तार समय की आवश्यकता के अनुसार बिना पक्षपात के जनहित को ध्यान में रखकर नीतिगत मापदंडों के अनुसार हुआ है। विगत दस सालों में भारतीय रेल के विस्तार की दिशा बदली गई। यह जनहित को और क्षेत्र के विकास को ध्यान में न रखकर कुछ और मापदंडों पर किया जा रहा है। मैं उसकी चर्चा बाद में करूंगा।

चूंकि, रेल मंत्री महोदय यहां विराजमान हैं, इसलिए मैं अपने क्षेत्र की कुछ मांगें रखता हूँ। मेरे निर्वाचन क्षेत्र का जिला मुख्यालय टोंक है। अजमेर से नसीराबाद और टोंक होते हुए सवाई माधोपुर रेलवे लाइन वर्ष 2015-16 के बजट में स्वीकृत है। उस स्वीकृत बजट को दस साल हो गए, लेकिन काम शुरू नहीं हुआ है। अतः मैं आपसे प्रार्थना करता हूँ कि आप इस स्वीकृत काम को अविलंब शुरू

करेंगे, जनता को राहत देंगे और हमारे पिछड़े हुए जिले टोंक को देश के विकास में भागीदार बनाएंगे, ऐसी मैं आपसे आशा करता हूँ।

महोदय, इसी तरह वर्ष 2011 के बजट में स्वीकृत धौलपुर से सरमथुरा, सरमथुरा से गंगापुर रेल लाइन का गेज परिवर्तन एवं विकास सुनिश्चित हुआ था। वह कार्य शुरू हो गया है, अभी वह कार्य धौलपुर से सरमथुरा तक पहुंचा है, लेकिन सरमथुरा से गंगापुर का काम शुरू भी नहीं हुआ है। जबकि, ठेके के मुताबिक यह काम वर्ष 2026 में समाप्त होना था। इस साल तक जो काम शुरू ही नहीं हुआ है, वह वर्ष 2026 तक कैसे पूर्ण होगा ? मैं आपसे अनुरोध करता हूँ कि आप उस कार्य का संज्ञान लें और नियमानुसार जो भी कार्यवाही है, उसे कराएं, ताकि हमारी जनता को राहत मिले, हमारे पिछड़े क्षेत्र को विकास में भागीदारी मिले।

महोदय, इसी तरह से हर रेलवे मंडल में एक-एक लोको शेड होता है। कोटा रेलवे मंडल है, जिसके अंदर मेरा गंगापुर जंक्शन और सवाई माधोपुर जंक्शन आता है। उसका लोको शेड तुगलकाबाद, दिल्ली से संचालित होता है। सर, यह तुगलकाबाद नॉर्थ-वेस्टर्न रेलवे में भी नहीं आता है। जो जहाँ का पात्र है, वहाँ दें। वहाँ जगह है। गंगापुर जंक्शन पर 450 एकड़ रेलवे विभाग की जमीन खाली पड़ी है। पहले यह लोको शेड था, जब स्टीम इंजन होते थे, आपकी संपत्ति है, वह खुर्द-बुर्द हो रही है, जनता उस पर कब्जा कर रही है, उसका कब्जा लीजिए और उसको जनता के हित में लगाइए। जो प्रस्तावित रेल मंडल का डिपो है, उस लोको शेड को वहाँ खोला जाए। इसके लिए मैं आपका आभारी रहूँगा। वह 450 एकड़ रेलवे विभाग की जो जमीन है, उसमें रेलवे विभाग केन्द्र सरकार द्वारा संचालित आईटीआई शुरू कर सकता है। उसमें आपके कर्मचारियों के बच्चे पढ़ेंगे, क्षेत्र की जनता के बच्चे पढ़ेंगे और जो बच्चे वहाँ से तकनीकी शिक्षा लेकर पास होंगे, वे आपके रेल विभाग में नौकरी करेंगे। इससे आपको भी फायदा होगा, क्षेत्र को भी फायदा होगा और जनता का भी विकास होगा। ऐसी मेरी आपसे प्रार्थना है।

महोदय, बहुत बार कहा जाता है कि हमने बहुत सारी ट्रेन्स को चला दिया है, जो कोरोना काल में बंद कर दी थीं। कुछ स्थानों पर आपने वे ट्रेन्स चालू कर दी हैं, लेकिन मेरे इलाके में जो ट्रेन्स कोरोना काल में बंद हुई थीं, उनमें से अभी तक एक भी ट्रेन चालू नहीं हुई है। मैं आशा करता हूँ कि निष्पक्षता

के साथ, गुणवत्ता के आधार पर क्षेत्र की जो जायज माँग है, उनको आप पूरी करेंगे। अश्विनी जी, आपसे देश को बहुत ज्यादा आशा है।

महोदय, इसी तरह से कुछ स्टेशंस हैं, कोटा से जो ट्रेन चलती है, अगर आप दिल्ली की तरफ आएँ तो कोटा के बाद सबसे बड़ा रेलवे स्टेशन सवाई माधोपुर जंक्शन है, जो जयपुर को जोड़ता है, एक लाइन है, लेकिन उस पर एक भी ट्रेन नहीं रुकती है। उसके बाद गंगापुर जंक्शन है, जो एक ट्रेन अजमेर से वाया जयपुर, दौसा होते हुए गंगापुर तक आती है। वहाँ उसका ठहराव नहीं है। उस 175 किलोमीटर के ट्रैक पर अजमेर, दौसा, गंगापुर सिटी तक 24 घंटे में एक डेमो ट्रेन चलती है। कम से कम उस पर 4-5 ट्रेन्स तो चलाएँ। जब आपने 175 किलोमीटर का वह रेलवे ट्रैक बिछा दिया, सरकार का पैसा खर्च किया, जनता की सुविधा के लिए खर्च किया, तो कम से कम उस पर ट्रेन तो चलाएँ। उस ट्रैक पर ट्रेन की संख्या एक से बढ़ाकर कम से कम 3-4 कीजिए ताकि जनता को उसका लाभ मिल सके। मैं ऐसी आपसे प्रार्थना करता हूँ।

महोदय, इसी तरह से एक ट्रेन है, वह यूपी में टनकपुर से चलती है और मथुरा जंक्शन तक चलती है। वह ट्रेन मथुरा में 6 घंटे खड़ी रहती है और वापस टनकपुर चली जाती है। इस ट्रेन को आप मथुरा से कोटा तक बढ़ाइए। वह तीन घंटे में आएगी और वापस चली जाएगी, मथुरा के टाइमिंग में कोई फर्क नहीं पड़ेगा। मथुरा की जनता के बाद भरतपुर की जनता को, बयाना की जनता को, हिंडौन की जनता को, गंगापुर की जनता को, सवाई माधोपुर की जनता को और कोटा की जनता को इसका लाभ मिलेगा। रेलवे की आय बढ़ेगी, जनता को लाभ मिलेगा, क्षेत्र में विकास होगा। ऐसी मेरी आपसे प्रार्थना है कि आप इस ट्रेन को बढ़ाने की कृपा करें।

महोदय, एक ट्रेन जयपुर में सांगानेर से चलती थी, जो जयपुर-सांगानेर-मालपुरा-टोडारायसिंह जाती थी। यह ब्रिटिश काल से जा रही थी। आमान परिवर्तन के नाम पर, गेज कन्वर्जन के नाम पर उस ट्रेन को वर्ष 1993 में बंद कर दिया गया। अभी भी वहाँ जमीन आपके कब्जे में है, रेलवे विभाग के पास है। रेल की पटरी है, वह जमीन आपकी है, कृपया उस पर दोबारा ट्रेन चालू करें और हमारी जनता को इसका लाभ मिले, ऐसी मैं आपसे प्रार्थना करता हूँ।

महोदय, अभी तक एक चीज मेरी समझ में नहीं आयी है। आपने एक लाख 65 हजार करोड़ रुपये की मुम्बई से अहमदाबाद तक की एक बुलेट ट्रेन की घोषणा की है और उस परियोजना पर काम चल रहा है। जैसा मेरा मानना है कि मुम्बई से अहमदाबाद की दूरी 435 किलोमीटर है। 24 घंटे में मुम्बई से अहमदाबाद के बीच में 50 ट्रेन्स चलती हैं। उसमें शताब्दी भी है, उसमें दूरन्तो ट्रेन भी है, डबल डेकर ट्रेन भी है, उसमें वंदे भारत ट्रेन भी है।

महोदय, मुम्बई और अहमदाबाद के बीच में दो वंदे भारत ट्रेनें हैं। एक मुम्बई से अहमदाबाद वंदे भारत और दूसरी मुम्बई से गांधी नगर अहमदाबाद वंदे भारत ट्रेन है। मैं इसके खिलाफ नहीं हूँ लेकिन दूसरे क्षेत्रों को भी विकास का लाभ दीजिए। रेलवे भारत की सम्पत्ति है और पूरा भारत इससे उम्मीद करता है कि भारत को एकता में पिरोएंगे और भारत का विकास करेंगे। मुम्बई और अहमदाबाद के बीच में केवल 50 ट्रेनें ही नहीं हैं बल्कि 25 डायरेक्ट फ्लाइट्स प्रतिदिन हैं। मुम्बई और अहमदाबाद के बीच में नेशनल हाईवे भी है, एक्सप्रेस-वे और एलेवेटेड रोड तथा सुपर एक्सप्रेस भी है। मुम्बई और अहमदाबाद के बीच आने-जाने के बहुत साधन हैं। यदि आपको बुलेट ट्रेन ही बनानी थी तो मुम्बई से हैदराबाद क्यों नहीं बनाई? मुम्बई से बंगलुरु क्यों नहीं बुलेट ट्रेन बनाई? मुम्बई से चैन्नई बुलेट ट्रेन क्यों नहीं बनाई? मुम्बई से दिल्ली बुलेट ट्रेन क्यों नहीं बनाई? आपको किस एक्सपर्ट ने राय दी कि हिंदुस्तान में एक ही बुलेट ट्रेन बनेगी और वह भी मुम्बई से अहमदाबाद बनेगी, मैं उस एक्सपर्ट की रिपोर्ट देखना चाहूंगा। हम लोगों को भी पता है कि किन विशेषज्ञों ने राय दी थी। सभी क्षेत्रों का विकास होना चाहिए। अहमदाबाद भी हमारे देश का हिस्सा है। जब वर्ष 2014 के पहले राजधानी एक्सप्रेस बनी थी। तब सभी राज्यों की केपिटल्स को दी थी। उस समय अहमदाबाद को भी राजधानी एक्सप्रेस ट्रेन मिली थी, मुम्बई, भुवनेश्वर, कोलकाता, चैन्नई और पटना को भी बिना पक्षपात के राजधानी एक्सप्रेस ट्रेन मिली थी क्योंकि भारतीय रेल भारतीय जनता की सम्पत्ति है। शताब्दी एक्सप्रेस भी सभी राज्यों को दी थी और यह ट्रेन किस आधार पर एक राज्य को दी है और किस एक्सपर्ट ने आपको बताया?

महोदय, 1 लाख 65 हजार करोड़ रुपये बहुत ज्यादा होते हैं। इस पैसे से देश के किसानों का ऋण माफ हो सकता था। भारत के किसानों को एमएसपी दी जा सकती थी। हमारे रिटायर सरकारी

कर्मचारियों को पुरानी पेंशन योजना दी जा सकती थी। हमारे राजस्थान में ईस्टर्न राजस्थान केनाल प्रोजेक्ट योजना है। उसकी 40 हजार करोड़ रुपये की लागत है। यदि यह पैसा वहां लगा देते तो पूरे राजस्थान के लोगों को पीने का पानी मिल जाता, खेती का पानी मिल जाता। यदि यह पैसा आप जनहित में लगा देते, तो इसका बहुत फायदा होता। भारत के 300 पिछड़े जिलों में यदि आप पांच-पांच सौ करोड़ रुपये प्रति जिला देते, तो वहां मेडिकल कालेज खुल जाते, इंजीनियरिंग कालेज खुल जाते और कितने लाखों लोगों का फायदा होता। आपको प्राथमिकता तय करनी पड़ेगी। हमारी प्राथमिकता देश का विकास करने की है। सबका साथ, सबका विकास करना हमारी प्राथमिकता है या कुछ का विकास हमारी प्राथमिकता होनी चाहिए।

महोदय, इसी तरह से वर्ष 2014 तक रेलवे में साढ़े सोलह लाख कर्मचारी थे। आज उनकी संख्या 12 लाख रह गई है। करीब चार लाख से ऊपर पद खाली हो गए हैं। केवल पद ही खाली नहीं हुए, आरक्षण समाप्त कर दिया, जो संविधान में दिया हुआ था। आपकी यह चाल है कि गरीबों को आरक्षण का लाभ न मिले और उन्हें किस तरह से आरक्षण के लाभ से वंचित किया जा सके। रेलवे स्टेशनों का आधुनिकीकरण किया जा रहा है। आधुनिकीकरण के नाम पर बड़े-बड़े मॉल्स बनाए जा रहे हैं, आप ये मॉल्स बड़े-बड़े सेठों को देंगे, जैसे हवाई अड्डे दे दिए हैं, जैसे हमारे बंदरगाह दे दिए हैं। आप इसमें आरक्षण नीति क्यों लागू नहीं करते हैं, ताकि हमारे देश की सम्पत्ति में हमारे देश के हर नागरिक की भागीदारी हो और गरीब का नम्बर सबसे पहले आए। यह मेरी आपसे प्रार्थना है और यह बात मैं नियम के हिसाब से कह रहा हूँ। रेलवे मंत्री जी बहुत संवेदनशील और समझदार हैं। मैं उम्मीद करता हूँ कि ये गरीब की आवाज सुनेंगे। यह अलग बात है कि हम दोनों एक ही प्रांत के हैं, इसलिए हमारी भाई-बंदी है।

महोदय, मेरा अनुरोध है कि जो चीजें पेंडिंग हैं और जो आपके हाथ में हैं तथा नियमानुसार हैं, उसे निष्पक्षता के साथ पूरा करें ताकि हम भी कहें कि भारत की सरकार है, क्योंकि प्रधान मंत्री हमारे भी हैं, हमें भी गर्व है कि हमारे देश का प्रधान मंत्री मजबूत हो, लेकिन हम सबको साथ लेकर तो चला जाए। हमें यदि बिना किसी आधार के पीछे छोड़ जाओगे और कुछ ही का विकास करोगे तो हमारा थोड़ा दिल दुखेगा। हमारी प्रार्थना है कि सबका विकास हो, सबका प्रयास हो और कुछ लोगों का विकास न

हो क्योंकि जैसे हवाई अड्डे उन्हीं लोगों के पास चले गए, बंदरगाह उन्हीं के पास चले गए। मुझे डर लगता है कि यह जो बुलेट ट्रेन बन रही है, बाद में संचालन के लिए उन्हीं लोगों के पास चली जाए और उनका एकाधिकार हो जाए। मैं प्रार्थना करता हूँ कि यह भारतीय रेल की सम्पत्ति है और यह भारत सरकार की सम्पत्ति बनकर रहनी चाहिए। धन्यवाद।

***SHRI SELVARAJ V. (NAGAPATTINAM):** Hon. Chairman Sir, Vanakkam. Hon Minister for Railways is present in this House. I extend my wishes to him as well. I am taking part in the discussion for Railways for the third time during the last 9-month period. Particularly, our Indian Railways has been achieving accolades in the recent times. This is true. You are showing importance to operate trains like Vande Bharat and Amrit Bharat. Hon Minister in a recent video stated that very soon trains will be operated using hydrogen as fuel. I congratulate Hon Minister for this. At the same time, recently there are some untoward incidents that make us feel sad. Many trains are derailed and damages are caused due to anti-social activities. These things make rail safety a question mark. Union Government has been ignoring Tamil Nadu in all ways. Hon MPs from Tamil Nadu have been raising several questions in Parliament time and again. Funds for education are not being released to Tamil Nadu. The State of Tamil Nadu is ignored in the release of Disaster Relief funds. Similarly, there is neglect in release of funds for Railway projects meant for Tamil Nadu.

I urge that the Railway Ministry should provide special railway projects and allocate adequate funds for Tamil Nadu. Particularly, my Nagappattinam

* English translation of the speech originally delivered in Tamil.

parliamentary constituency is the last leg of Cauvery water irrigation scheme. This constituency is also in the last phase of the rail transport network of Tamil Nadu. Poor people, oppressed and depressed people, farmers, farming labourers, fishermen and people who are basically backward live in this Nagappattinam constituency. Nagappattinam and Tiruvarur are the two districts in my Nagappattinam parliamentary constituency. East delta district is another name for this Nagappattinam constituency. There are no adequate train services in areas like Nagappattinam called as East Delta district, Karaikkal, Nagore, Vailankanni, Tiruvarur, Thiruthuraipoondi, Mannargudi, Koradacheri, Needamangalam, Kilvelur, Vedaranyam and Nannilam. This is a matter of great concern. People of this area like to travel to various places. Train journey alone carries some sweet memories throughout one's life. It is saddening to note that such essential railway facilities are not extended to the people of my parliamentary constituency. I have submitted memorandum on different occasion to the Hon Minister of Railways to fulfil the demands pertaining to Railways in my Nagappattinam constituency.

I have requested several times. I want the Hon Minister to immediately fulfil these demands. Doubling work of Karaikkal-Tiruvarur-Thanjavur rail route should be expedited. Tiruvarur-Karaikkudi rail route should be electrified besides undertaking doubling work. Karaikkal railway line should be made functional very soon. There should be a pit line or primary workshop set up in Tiruvarur. Keeping pace with the needs of time and foreign technologies, Kavach system should be implemented in full swing for preventing accidents. Employees knowing the regional language should be appointed in the respective States. Season ticket

should be provided up to 200 kms of travel distance. Concessions given to senior citizens should be restored. Parcel office closed in Tiruvarur should be opened once again. After the opening of Pamban Bridge in Rameswaram, many trains should be operated between Rameswaram and Tiruvarur via Karaikkudi and Pattukkottai. Punalur-Madurai train should be extended upto Karaikkal. Trains should be operated from Karaikkal to Tiruchendur via Thiruvarur and Thiruthuraipoondi and from Thanjavur to Madurai via Tiruchy. From Karaikkudi to Viluppuram via Pattukkottai, Tiruvarur and Mayiladuthurai a special train should be run in the morning hours. Similarly, a morning train service should be started from Viluppuram to Karaikkudi via Tiruvarur and Pattukkottai. The train departing at 5.10 am from Tiruvarur upto Viluppuram should be extended up to Chennai Egmore. Mannargudi-Tirupati train operated thrice a week should be made daily. Mannargudi-Mayiladuthurai train should be extended up to Viluppuram. All trains running through the Tiruvarur - Karaikkudi route should have stoppage at Muthupet and Adhirampattinam. In the Tiruvarur-Mayiladuthurai route, Trains should have stoppages both ways at Nannilam, Poonthottam and Peralam railway stations. Similarly, both way stoppages for all trains should be provided in the Tiruvarur-Nagappattinam route at Kilvelur and in the Tiruvarur-Thanjavur route at Koradachery. Work relating to Amrit Bharat stations should be expedited soon. I urge that such stations should be made functional very soon. Thank you, Vanakkam.

***SHRI MATHESWARAN V. S. (NAMAKKAL):** Hon Chairman Sir, Vanakkam. Union Budget has been giving pain to Tamil Nadu continuously and Railway Budget too is no exception. There are several projects of Southern Railway that are kept pending for long. Even though Southern Railways is a major source of income provider to Indian Railways, there is no project report in the Railway Budget for execution in the Southern Railways.

In such a scenario, I wish to mention here in this august House that there are several Railway Projects that are pending in Namakkal parliamentary constituency. Particularly, it is painful to say that the new railway route up to Namakkal via Ariyalur and Perambalur has been pending even though the survey work was completed. This rail route should be extended up to Tiruchengode via Erode. I urge upon the Union Minister to prepare a Project Report in this regard. Mahatma Gandhi visited Sangagiri railway station when he came to Salem in the year 1924. This century old railway station is in the same condition as it was before. No new Scheme has been implemented as regards renovation of this Sangagiri railway station.

I humbly request that this Sangagiri railway station should be brought under Amrit Bharat railway stations and modernisation work should be completed. I wish to bring to the notice of Hon Minister that the passengers are facing difficulties in this railway station due to non-availability of over-bridges. R.S. Over-bridge in this area has so much of traffic congestion. I urge that an Over-bridge should be

* English translation of the speech originally delivered in Tamil.

constructed at Sangagiri railway station. Similarly, Chennai-Coimbatore Intercity Express does not stop at Sangagiri Railway Station. I urge that this train should stop at Sangagiri railway station.

Alandur railway gate is a disturbed area. There are two adjacent Gates one after the other in the Tiruchengode-Kumarapalayam route.

17.48 hrs

(Shrimati Sandhya Ray *in the Chair*)

I urge that an over-bridge should be set up in this place. There is a need for one more bridge at Kokkarayanpettai. This is one way bridge. This should be constructed as two-way bridge so as to ease the traffic in this area. Metro rail facilities are yet to be extended to Coimbatore and Madurai cities. I want them to be expanded. A train is operated from Chennai Egmore to Salem and which should be extended via Namakkal and Karur. Similarly, Chennai-Bodinayakkanur Mail is running thrice a week and I request this train to be operated six times a week. Palakkadu-Erode MEMU train should be run via Karur and Namakkal.

College students, Entrepreneurs, can avail this train facility to go to Coimbatore, Erode and Tiruppur districts. Yercaud Express train between Erode and Chennai departs from Erode at 9 pm. This train reaches Chennai at 3 am in the morning. Due to safety related issues of woman passengers and girl students, this train should be made to depart at 10 pm from Erode instead of 9 pm. Similarly, Namakkal ring road construction work is yet to be completed as the work relating to Railway Bridge in this area is pending completion. If this work is expedited, it would be helpful to Namakkal district and the people of my constituency. I also urge for implementing the Dindigul-Sabarimala rail route at the earliest. Thank you.

श्री राजीव राय (घोसी) : महोदया, आपने मुझे अपनी बात रखने का मौका दिया, इसके लिए आपका धन्यवाद।

महोदया, रेलवे सिर्फ एक ट्रांसपोर्टेशन का माध्यम ही नहीं है, बल्कि भारत के जन-जीवन की संवेदनाओं से जुड़ा हुआ है। उससे भावनात्मक रिश्ता है। अगर मैं कहूँ तो रोजी-रोटी का रिश्ता भी है। रेलवे पर बोलने के लिए बहुत कुछ है, लेकिन इससे पहले कि आपकी घंटी बज जाए, मेरी जिम्मेदारी बनती है कि मैं अपने क्षेत्र के कुछ सवालों को उठाऊँ।

महोदया, मैं माननीय मंत्री के समक्ष यह सवाल बार-बार उठाता रहा हूँ। मैं माननीय मंत्री जी की एक बात की तारीफ करूँगा कि वह बड़ी शालीनता से सुनते हैं और मुस्कुरा कर कहते हैं, लेकिन काम नहीं होता है। इसलिए, मैं आपकी शिकायत आपके सामने ही करूँगा। आप जानते भी हैं कि शिकायत किससे की जाती है। जिससे उम्मीदें होती हैं, उन्हीं से शिकायत की जाती है। जिस दिन आपसे उम्मीद खत्म हो जाएगी, हम शिकायत करना भी बंद कर देंगे।

महोदय, मैं अपने क्षेत्र की समस्याओं को रखना चाहता हूँ। उनकी गंभीरता का अंदाजा आप सिर्फ इससे लगा सकते हैं कि जब मैं सांसद बना और पहली बार कहीं निरीक्षण करने गया तो अपने मऊ रेलवे स्टेशन पर गया। वहाँ यह हालत थी कि जब मैं स्टेशन पर गया तो वहाँ पानी ही नहीं था। जब मैंने पूछा कि यहाँ पानी क्यों नहीं है तो बताया गया कि पानी पीछे वाले काउंटर पर है। आगे वाले डिब्बे का आदमी जब पीछे की तरफ जाएगा तो उसे पानी मिलेगा। वहाँ घटिया क्वालिटी का निर्माण कार्य हो रहा था। मैंने माननीय मंत्री जी के संज्ञान में इसे लाया। इसे मैंने दोबारा संज्ञान में लाया। एक सड़क बनी और वह बनने से पहले ही उखड़ गई। वह शहीदी मार्ग था। उसे भी मैं संज्ञान में लाया। महीनों बाद जब मैं इस सत्र के लिए आ रहा था तो वहाँ आपके विजिलेंस के अधिकारी आए थे। वह हमसे पूछने के लिए आए थे कि क्या चिट्ठी आपने ही लिखी है? मैंने बोला कि मैं आपको भी लिख कर दे देता हूँ। मैं सदन में भी मंत्री जी को बता दूँगा कि यह चिट्ठी मेरी ही है और मंत्री जी का आदेश भी है। अगर यह रफ्तार रहेगी तो मुझे लगता है कि मऊ से ट्रेनों को चलवाने के लिए जो आश्वासन माननीय मंत्री जी ने दिया है, वह मेरी आने वाली पीढ़ियों के दौरे में ही पूरा होगा।

महोदया, माननीय राज्य मंत्री जी का एक पत्र आया था। मैंने 8 नवंबर, 2024 को नियम 377 के तहत यह विषय उठाया। मऊ से कहीं भी और किसी भी बड़े शहर में जाने के लिए कोई भी एक्सप्रेस सुपरफास्ट ट्रेन नहीं है। अगर मैं यह चाहूं कि शुक्रवार को सदन अटैन्ड करके अपने क्षेत्र में जाकर लोगों से मिल लूं और सोमवार को आकर सदन अटैन्ड करूं तो मेरे लिए भी वह सुविधा नहीं है।

महोदया, मैंने जब तथ्यों के साथ पत्र दिया तो राज्य मंत्री जी का जवाब आया था। मऊ-प्रयागराज खंड पर आठ जोड़ी ट्रेन सेवा है। ये ट्रेन्स पीछे से आती हैं और आगे की तरफ जाती हैं, लेकिन मऊ वाले को इसकी सुविधा नहीं मिलती है। इसे दोहरीघाट से नहीं चलाया जाता है। उसके 40 किलोमीटर दूर लोग रहते हैं। वे एक सिरे पर हैं। अगर मैं उन ट्रेनों के बारे में पढ़ूंगा तो समय का अभाव हो जाएगा। मैंने जिन ट्रेनों के बारे में कहा, माननीय मंत्री जी ने बड़े प्यार से असहमति दर्शा दी। अगर मैं पत्र को पढ़ता हूं तो मुझे ऐसा लगता है कि ख्याल ही जिसका था मुझे, वह ख्याल में मिला और सवाल का जवाब भी सवाल में मिला। यह नहीं हो सकता, वह नहीं हो सकता। आप अन्यथा मत लीजिएगा। हम आपसे उम्मीद लगा कर बोल रहे हैं। आप आश्वासन तो दे देते हैं कि हम करेंगे। जब आप नहीं थे तो मैंने एक बार बोला था। चूंकि मेरा सौभाग्य है कि यहां दोनों मंत्री जी बैठे हुए हैं। किसी शायर ने कहा –

कुर्सी है तुम्हारी ये

जनाज़ा तो नहीं है

कुछ कर नहीं सकते तो

उतर क्यों नहीं जाते?

महोदया, मेरी जिम्मेदारी मेरे लोक सभा क्षेत्र के लोगों के लिए है। मैं वहां का सवाल जरूर उठाऊंगा। मैं आपके संज्ञान में एक बात लाना चाहूंगा। बलिया जिले में एक रेवती रेलवे स्टेशन है। वह क्रांतिकारियों की धरती है। उस रेलवे स्टेशन पर लोग अंग्रेजों से लड़ते हुए शहीद हुए थे। वहां महीनों से सर्वदलीय धरना-आंदोलन चल रहा है। मैं और सांसद सनातन पाण्डेय जी सहित तीनों सांसद वहां गए थे। उधर के लोग भी थे। सत्ता पक्ष के लोग भी थे। उस रेलवे स्टेशन को हॉल्ट कर दिया गया है।

शहीदों के सम्मान में जहां ट्रेन्स रूका करती थीं, उसको बंद कर दिया गया है। हमारे लोक सभा क्षेत्र में बलिया जिले का रसड़ा है। अगर वहां के लोगों को ट्रेन पकड़नी हो तो वे या तो बलिया जाएंगे या मऊ आएंगे। उसके आस-पास कोई स्टेशन नहीं है। मऊ बुनकरों का इलाका है। हमारे यहां कोई उद्योग नहीं है। हमारे यहां मजदूर हैं, बुनकर हैं या आर्मी और पैरा मिलिट्री में भर्ती हुए लोग हैं, जो छुट्टियों के लिए आते-जाते हैं। मैंने कहा था कि आप वहां इंडस्ट्री नहीं दे सकते हैं, मऊ को कुछ नहीं सकते हैं। मैंने कुछ दिन पहले सदन में कहा था। पिछले 10 सालों में अगर आपने एक भी बड़ी परियोजना मऊ को दी हो तो मैं आपका मऊ की धरती पर अभिनंदन करता। आपने कुछ नहीं दिया है।

अगर बुनकर अपने सामान को अगर दक्षिण भारत में बेचकर अपनी रोजी-रोटी का गुजारा कर सकें, मुंबई या दिल्ली जाकर कर सामान बेच सकें और उनके पास चार पैसे आ जाएं तो आपको क्या दिक्कत है? आप कुछ करना नहीं चाहते हैं। मंत्री जी, मैं आपसे हाथ जोड़कर निवेदन करता हूं कि आप हमारे साथ आइए, हमारे इलाके की स्थिति देखिए और अपने आफिस में जाकर सर्वे करा लीजिए कि सबसे खराब रेल व्यवस्था किस जिले की है। मैं आपसे हाथ जोड़कर गुजारिश करता हूं, बड़ी उम्मीद से गुजारिश करता हूं और आपने मुझसे वादा भी किया था। मैं चाहता हूं कि वह वादा सदन में भी सबको पता चल जाए कि इन्होंने वादा किया है कि कुछ न कुछ ट्रेन्स चलाएंगे।

मैडम, देश की बात करना भी जरूरी है। आपके सर्वे कहते हैं कि 8 पर्सेंट ट्रैफिक बढ़ गया है। इन्फ्रास्ट्रक्चर के हालात क्या हैं? उसके मुताबिक कुछ नहीं बना। अमृत योजना के अंतर्गत कई जगह काम हो रहा है। मऊ रेलवे स्टेशन पर इतना घटिया निर्माण हो रहा है और बलिया में तो बनते-बनते रेलवे स्टेशन का गुम्बद ही नीचे गिर गया था। यह उसकी क्वालिटी बताता है। देश के लोगों को सुनने में आया था कि कवच से एक्सीडेंट रुक जाएंगे। 70 प्रतिशत ट्रेन डीरेलमेंट से घटनाएं होती हैं और कवच का उसमें कोई योगदान नहीं है। इनके आंकड़े बताते हैं कि 2 पर्सेंट ही कवच का काम हुआ है और अगर इसी स्पीड से काम चलता रहा तो अगले सौ सालों में यह काम होगा।

मेरा एक और निवेदन है, जो सबकी तरफ से है। पत्रकारों ने मुझसे बोला है कि आपसे जाकर बता दें कि उनको पहले सुविधाएं रेलवे में मिलती थीं, मीडिया में ज्यादातर आपके ही समर्थक हैं, आप

कम से कम कुछ उनके लिए ही कर दीजिए। उनको जो सुविधाएं ट्रेन में मिलती थीं, उसे कोविड में बंद कर दिया गया। एक्सीडेंट की एक डेफिनिशन बताई जाती है, consequential train accident, यह क्या है? Train accidents having serious repercussion in terms of loss of human life, human injury, loss of railway property or interruption to the railway traffic, train accidents caused by collision, fire, level crossing derailment etc. are covered under consequential train accidents. मैं उस जिले से आता हूं जहां मानव रहित क्रॉसिंग पर स्कूली बच्चों की बस से ट्रेन लड़ गई और 16 बच्चे मर गए। हम उन बच्चों को हाथों से लेकर दौड़े थे। अगर कहीं बैरिकेटिंग नहीं है, गेट नहीं है, फाटक नहीं है, तो उसकी जिम्मेदारी आपको लेनी पड़ेगी। हमारे जनपद में आधा इधर, आधा उधर है। मैंने आपको 16 लिस्ट्स ओवर ब्रिज और अंडर ब्रिज के लिए दी हैं। मैं उम्मीद करता हूं कि गरीबों के लिए, बुनकरों के लिए, मजदूरों के लिए हमारे यहां कोई इंडस्ट्री नहीं है, संवेदनाओं से भरकर, मानवता के नाम पर आप कुछ ऐसी ट्रेन्स दे देंगे, तो जब तक आप इंडस्ट्री बनाएंगे, तब तक उनको कुछ राहत मिल सकेगी।

हमारे साथी बुलेट ट्रेन के बारे में बोल रहे थे कि बुलेट ट्रेन गुजरात से चलेगी। हम अपने प्रधान मंत्री को विश्व गुरु बनाना चाहते हैं। आप उनको गुजरात का मुख्यमंत्री और देश का प्रधान मंत्री बनाना चाहते हैं कि सब कुछ गुजरात को मिल जाए। एक बुलेट ट्रेन हमारी तरफ भी होनी चाहिए। वंदे भारत ट्रेन के संबंध में मैंने आपसे निवेदन किया था कि वंदे भारत ट्रेन कई घंटे बनारस में खड़ी रहती है। वहां से एक घंटे का रास्ता मऊ का है। अगर उसी को आगे बढ़ा दें, तो बहुत सहूलियत होगी। बुलेट ट्रेन जब आप मुंबई और अहमदाबाद के बीच में चलाएं तो एक बार बनारस से दिल्ली, लखनऊ से दिल्ली, पटना से दिल्ली के एयर फेयर और एयर ट्रैफिक को देख लीजिएगा। वह पैसे हमारी तरफ के लोग भी दे सकते हैं। वे सुविधाएं हमारी तरफ भी आनी चाहिए। आपने मुझे मौका दिया, इसके लिए बहुत-बहुत धन्यवाद, इस उम्मीद के साथ कि जब मंत्री जी जवाब देंगे तो आश्वासन भी देंगे कि मऊ को कुछ मिलेगा।

श्री नरेश गणपत म्हस्के (ठाणे) : सभापति महोदय, आज आपने मुझे रेल मंत्रालय से संबंधित डिमांड्स फॉर ग्रंट्स पर हो रही चर्चा पर बोलने का अवसर दिया, इसके लिए मैं आपको धन्यवाद देता हूं। इस

मंत्रालय का मेरे लिए एक विशेष महत्व है, क्योंकि आज से लगभग 172 वर्ष पहले भारत की पहली रेल मुंबई से ठाणे के बीच में चली थी, जो मेरा लोक सभा क्षेत्र है। यह भारत सरकार और हमारे एनडीए गठबंधन की दूरदर्शी सोच है कि 170 वर्ष बाद देश की पहली बुलेट ट्रेन भी ठाणे से होती हुई मुंबई जाएगी और इसके लिए मुंबई और ठाणे के बीच देश में पहले अंडर-सी टनल की, समुद्र के नीचे से सुरंग के निर्माण की शुरुआत हुई है।

18.00 hrs

माननीय सभापति : माननीय सदस्यगण, मेरे पास सदस्यों की एक लंबी सूची है, यदि सभा की सहमति हो तो सभा का समय रात्रि दस बजे तक बढ़ा दिया जाए।

अनेक माननीय सदस्य: हां, बढ़ा दिया जाए।

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव) : सभापति महोदया, यह डिबेट काफी देर तक चलेगी। जितने भी हमारे सांसद साथी हैं, इनके लिए भोजन की व्यवस्था रेलवे की तरफ से है। आप सब भोजन के लिए आमंत्रित हैं।

श्री नरेश गणपत म्हस्के: सभापति महोदय, वैश्विक स्तर पर केवल पांच देशों के पास ही इस तरह की अत्याधुनिक तकनीक उपलब्ध है। आज भारत भी उस सूची में शामिल हो गया है, यह हम सबके लिए गर्व की बात है। इसके लिए मैं माननीय प्रधानमंत्री नरेन्द्र मोदी जी, माननीय रेल मंत्री अश्विनी वैष्णव जी की और रेलवे के सभी कर्मचारियों का अभिनंदन करता हूँ, जिनके प्रयासों से आज रेलवे वर्ल्ड क्लास फेसिलिटी दे रहा है।

मैं महाराष्ट्र के नेता एकनाथ शिंदे जी को धन्यवाद देता हूँ, जिनके नेतृत्व और प्रयासों से बुलेट ट्रेन का काम तेजी से हुआ। महाविकास अघाड़ी ने बुलेट ट्रेन प्रोजेक्ट को रोकने पूरी कोशिश की थी। उस समय के मुख्यमंत्री उद्धव ठाकरे जी ने इसे व्हाइट एलिफेंट बताया था। उद्धव जी को नहीं पता था कि महाराष्ट्र की जनता को स्पीड ब्रेकर नहीं एक्सप्रेसवे जैसा विकास चाहिए।

मैंने आज सुबह अपोजिशन के एक एमपी से बात की और पूछा कि रेल बजट पर बोलने वाले हैं कि नहीं? उन्होंने कहा कि क्या बोलेंगे, अश्विनी जी ने इतना अच्छा काम किया है, मैं बोलूंगा तो टीका-

टिप्पणी करनी पड़ेगी। मैं दिल से चाहता हूँ कि वह इतना अच्छा काम कर रहे हैं, मैं टीका टिप्पणी नहीं कर सकता, यही अश्विनी जी के काम का सर्टिफिकेट है। मैं उस मेंबर का नाम नहीं बताऊंगा, लेकिन सुबह दिल पर हाथ रखकर मुझसे बताया।

इनकी मानसिकता ईस्ट इंडिया कंपनी वाली है, जिन्होंने भारत में रेलवे का निर्माण हमारे देश को लूटने के लिए किया था। लेकिन आज वही रेल पूरे देश को जोड़ती है, यही रेल, जो प्रतीक है, एक भारत, श्रेष्ठ भारत। एक भारत का निर्माण तभी हो सकता है जब देश का हरेक कोना रेलवे से जुड़ा हो, उत्तर से दक्षिण और दक्षिण से पश्चिम, यही हमारी सरकार ने किया है।

आज भारतीय रेलवे का नेटवर्क 31 मार्च 2023 तक 68,584 किलोमीटर है, साढ़े बारह लाख से अधिक कर्मचारियों के साथ दुनिया का चौथा सबसे बड़ा रेलवे नेटवर्क है, जो एक ही प्रबंधन के तहत संचालित होता है। सरकार ने भारतीय रेलवे को विश्व स्तरीय बनाने के लिए प्राथमिकता दी है। केन्द्रीय बजट वर्ष 2025-26 में रेलवे के लिए रिकार्ड 2 लाख 62 हजार दो सौ करोड़ रुपये का पूंजीगत व्यय आबंटित किया गया है। जबकि सकल बजटीय सहायता ग्राँस बजटरी सपोर्ट 2 लाख 52 हजार दो सौ करोड़ रुपये निर्धारित की गई है।

विपक्ष के साथी कह रहे थे कि महाराष्ट्र के साथ अन्याय हुआ। महाराष्ट्र को कुछ नहीं मिला। मैं स्पष्ट रूप से बताना चाहता हूँ कि डबल इंजन की सरकार द्वारा महाराष्ट्र में रेलवे का तीन गुना अधिक विकास हो रहा है। मैं केवल बात नहीं कर रहा हूँ, आंकड़े खुद इसकी गवाही देते हैं। पूरे देश में रेलवे द्वारा महाराष्ट्र को सबसे अधिक 23 हजार 778 करोड़ रुपये का रिकार्ड बजट आबंटन मिला है, जो राज्य के विकास के लक्ष्यों को तेजी से पूरा करने में मदद करेगा। यह आबंटन 2009 और 2014 के दौरान महाराष्ट्र को मिलने वाली 1 हजार 171 करोड़ रुपये वार्षिक औसत से बीस गुना अधिक है। यह दर्शाता है कि पिछली सरकार ने महाराष्ट्र की रेलवे परियोजनाओं को ठप्प कर दिया था। माननीय रेल मंत्री जी बैठे हैं, उनके समक्ष मैं अपने क्षेत्र की कुछ मांगों को रखना चाहता हूँ। मैं उम्मीद करता हूँ कि उस पर जल्द ही कार्रवाई होगी।

कोंकण दिवा-रत्नागिरी पैसेंजर ट्रेन को पूर्व की तरह दादर से प्रारंभ किया जाए। कोंकण की ओर

जाने वाली सभी ट्रेनों को दिवा स्टेशन पर ठहराव दिया जाए। ठाणे स्टेशन से चेन्नई और दिल्ली के लिए नई ट्रेनों की व्यवस्था की जाए। कुर्ला-कल्याण के बीच नई एक्सप्रेस लाइनों के उद्घाटन हुए तीन साल बीत चुके हैं, लेकिन अभी तक इन मार्गों पर एक्सप्रेस ट्रेनें नहीं चलाई गई हैं। रेलवे प्रशासन इस पर तुरंत ध्यान दे।

कर्जत-सीएसएमटी पनवेल मार्ग से नई लोकल सेवा शुरू की जाए, जिससे मुंबईकरों की यात्रा समय 25 मिनट तक कम हो सके। कल्याण, डोंबिवली और बदलापुर से सुबह और शाम महिलाओं के लिए विशेष लोकल ट्रेनों का संचालन किया जाए। महिला यात्रियों के लिए स्वच्छ, सुव्यवस्थित एवं ऑटोमेटिक टॉयलेट की व्यवस्था की जाए।

महोदया, हमारे मतदार संघ में ठाणे और मुलुंड स्टेशन के बीच में एक नया रेलवे स्टेशन बन रहा है। उसका खर्च हमारी कॉर्पोरेशन कर रही है। कोरोना के बाद कॉर्पोरेशन की स्थिति थोड़ी कमजोर है। हमने वैष्णव जी के साथ मीटिंग की थी। आपने कहा था कि उसका खर्च रेलवे उठाएगी। यह आपने मंजूर किया था। लेकिन, आपने नीचे के अधिकारियों को वह मैसेज नहीं दिया गया है। जल्द ही वह मैसेज देकर उस काम को शुरू कराया जाए।

सुबह एवं रात को महिला डिब्बों में महिला पुलिस की तैनाती की जाए, जिससे सुरक्षा सुनिश्चित हो सके। ठाणे जिले के सभी स्टेशनों, मीरा, भयंदर, नवी मुम्बई, कल्याण से कसारा एवं कर्जत-खोपोली पर स्वचालित सीढ़ियां और लिफ्ट की सुविधा उपलब्ध कराई जाए।

ठाणे जिले के सभी रेलवे स्टेशनों पर सीसीटीवी निगरानी प्रणाली स्थापित की जाए। कल्याण एवं ठाणे रेलवे स्टेशनों पर एडीआरएम स्तर के अधिकारी नियुक्त किए जाएं, जिससे यात्रियों को मुंबई जाकर शिकायत दर्ज कराने की आवश्यकता न पड़े। दिवा स्टेशन पर कोंकण यात्रियों के लिए आधुनिक एसी वेटिंग रूम बनाई जाए, जिसमें महिला एवं पुरुषों के लिए अलग-अलग सुविधाएं हों। जो वन रुपीज क्लिनिक हमारे स्टेशन के बाहर शुरू हुई थी, वह टेंडर खत्म होने के बाद बंद हो चुकी है। उसको जल्द शुरू किया जाए। एसी लोकल ट्रेन ज्यादा से ज्यादा चलाई जाए और उसकी टिकट दर मर्यादित रूप से रखी जाए।

नासिक-कसारा या कल्याण-नासिक लोकल सेवा शुरू की जाए। दिवा-वसई रेलवे मार्ग पर लोकल ट्रेनों की संख्या बढ़ाई जाए। कल्याण-पनवेल वाया कलंबोली लोकल सेवा शुरू की जाए। कल्याण-वाशी वाया एरोली लोकल सेवा शुरू की जाए, जिससे ठाणे स्टेशन पर यात्रियों के भार को कम किया जा सके। ट्रांस हार्बर लाइन पर ठाणे से उरण लोकल सेवा शुरू की जाए।

कल्याण रेलवे यार्ड में जितना काम पूरा हो चुका है, उस हिस्से से लंबी दूरी की ट्रेनों का संचालन शुरू किया जाए, जिससे लोकल ट्रेनों का मार्ग खाली हो और होने वाली देरी को रोका जा सके।

रेलवे कर्मचारियों के लिए जो स्पेशल ट्रेन चलती है, उसमें केवल 25 परसेंट ही पैसेंजर रहते हैं। इसलिए, अन्य ट्रेनों में से आम जनता, वरिष्ठ नागरिकों और विद्यार्थियों के लिए कुछ सीटें आरक्षित की जाए।

रेलवे स्टेशन का पुनर्विकास एवं नई परियोजनाओं के साथ अमृत भारत स्टेशन योजना के तहत पुनर्विकास किया जाए। महाराष्ट्र में विशेष रूप से ठाणे, कल्याण, डोंबिवली, बदलापुर, कसारा और कर्जत जैसे प्रमुख रेलवे हब्स से रोजाना लाखों यात्री सफर करते हैं। भारतीय रेलवे जनता की धड़कन है, इसलिए यह आवश्यक है कि यात्रियों की सुरक्षा, सुविधा और समयबद्ध यात्रा को सुनिश्चित किया जाए।

अभी हम जिस गति से बढ़ रहे हैं, उस गति को बनाए रखना चाहिए। हमें नई परियोजना को प्राथमिकता देनी चाहिए। हमें जनता की आवश्यकताओं को सबसे ऊपर रखना होगा। हमें पूरा विश्वास है कि पंत प्रधान नरेंद्र मोदी जी और रेल मंत्री अश्विनी वैष्णव जी के नेतृत्व में भारतीय रेलवे आने वाले वर्षों में दुनिया का सबसे आधुनिक और सर्वश्रेष्ठ रेल नेटवर्क बनने की ओर अग्रसर रहेगा।

देश के करोड़ों भक्त जो प्रयागराज महाकुंभ मेला में गए थे, उसके लिए मैं भारतीय रेलवे प्रशासन और माननीय रेल मंत्री जी के प्रति आभार व्यक्त करता हूँ।

महोदया, अंत में मैं एक शायरी के साथ अपनी बात समाप्त करना चाहूंगा -

“आओ मिलकर देश को बदलें,

नई उम्मीदों का संचार करें,

भ्रष्टाचार मिटाकर विकास लाएं,
एक विकसित भारत का निर्माण करें।

SHRI ASADUDDIN OWAISI (HYDERABAD): Madam Chairperson, the capital expenditure in the Railway Budget has seen no increased allocation compared to the B.E. and R.E. of 2024-25. The capital of Railways is pegged at Rs. 2,65,200 crore. The effective budgetary support from the Government for 2025-26 is budgeted to be at Rs. 2,52,200 crore. There is no increase compared to B.E. and R.E. of 2024-25.

Madam, on railway safety, recently, the Commission of Railway Safety in its Annual Report of 2022-23 has stated that the rising graph of passenger-carrying train derailments is a cause of concern. The CAG in its report on derailments found significant shortfalls in the track inspection, with even for the Group A and Group B broad gauge routes had a shortfall in inspection ranging between 30 and 50 per cent in different zones.

Madam, now, I come to installation of KAVACH. In 2024, track side equipment for KAVACH has been installed only along 3,334 kilometres of route length of the total route length of 69,181 kilometres. This shows the efficiency of the installation. KAVACH has been installed in only 533 of over 7,325 stations. Only 707 locomotives have been installed with KAVACH despite the Railways operating over 13,000 passenger and 8,000 freight trains every day.

Madam, as regards staff shortage, the RTI reply of March, 2024 stated that 1.5 lakh posts were vacant in the safety category in the Indian Railways. As of August, 2023, there were over 53,000 vacancies in the Operational Safety Division

alone. I demand that the Minister inform the House as to how many of these critical vacancies have been filled so far. Can the Minister also clarify the sanctioned strength versus the actual strength of the RPF personnel?

Madam, now, I come to land utilisation. Railways has 62,000-odd hectares of vacant railway land. Only 1,216 hectares of vacant land have been handed over to RLDA for commercial development. One of the potential utilisation of vacant Railways' land has been purported to be the installation of solar and wind powers. The Railways' target of setting up of solar and wind power capacity of 30 gigawatt is by 2030. The CAG report of 2024 says that the Railways is unable to achieve its planned renewable capacity. As per the *Economic Survey* of 2024-25, the Railways has commissioned only 375 megawatt of solar power and 103 megawatt of wind power as of October, 2024.

The Public Accounts Committee in its 113th Report found that of the 49 commercial sites entrusted with the RLDA between 2007 and 2017, none of the 49 properties entrusted with the RLDA have been fully developed. This shows how RLDA works.

Now, I come to the famous NHSRCL bullet train. It failed to utilise the allocated funds. In 2022-23, Rs. 19,000 crore were allocated but only Rs. 12,000 crore were utilised. In 2024-25, Rs. 21,000 crore were allocated and the allocation was reduced to Rs. 19,000 crore at the R.E. round. In 2023-24, the NHSRCL used only Rs. 18,295 crore out of Rs. 19,592 crore. The project, which was set to begin in 2026, has now been pushed to 2030 much like most of the promises of the Government, which only see endless delays.

Madam, the BJP cannot blame anyone for this bullet train project. You have been in power in Gujarat since the inception of the project. You have been governing Maharashtra since 2022. Now, this shows the efficiency of the so-called '*Double-Engine Ki Sarkar*'.

Madam, now, I come to the slow production of rolling-stock. As the time is very short, I will just give the figures. In 2021-22, only 6,919 coaches were produced out of the targeted 8,230 coaches. In 2022-23, only 5,869 coaches were produced out of the targeted 7,574 coaches. In 2022-23, only 6,470 coaches were produced out of the targeted 6,630 coaches. This Government can continue making new names like Amrit Bharat, Namo Bharat, etc., but none of these matters because they do not want to meet the target of coach production.

The freight business is the biggest cash cow of this Government. Nearly, 50 per cent of our revenue comes from the freight revenue only for transporting coal. However, as we move towards meeting our climate targets, the share of coal in power generation is set to decline, reducing the need for coal transportation. What impact will this have by 2030? You have to answer this because 50 per cent of your revenue comes from freight only.

Madam, now, I come to low appropriation to Depreciation Reserve Fund (DRF). From 2017-18 till 2024-25, the Ministry had budgeted Rs. 11,600 crore appropriation to DRF. Only Rs. 4,740 crore were appropriated to DRF.

Madam, this has led to significant backlog in the renewal of ageing assets namely, Rs. 23,763 crore backlog in rolling stock, Rs. 3,542 crore backlog in track renewal, Rs. 1,465 crore backlog in signalling and telecommunication, then Rs.

3,542 crore backlog in bridge and tunnel works.

Madam, coming to passenger amenities, the less I say, the more it is better. The bridge works estimated for 2024-25 has come to Rs. 2025 crore. For the financial year 2025-26, now, it is Rs. 1590 crore for bridge works.

Now, doubling of tracks is a critical initiative to decongest the railways. It saw very poor progress in 2024-25 with only 1,134 kilometres of doubling of lines completed in December against a target of 2,900 kilometres. Signalling failures have been blamed for recent train accidents. Of the 400 stations where the modern signal work was to be completed in 2024-25, only 255 stations had been upgraded by December and most disappointingly, the Ministry aimed to remove 1,100 manned level crossings in 2024-25 but by December, only 389 have been eliminated.

Madam, the Telangana Government has asked for so many projects. But unfortunately, due to the step-motherly treatment towards Telangana, 11 track lines have not been taken up.

In conclusion, I would say that you cannot put all the reels about a handful of sleek new trains, claim a master class in management even on people who were crushed to death at the heart of the Capital. You can showcase white comfortable seating on unaffordable express trains while most of India's trains are crammed inside or hanging at the doors of ageing coaches. You can cook up the Khayali Pulao about bullet trains, miss your own deadlines and then fail to meet even those revised deadlines.

You neglect upgrading critical safety infrastructure, tracks, rolling stocks but

take pride in repainting Vande Bharat trains and renaming stations. This is not a transformation. This is the distraction in which the Government has an expertise, and the people of this country are paying the price for this.

Thank you.

श्री मलविंदर सिंह कंग (आनंदपुर साहिब) : सभापति जी, धन्यवाद। आपने मुझे एक अहम विषय डिमाण्ड्स फॉर ग्रांट्स अंडर द रेलवे मिनिस्ट्री पर बोलने का समय दिया है। मैं श्री आनंदपुर साहिब लोक सभा की नुमाइंदगी करता हूँ, जहां 350 साल पहले खालसे का जन्म हुआ था। ऑनरेबल रेल राज्य मंत्री यहां बैठे हुए हैं। वह पहली बार लोक सभा में श्री आनंदपुर साहिब से ही चुनकर आए थे। वहां की जो तमाम रेलवे से संबंधित मुश्किलें हैं, उनको माननीय मंत्री बहुत अच्छे से जानते हैं। मैं कुछ विषय इनके सामने रखना चाहता हूँ। मेरा विश्वास है कि लोगों की जो तमाम डिमांड्स हैं, डेफिनेटली वह उनको पूरा करेंगे।

*Hon'ble Chairperson Madam, the Khalsa Panth was established at Shri Anandpur Sahib and Hazur Sahib is the place where our tenth Guru Shri Guru Gobind Singh ji breathed his last. Sir, this is the long-standing demand of Sikh pilgrims that a direct train should ply between Shri Anandpur Sahib and Shri Hazur Sahib, Nanded. Sir, Sachkhand Express connects Amritsar Sahib and Hazur Sahib but we need another train for Shri Hazur Sahib as lakhs of devotees from Punjab visit Shri Hazur Sahib every year. Such is the faith of the Sikh devotees. So, I urge upon the Hon'ble Minister sir that a special train should connect Shri Anandpur Sahib and Shir Hzaur Sahib. It will not only help the pilgrims of Doaba region but other nearby regions like fowad area as well.

... English translation of this part of speech originally delivered in Punjabi.

Secondly, Chairperson Madam, Punjab government is doing good work in the area of irrigation. Shri Bhagwant Mann government is providing irrigation water to the fields. But at our district headquarters Ropar, a large irrigation project and NOC of railways is pending. This NOC must be issued to us so that canal water can be taken to the fields.

Madam Chairperson, Railway is our lifeline. But, there are complaints by people that luggage and goods are stolen in all compartments*. उस चोरी को रोकने के लिए रेलवे के द्वारा प्रयास किए जाने चाहिए ताकि रेल में जो चोरियां होती हैं, फर्स्ट और सेकेंड क्लास कम्पार्टमेंट्स में भी होती हैं, उनको रोका जा सके।

*Thirdly, I want to urge the Hon'ble Minister Sir that there is Balachaur assembly constituency in Shri Anandpur Sahib Lok Sabha constituency. This assembly seat has not been connected through Railway. The people of Balachaur demand that rail connectivity should be provided to them either via Ropar or through Nawanshahr via Khanna. Balachaur should be connected to Amritsar-Delhi main railway route.

Madam, Chamkaur Sahib assembly seat is an important place where elder Sahibzadas (sons) of our tenth Guru sacrificed their lives. Crores of devotees from India and abroad visit this place to pay their obeisance. However, this place too has not been connected via Railway track. So, I urge upon the Hon'ble Minister Sir that Chamkaur Sahib should also be connected by railway network. Its distance from Fatehgarh Sahib is 10 to 15 kms. Crores of devotees come to this important

... English translation of this part of speech originally delivered in Punjabi.

place to pay their obeisance. This is the genuine demand of the people.

The Vande Bharat train that runs from Delhi to Una does not have a stoppage at our Ropar district headquarter. The Hon'ble Minister Sir must be knowing it. It does have a stoppage at Shri Anandpur Sahib. We are grateful to the hon'ble PM Sir and hon'ble Minister Sir for this stoppage. But, a stoppage of Vande Bharat must be given at Ropar too.

Madam, there is a manned crossing at Beli near Ropar. This place sees a jam of 8 to 10 hours daily. An underpass or an overbridge there is the need of the hour. Hon'ble Sir should consider this demand positively.

Madam, at National Highway 205, massive traffic jam is the order of the day. Traffic of Ghanauli, Bunga Sahib, Kiratpur Sahib etc. spills over here leading to constant traffic jams. The construction of an overbridge here is the long-pending demand of people of this area. Hon'ble Minister Sir was elected from here for the first time. People love him.

In the end, I urge upon the hon'ble Minister Sir to heed all these demands of the people of Shri Anandpur Sahib*.

Thank you.

SHRIMATI JUNE MALIAH (MEDINIPUR): Madam. I rise to speak on the Demands for Grants of Railways for the financial year 2025-26. While this Government claims to be modernising the railways, the reality is that our railway system is still plagued by delayed projects, poor infrastructure, declining safety standards and passenger inconvenience.

Indian railways is the lifeline of our nation, carrying millions of passengers

everyday. It is a symbol of connectivity, economic growth and national integration. However, the manner in which the railway sector is being managed raises serious concerns. This Budget is long on promises but short on delivery. It fails to address some of the most pressing issues that impact passengers, railway employees, and freight transporters.

Madam, let us start with the Amrit Bharat Station Scheme, which was launched to modernise railway stations across the country. While the Government made grand announcements about station re-development and better passenger amenities, on ground, the progress is painfully slow. According to a recent report by *the Telegraph*, the Union Budget for the year 2025-2026 has allocated Rs. 13,950 crore for railway projects in West Bengal, as told by our hon. Railway Minister. The report also says that our hon. Prime Minister has undertaken a mission to modernise and expand the railway network in West Bengal, to build new stations, improve passenger amenities and run new trains. Madam, the State currently has Rs. 68,000 crore of investment in railways.

Although our hon. Railway Minister boasts that the allocation made by our hon. Prime Minister is three times more than that was made by Shrimati Mamta Banerjee during her tenure as the Union Railway Minister, he did not give a clear break-up of the allocation for the individual reports, thus making it non-transparent.

Our hon. Railway Minister has informed that 101 stations in West Bengal are being modernized under the Amrit Bharat Station Scheme which was introduced in the year 2022. Despite the allocation of Rs. 1,503 crore in the financial year 2023, for the redevelopment of 37 railway stations across the State, there has been little

or no visible progress.

Let us take the Medinipur, Kharagpur and Salboni railway stations, which fall in my Lok Sabha constituency, as examples. The work is progressing at a snail's pace, and the passengers continue to suffer from inadequate facilities. The promised underpasses and road over-bridges at Dantan, Belda and Medinipur remain stuck in bureaucratic delays.

Despite repeated assurances, there is no visible progress on these critical projects. This raises a fundamental question. If the Central Government cannot complete the on-going projects efficiently, how can we trust its big promises for the future?

Another major issue that has been completely ignored is train delays. In the Adra division, the passenger and express trains have been consistently running late for over a year. Important trains like the Howrah-Purulia Express and Bhadrak Express are facing severe delays, causing problems for thousands of daily commuters. Despite repeated complaints from passengers, the Government has done nothing to address the root causes of these delays. Instead of investing in better scheduling, improved signalling and track maintenance, the budget only talks about expanding new routes without fixing the problems on existing ones. If the Government truly wants to improve railways, it must first fix the existing network before making tall promises about expansion.

In many places where railway projects are being completed, quality is a major issue. Take the railway underpasses in Salboni, which is in my Lok Sabha constituency. These structures, which should last for at least decades, are already

crumbling within six months to a year. The corruption and poor execution have led to structurally weak railway projects, which are not only a waste of public money but also a serious safety hazard. Why is the Government not taking strict action against contractors and officials responsible for such sub-standard work? Why is there no accountability for taxpayers' money? The Government fails to address corruption, and inefficiency that plague railway construction and maintenance.

Another issue that must be addressed is the inhuman eviction of railway colony residents in Kharagpur and other railway towns. Many families have been living in railway quarters for over 50 years, yet they are now being forcibly evicted without any proper rehabilitation plan. These are railway employees, daily wage workers, and their families who have nowhere else to go. If the Government wants to reclaim land for development, it must first ensure a human and fair relocation plan for these residents. Instead, the railway authorities are using harsh eviction tactics, ignoring the basic human rights of these people. This kind of insensitive policy-making is unacceptable, and must be strongly opposed.

Madam, I want to raise concerns about the gradual privatisation of Indian Railways. While the Government claims that privatisation will improve efficiency in reality, it is making train travel more expensive for common people. Introduction of premium trains at high fares, while neglecting affordable sleeper class travel, is a clear sign that the Government is favouring elite passengers over the common man. Rather than strengthening the public railway system, this Government is pushing private investment at the cost of affordability. This is not the vision that the Indian Railways was built upon.

Before I finish, I would like to say that the hon. Railway Minister is quick to criticise Ms. Mamata Banerjee and her tenure as a Railway Minister, but let me remind him that Ms. Mamata Banerjee's tenure is remembered for passenger-friendly policies, introduction of new trains, and a focus on affordable travel. Her initiatives, especially, Durgam Express, Garibrath, and women's safety measures remain a significant contribution to the Indian Railways. She promoted early trials of ACD (Anti-Collision Devices) which later evolved to more advanced technologies like Kavach. She allocated higher funds for track maintenance and accident prevention measures. Her tenure saw the introduction of better signalling systems and CCTV surveillance at key stations.

These are just a few of the many things that she did as the Railway Minister.

Lastly, hon. Chairperson, I would say that the Indian Railways is not just a mode of transport but it is the backbone of our economy and a symbol of national integration. The lifeline of our nation cannot run on empty promises and delayed projects. If this Government truly cares about railways, let action speak louder than words because development is not measured by announcements but by execution. This Budget lacks the urgency, vision, and accountability that Indian Railways desperately needs. Until real reforms are prioritised, we cannot, in good conscience, support the Demands for Grants.

Thank you! Jai Hind! Jai Bangla! Jai Midnapore!

श्री राजेश रंजन (पूर्णिया) : सभापति महोदया, रेल जीवन की रेखा है। मानवीय, सामाजिक और आर्थिक विकास के लिए रेलवे बहुत उपयोगी है। इस देश के गरीबों, आम आदमी, श्रमिकों, किसानों, युवा जो बेरोजगार हैं और जिनकी देश के निर्माण में सबसे ज्यादा भूमिका है, उन सबका रेल के साथ

एक इमोशन जुड़ा हुआ है। इस रेलवे से गांधी जी का सपना जुड़ा हुआ था। इसकी खुशहाली और इसकी तरक्की सबसे महत्वपूर्ण है। यह भारत की रीढ़ है। इकोनॉमी को बढ़ाने के लिए रेलवे को नहीं लाया गया था।

सभापति महोदया, मैं इस बात से शुरू करना चाहूंगा कि इन 11 सालों में कितने एससी, एसटी, ओबीसी और ईबीसी बच्चों को रेलवे में नौकरी दी गई है? मुझे जो जानकारी है, उसके अनुसार 4 लाख 68 हजार नौकरियां खत्म हुई हैं। ओबीसी, ईबीसी, एससी और एसटी की जो बात करते हैं, उन्होंने कभी भी यह नहीं समझा कि इस देश के युवाओं के लिए रेलवे की वैकेंसी बंद हो गई है। रेलवे का निजीकरण किया गया, जिसमें देश के 87 प्रतिशत जो मिडिल क्लास और गरीब ईबीसी, ओबीसी, एससी, एसटी के लोग हैं, आदिवासी के बच्चे हैं, उनको आरक्षण नहीं मिल पाने के कारण उनका प्रवेश बंद हो गया। यह मेरा पहला विषय था।

दूसरा विषय यह है कि टिकटों में दलाली कब तक चलेगी? मेरी सबसे पहली रिक्वेस्ट आपसे यह है कि आप प्रतीक्षा टिकट काटना बंद करवाइए और जितनी टिकट कटे, उनके लिए अतिरिक्त कोच लगावाइए।

सभापति महोदया, स्थिति यह है कि दलालों के माध्यम से आम आदमी का पैसा दलाल पदाधिकारी और बिचौलियों के पास चला जाता है। आरक्षण रहते हुए किसी भी व्यक्ति को सही समय पर सीट नहीं मिलती है। आप कुंभ की स्थिति देख लीजिए। उस समय पूरे डिब्बे को तोड़ दिया गया। डिब्बे के शीशे तोड़ दिए गए। लोग टॉयलेट्स में बैठकर मजदूरी करने के लिए बाहर जाते हैं। बंगलुरु, आंध्र प्रदेश और साउथ में हमारे हिंदी बेल्ट के बच्चे ट्रेन की सीढ़ियों पर बैठकर झूलते हुए जाते हैं।

सभापति महोदया, मेरा आपके माध्यम से मंत्री जी से सबसे बड़ा सवाल है कि टिकट की दलाली कब खत्म होगी? इसके अलावा प्लेटफार्म पर उतने ही लोगों को जाने दिया जाए, जितने लोगों की सीट्स आरक्षित हैं, अन्यथा जाने नहीं दिया जाए। उसके लिए विशेष व्यवस्था की जाए। इसके अलावा मेरा सबसे महत्वपूर्ण सवाल यह है कि इंटर और बीए, ग्रेजुएशन किए हुए जो बच्चे हैं, जो बेरोजगार हैं, जिनको इस देश में बेरोजगारी भत्ता भी नहीं मिलता है, क्या रेलवे के माध्यम से वैकेंसी की कोई ऐसी

व्यवस्था इस देश के युवाओं के लिए है, ताकि उनकी बेरोजगारी खत्म हो सके? ग्रेजुएशन किए हुए बच्चों को एक उम्मीद और सपना दिखाया जाना चाहिए। स्टेशन पर महिलाओं के लिए अलग से रिटायरिंग रूम होना चाहिए तथा उनके लिए प्रत्येक ट्रेन में अलग से शौचालय की व्यवस्था होना सबसे महत्वपूर्ण है।

सभापति महोदया, सभी मानव रहित क्रॉसिंग को जल्दी से जल्दी खत्म किया जाना चाहिए और वहां पर फ्लाईओवर या अंडरपास बनाया जाना चाहिए। ट्रेन और कोच डिजाइन में सुधार किया जाना चाहिए। एलएचबी कोच का विस्तार होना चाहिए। सभी ट्रेनों में एलएचबी कोचेस लगाए जाएं, क्योंकि ये दुर्घटनाओं को कम करते हैं। सभी ट्रेनों में अत्याधुनिक फायर सेफ्टी सिस्टम लगाना आवश्यक है। ट्रेनों में इलेक्ट्रो न्यूमेटिक ब्रेकिंग सिस्टम और इमरजेंसी ब्रेकिंग सिस्टम को अनिवार्य किया जाना चाहिए।

सभी स्टेशंस पर हाई स्पीड वाईफाई इंटरनेट सेवा मुफ्त दी जानी चाहिए।

मैं स्वच्छता और हाईजीन के बारे में कहना चाहता हूं। रेलवे स्टेशंस और ट्रेनों में स्वच्छता बनाए रखने के लिए ए-वन, सक्षम सफाई व्यवस्था बनाने की आवश्यकता है। स्मार्ट टिकटिंग, क्यू आर कोड आधारित टिकटिंग, बायोमेट्रिक एंट्री और मोबाइल टिकटिंग को अधिक चलन में लाया जाए ताकि आम आदमी को सुविधा हो सके।

सभी प्रमुख रेलवे स्टेशन पर स्वचालित एक्सेलेटर्स और लिफ्ट्स नहीं हैं। ये बिहार में लगभग नहीं हैं। ये किसी भी स्टेशन पर नहीं हैं। यह व्यवस्था पूर्णिया कोर्ट, बनमनखी, बारसोई, मूरलीगंज, खगड़िया और भागलपुर में नहीं है। रेलवे स्टेशंस के पार्किंग से ही विकलांग और बूढ़े लोगों को प्लेटफॉर्म तक जाने के लिए गाड़ी की व्यवस्था होनी चाहिए। यह सबसे इंपोर्टेंट है।

मैडम, हमारी सरकार क्या कहती है, निःशुल्क और रियायती सेवा खत्म की गई, वरिष्ठ नागरिकों को टिकट पर छूट, खिलाड़ी, पत्रकार और अन्य विशेष श्रेणियां के लिए दी जाने वाली छूट बंद कर दी गई है या फिर सीमित कर दी गई है। कुछ ट्रेन्स और कोचों को बंद किया गया है। कोविड के बाद स्पेशल ट्रेनों के नाम पर समान ट्रेनों की अस्थाई समाप्ति हो गई है। कोविड-19 के दौरान कई ट्रेन्स स्पेशल ट्रेन्स बनाकर चलाई गई हैं, जिनका किराया बढ़ा दिया गया और बाद में कुछ ट्रेनों को पूरी तरह से बंद कर

दिया गया है। जनरल कोचों की संख्या में कमी कर दी गई है। कई एक्सप्रेस और सुपरफास्ट ट्रेनों में समान कोचों की संख्या कम कर दी गई है।

रेलवे में मुफ्त खान-पान की सेवा खत्म कर दी गई है। अब यात्रियों को कई ट्रेनों में भोजन के लिए अतिरिक्त भुगतान करना पड़ता है। पहले यह सुविधा टिकट के साथ मिलती थी। रेलवे स्टेशनों पर मुफ्त वाईफाई की सुविधा सीमित कर दी गई है। सरकार ने रेलवे स्टेशंस और ट्रेनों का आंशिक निजीकरण किया है। निजीकरण के तहत शामिल मात्र दो-तीन प्रमुख स्टेशंस हैं।

मैडम, मैं अपने क्षेत्र के बारे में आग्रह करना चाहता हूं। आप विदेशों में जाइए और वहां के ट्रेनों को देखिए। वहां के लोग प्लेन्स से ज्यादा ट्रेन्स में यात्रा करना चाहते हैं। हमारे यहां ट्रेन जिंदगी के लिए एक मौत बन चुकी है। बहुत सारी ट्रेन्स अपने गंतव्य स्थान पर नहीं पहुंच पाती हैं।

मैडम, मैं अपने क्षेत्र के लिए कुछ आग्रह करना चाहूंगा। रेलवे सुरक्षा बल, महिलाओं एवं आम लोगों की सुरक्षा के लिए आरपीएफ और जीआरपी की उपस्थिति बढ़ाई जाए। कर्मचारियों के लिए आधुनिक ट्रेनिंग, सभी लोको पायलट्स, स्टेशन मास्टर्स को आधुनिक ट्रेनिंग, एआई डेटा एनालाइसिस का उपयोग, इंटरनेट ऑफ थिंग्स (IoT) के माध्यम से ट्रेन की स्थिति और संभावित दुर्घटनाओं को रोका जाए।

मैडम, मैं पर्यावरण के बारे में कहना चाहता हूं कि सोलर, विंड एनर्जी और अक्षय ऊर्जा स्रोतों का रेलवे स्टेशंस और ट्रेन्स परिचालन के लिए अधिक उपयोग किया जाए। सभी ट्रेनों में बायो वैक्यूम टॉयलेट्स लगाए जाएं ताकि पटरियों को साफ रखा जा सके।

मैडम जी, मैं दो मिनट में अपने क्षेत्र की बात कहना चाहता हूं। मैंने कई बार रेलवे मंत्री जी से मुलाकात की है। बिहार में इसकी विशेष आवश्यकता है क्योंकि दुनिया के सबसे ज्यादा गरीब लोग यहां हैं और सबसे ज्यादा पलायन बिहार से होता है, उसमें भी सीमांचल और कोसी क्षेत्र से ज्यादा पलायन होता है। मैंने कई बार झारखंड के देवघर से लेकर नवगछिया, सिंधेश्वर स्थान होते हुए भीमनगर बैराज, बंगाल से लेकर किशनगंज, जलालगढ़, बनमनखी, बिहारीगंज होते हुए किशनगंज, कुशेश्वर स्थान होते हुए दरभंगा तक कई रेलवे लाइंस के लिए महत्वपूर्ण बात कही है।

मैडम जी, मैं कुछ बात कहना चाहूंगा कि हमारे यहां जमालपुर रेलवे कोच है। हमारे यहां डेहरी ऑन सोन में हिंदुस्तान की सबसे बड़ी रेलवे फैक्ट्री थी, लेकिन वह बंद पड़ी है। वहां पर रेलवे की सारी सुविधाएं हैं, कई बार फैक्ट्री चलाने की बात आई, लेकिन वह नहीं चली। मधेपुरा में स्लीपर फैक्ट्री बंद है, वह नहीं चली। मधेपुरा में एक फैक्ट्री है, जहां पर लोकल बच्चों को नौकरी नहीं मिलती है। वहां सीमांचल-कोसी क्षेत्र के बच्चों को नौकरी नहीं मिलती है।

मैडम जी, मेरा आग्रह है कि देश में सबसे बड़ी आधुनिक फैक्ट्री जमालपुर में है। उसका आधुनिकरण होना चाहिए। मैं पूर्णिया कोर्ट, वंदे भारत और अमृत भारत के बारे में कहना चाहता हूं।

एक तरफ सियालहदाह, कोलकाता है। 'अमृत भारत' पूर्णिया जंक्शन होते हुए जोगबनी और सीधा पूर्णिया कोर्ट से सहरसा होते हुए जाए। मैं बार-बार कहता हूं कि हमारे सबसे ज्यादा हमारे बच्चे पढ़ने के लिए कर्नाटक, आंध्र प्रदेश और तमिलनाडु जाते हैं, ओडिशा में लोग मजदूरी करने भी जाते हैं। मैं चाहता हूं कि साउथ को कोसी सीमांचल से, पूर्णिया कोर्ट से जोड़ा जाए। मैंने कई बार कहा है कि छः ट्रेन्स चलती हैं इसलिए पूर्णिया कोर्ट पर वाशिंग पिट लगाया जाए लेकिन जीएम के कान पर जूं नहीं रेंगती।

महोदया, कुरसेला रेलवे लाइन की शुरुआत राम विलास जी और लालू जी के समय में हुई थी। कुरसेला के लिए 190 करोड़ रुपये देकर रेलवे विभाग ने वापस कर दिए। हम अपनी बात का अंत कर रहे हैं। मैं माननीय मंत्री जी से कुरसेला से बिहारीगंज, मुरलीगंज और बीरपुर को रेलवे लाइन से जोड़ने के लिए आग्रह करता हूं। आपने पैसे तो वापस कर दिए, लेकिन यह रेलवे लाइन बहुत महत्वपूर्ण है। देवघर से नौगछिया होते हुए सिंहेश्वरस्थान, कुरसेला से बिहारीगंज, मुरलीगंज होते हुए रेल लाइन जानी चाहिए। मैं आग्रह करता हूं कि आप इस योजना की स्वीकृति दें।

SHRI N. K. PREMACHANDRAN (KOLLAM): Madam Chairperson, I would like to appreciate, in general, the performance of the Railways, particularly in giving focus to the infrastructure development of the Indian railway system and the Indian railway network. I would also like to appreciate the hon. Minister for giving thrust to

the infrastructure development of the Indian railway network. However, I am compelled to oppose demand No. 85 pertaining to the Ministry of Railways because, if you critically examine this year's budget, there is nothing new in it. There is no increase in the allocation, and there are not even marginal changes in the budget proposals for the year 2025-26. There is no major announcement, and it can be described as a *status quo* budget. When the railway needs drastic changes in the infrastructure sector, unfortunately, proper budgetary allocation was not provided, and that is the reason I would like to oppose Demand No. 85.

Madam Chairperson, the hon. Railway Minister, on 2nd February, the next day immediately after the pronouncement of the Budget in Parliament by the hon. Finance Minister, described the Union Budget as amazing. This was the word used by the hon. Railway Minister, and he stated that there is a big allocation for the Indian Railways and that the Indian Railways is all set to expand faster, safer, and there will be comfortable rail travel across the country. What is the reality? The budget allocation for the financial year 2024-25 for the Indian Railways was Rs. 2.62 lakh crore, and when it comes to 2025-26, it has come down to Rs. 2.55 lakh crore. The Government kept the capital expenditure at Rs. 2.52 lakh crore, which is equivalent to the Revised Estimate of the financial year 2024-25. How can the hon. Minister say that it is amazing? Just because the budgetary allocation to the Indian Railways is very big, the Union Budget is amazing. I do not understand how the Union Minister comes to that conclusion. Furthermore, all economic experts and analysts expected a significant boost in capital expenditure to support infrastructure growth, modernise freight corridors, and enhance passenger safety.

For passenger safety, if you see, it is more or less the same as that of the last financial year, at Rs. 1.16 lakh crore. This is totally disappointing, which is why I have given 10 notices of Cut Motions, and I may need a little time to explain this as well.

Let us move to the next point regarding the role of rail in gross freight traffic. If you examine from 1950 onwards, from 1950 to 2021, the logistics market grew from 87 million metric ton to 4,500 to 5,000 million metric ton, which is a growth of 55 times. However, in the same period, rail freight grew from 73 metric ton to 1,418 metric ton, which means a growth of 20 times.

It means that the share of Railways in the freight traffic is coming down drastically. In 2007-2008, it was 36 per cent of the total freight traffic. Now, it has come down to 26 per cent in the year 2021. So, according to the Railway's vision, that is the National Rail Plan 2020, the visionary document which has already been published by the Government and the hon. Railway Minister, the Government is planning to increase the share of the rail freight by up to 45 per cent by 2030-2031. If you want to achieve the desired goal of 45 per cent of the freight traffic, then the freight traffic growth needs to enhance by nine per cent annually. My specific question to the hon. Minister is this. Is it possible to achieve this goal by this budgetary allocation? I am seeking a specific answer from the honourable Minister.

Coming to the second point regarding another clarification, the main revenue of the Indian Railways is from freight traffic. So, my question to the Minister is this. Even after this huge expenditure in capital, why does the Indian Railways still remain heavily reliant on Government funding for capital expenditure?

Coming to the Budget Estimates, passenger traffic as well as freight traffic is the major income of the Indian Railways. Nearly, 99.8 per cent of the revenue is generated from traffic revenue out of which 62 per cent of traffic revenue is from freight traffic and 31 per cent is from passenger traffic. So, the total traffic revenue for 2025-2026 is Rs. 3,00,400 crore, the revenue is Rs. 3,02,100 crore, and the revenue expenditure is Rs. 2,99,000 crore. The capital expenditure is just Rs. 2,65,200 crore.

Out of all these statistics, if you are coming to the operating ratio, it is 98.43 per cent. It means that out of Rs. 100, 98.43 per cent is being spent. The operating ratio is one of the criteria by which the performance of an organization is being assessed. If we are assessing on the basis of operating ratio, the Railway's performance is not improving. This is the critical observation which I would like to make.

Indian Railways is the lifeline of the nation. It plays an important role in maintaining the unity and integrity of India. Further, as far as the ordinary common people are concerned, they are mainly depending on the Indian Railways for their commutation. In such a situation, I do urge upon the Government to provide maximum budgetary support for infrastructure development of the Indian Railways. This is the whole submission.

Coming to my constituency, since it is Railways and I have given 10 notices of Cut Motions. The first one is that in Kerala there is a Silver Line project proposed by the State Government. Actually, in Kerala, as regards the rail development, we would like to have a three-lane traffic, which is required. Now, it is doubling, but

that has to be made triple.

As regards new station development, I am thankful to the hon. Minister and the Railways. In the Railway Station in my area, Rs. 361 crore are being spent and the work is progressing, but that has to be expedited.

Another point is regarding the construction of Railway Over Bridges. This is applicable to the whole country. Madam, it concerns your Constituency also. Just before the last Parliament election, hon. Prime Minister had inaugurated hundreds of ROBs. I would like to know this from the hon. Railway Minister. What is the position of construction of the ROBs which were inaugurated by the hon. Prime Minister? In my Constituency alone around nine ROBs were inaugurated by the hon. Prime Minister for construction, but nothing has happened so far.

Coming to the Kollam-Sengottai line, the gauge conversion is over, electrification is over, but so far we have not utilized the capacity.

As regards Vistadome Coaches, 2014 onwards I am demanding for the Vistadome Coaches in this area, but unfortunately nothing is being done. The Punalur Railway Station is very near to Sabarimala. It has to be declared as a pilgrim station. One 'China Palace' is there in Kollam Railway Station. Please convert it into a museum. The Paravur Railway Station has to be included in the Amrit Bharat Station Development Scheme. The MEMU shed construction that is going on in my Kollam Railway Station has to be completed.

With all these observations of mine, I once again would like to appreciate the Ministry and the Minister in particular, but at the same time, as far as this Financial Year is concerned, I am totally opposing the Demands for Grants for Railways since

it is not making any changes in the infrastructure development.

With these words, I conclude. Thank you very much, Madam.

SHRI KARTI P. CHIDAMBARAM (SIVAGANGA): Madam Chairperson, if the hon. Minister pays close attention to all the Members' speeches, he will realize that there is so much demand from every corner of India for simple services and amenities. But unfortunately, the hon. Minister, the Department, and the Government ignore these demands and spend their time on vanity projects and ego projects. Every single Member has listed out demands in his or her constituency which are simple, basic, and absolutely necessary. I join that long list as well.

There is a need to extend the Pallavan Express, which terminates at Karaikkudi via Sivaganga to Manamadurai. There is a need to build an overbridge at Pulivalam. There is a need to build a subway at Namanasamudram. There is a need to build a subway at Ramnagar. And there is a need to reintroduce the Kamban Express, which has been stopped during COVID-19. These are all simple demands of simple people living in rural India and in small towns. But this hon. Minister, who is very articulate and highly educated, I am not doubting his educational qualifications, has to listen to us and stop these vanity projects he is trying to build. My learned colleague, Mr. Meena, talked about giving numerous trains to Ahmedabad and having these mythical speed trains, which are never going to be achieved because there is no infrastructure for trains to travel at this speed. But these ego projects are constantly being funded, and nothing is being done.

Madam, what really needs to be focused on is passenger amenities. We are

hearing so many cases of overcrowding in trains. People with reserved tickets are not able to get their berths because unreserved passengers are getting in and occupying their seats. In fact, during one of the incidents in Chennai, more than 2,500 people got into a train which has a capacity of only 1000. Can you imagine the hardship faced by the average passenger? Can you imagine the hardship faced by a senior citizen who had a reserved ticket and a reserved berth? These are the things which the Government must focus on. But unfortunately, this Government does not focus on them. The least said about the safety the better. This Minister, however articulate he is, is definitely a very unlucky Minister and brings about great doom to the Ministry. Look at the number of accidents which have happened in his tenure: the Balasore train tragedy in June 2023, North-East Express derailment in October 2023, Andhra Pradesh train collision in October 2023, freight train incident in February 2024, local harbour line derailment in April 2024, Kanchanjunga Express collision in June 2024, Mumbai-Howrah Mail derailment in July 2024, Chandigarh-Dibrugarh Express derailment in July 2024, Mathura train derailment in August 2024, Tamil Nadu train collision in October 2024, Vizianagaram train collision in October 2024, Jaipur train collision in October 2024, Villupuram train derailment in January 2025, and recently, a stampede happened in the capital city of India.

Madam, this Government must completely reprioritize. Do not fund ego projects. Do not fund vanity projects. You need to focus on safety and customer amenity. The hon. Minister must travel in a train, must see the quality of the toilets in the train, and must eat the food in the train, then he will understand how much

hardship the average passenger is facing. All these grand schemes mean nothing if you are not going to take care of the average Indian citizen's railway needs.

More importantly, this Government talks about employment all the time. There are 2,74,000 vacancies in the Indian Railways. Will the hon. Minister clearly tell this House if he has a plan for fulfilling all those vacancies having a transparent process, without examination leaks and without corruption to fulfill those vacancies instead of outsourcing those things?

Madam, this Government must take a humanistic approach, a realistic approach and an approach which will fulfil the needs of an average citizen, not the needs of certain people's egos and vanity. Thank you.

श्री सुरेश कुमार कश्यप (शिमला) : माननीय सभापति महोदया, वर्ष 2025-26 की रेलवे से संबंधित अनुदानों की मांगों पर आपने मुझे बोलने का मौका दिया है, इसके लिए आपका धन्यवाद।

महोदया, भारत में रेल न केवल देश की यातायात संबंधी आवश्यकताओं को पूरा करती है, बल्कि देश को एक सूत्र में बांधने और राष्ट्र के एकीकरण में भी महत्वपूर्ण भूमिका निभाती है। भारतीय अर्थव्यवस्था की प्रगति में रेलवे का प्रमुख योगदान रहा है। भारत में विभिन्न वस्तुओं की ढुलाई की बात हो या यात्री पहिचान की बात हो, दोनों का मुख्य साधन रेल ही है।

मैं केंद्रीय वित्त मंत्री श्रीमती निर्मला सीतारमण जी और देश के यशस्वी प्रधानमंत्री श्री नरेन्द्र मोदी जी का धन्यवाद करता हूँ। इस बार का जो बजट है, वह ऐतिहासिक बजट है और इस देश को विकसित राष्ट्र बनाने की दिशा में एक अहम कदम है।

अगर हम वित्त वर्ष 2025-26 के लिए रेलवे बजट की बात करें, तो इस बार रेलवे बजट में कुल 2,55,445 करोड़ रुपए का प्रावधान किया गया है। इसमें पेंशन फंड 66 हजार करोड़ रुपए, नई रेल लाइन बिछाने के लिए 32,235 करोड़ रुपए, लाइनों के दोहरीकरण के लिए 32 हजार करोड़ रुपए, ब्रॉड गेज लाइन में बदलने के लिए 4,550 करोड़ रुपए का बजट में प्रावधान है।

मैं माननीय प्रधानमंत्री जी को बधाई देना चाहूंगा कि पिछले 11 वर्षों में रेलवे का जो बजट है, उसे चार गुना कर दिया गया है। बजट में सिग्नलिंग और टैलीकॉम के लिए 6,800 करोड़ रुपए, विद्युत लाइनों के लिए 6,150 करोड़ रुपए और स्टाफ कल्याण के लिए 833 करोड़ रुपए का बजट में प्रावधान किया गया है। रेलवे के स्टाफ की ट्रेनिंग के उद्देश्य से 301 करोड़ रुपए रखे गए हैं। वहीं रेलवे सेफ्टी फंड में 45 हजार करोड़ रुपए का प्रावधान किया गया है।

रेल मंत्रालय रेल हादसों को कम करने के लिए खास कदम उठा रहा है। इसके तहत देश के प्रमुख रेल रूट्स पर कवच का अपग्रेडेड वर्जन 4.0 लगाने का काम तेजी से किया जा रहा है। कवच के नए वर्जन को रिसर्च डिजाइन एंड स्टैंडर्ड ऑर्गनाइजेशन ने हाल ही में अप्रूव किया है।

रेलवे विभाग का वित्त वर्ष 2025-26 में कुल राजस्व सृजन का लक्ष्य 3,02,000 करोड़ रुपए है, जबकि 2025-26 का संशोधित अनुमान 2,79,000 करोड़ रुपए है।

भारतीय रेलवे इतिहास में पहली बार एक साल में राजस्व सृजन तीन लाख करोड़ रुपए को पार करने की उम्मीद है।

भारतीय रेलवे ने 31 मार्च, 2026 तक सभी रेल मार्गों के विद्युतीकरण का लक्ष्य रखा है।

भारतीय रेलवे ने अगले दो-तीन वर्षों में 200 नई वंदे भारत ट्रेनें, 17,500 सामान्य गैर-एसी कोचेज़, 100 अमृत भारत ट्रेनें और 500 नमो भारत रैपिड रेल चलाने का लक्ष्य रखा है।

17,500 सामान्य कोचों में से 1,400 कोचेज़ वर्ष 2025-26 में और 2,000 कोचेज़ वर्ष 2026-27 में शामिल किए जाएंगे, ऐसा भारतीय रेलवे का लक्ष्य है।

माननीय एमओएस महोदय श्री बिट्टू जी यहां बैठे हैं। मैं अपने राज्य के बारे में कहूंगा। मैं धन्यवाद करना चाहूंगा कि इस बार के बजट में हिमाचल प्रदेश के लिए 2,716 करोड़ रुपए रखे गए हैं, जो कि पिछले वर्ष के बजट से 18 करोड़ रुपए अधिक हैं। इस राशि का उपयोग 13,100 करोड़ रुपए की लागत से बनने वाली चार प्रमुख रेल परियोजनाओं को पूरा करने के लिए किया जाएगा। हिमाचल में अभी तक कालका से शिमला, दिल्ली से अंब-इंदौरा और पठानकोट से जोगेंद्रनगर तक रेल की सुविधा उपलब्ध है। इसमें कालका-शिमला और पठानकोट-जोगेंद्रनगर नैरो-गेज रेलवे ट्रैक्स हैं। अंब-इंदौरा एक मात्र

ब्रॉड-गेज रेल लाइन है।

महोदया, प्रदेश में चार रेल परियोजनाओं पर काम चल रहा है, जिसमें 255 करोड़ रुपए रेलवे ट्रैक बिछाने के लिए खर्च किए जा रहे हैं। इन परियोजनाओं पर, जैसा कि मैंने पहले कहा, 13,163 करोड़ रुपए खर्च किए जा रहे हैं।

माननीय सभापति जी, मैं इस सदन को बताना चाहता हूँ कि हिमाचल प्रदेश में वर्ष 2009 से लेकर वर्ष 2014 तक एक किलोमीटर क्या, एक भी नया ट्रैक नहीं जोड़ा गया। जबकि, वर्ष 2014 के उपरांत माननीय मोदी जी के नेतृत्व में 16.5 किलोमीटर नए रेलवे ट्रैक्स का निर्माण किया गया है।

हिमाचल प्रदेश में 100 परसेंट इलैक्ट्रिफिकेशन हो गया है। जहां 2025-26 के बजट में रेलवे के विस्तार के लिए हिमाचल प्रदेश को 2,716 करोड़ रुपए आवंटित किए गए हैं, वहीं चार रेलवे स्टेशनों को अमृत स्टेशन की तर्ज पर अपग्रेड किया जा रहा है।

19.00 hrs

जिसमें अंब-अंदोरा, बैजनाथ-पपरोला, पालमपुर और मेरे संसदीय क्षेत्र का शिमला स्टेशन भी है। इन चारों स्टेशनों के नवीनीकरण के ऊपर 45.5 करोड़ रुपये खर्च किए जाएंगे। अमृत स्टेशन योजना का उद्देश्य यात्रियों की रेल यात्रा को विश्वस्तरीय सुविधाएं प्रदान करना और उनको बेहतर अनुभव देना है। इसके लिए अमृत भारत स्टेशनों का निर्माण केन्द्र सरकार कर रही है। हिमाचल प्रदेश में वर्ष 2014 से अभी तक 24 फ्लाई ओवर और अंडरब्रिज का निर्माण किया गया है। साथ ही साथ मैं माननीय प्रधानमंत्री जी का धन्यवाद करता हूँ कि आज देश में 100 से ज्यादा वंदे भारत ट्रेन चल रही हैं। जिसमें देश की चौथी वंदे भारत ट्रेन की शुरुआत उन्होंने हिमाचल प्रदेश में दिल्ली से अंब के लिए की थी। हिमाचल प्रदेश में 24 रेलवे स्टेशनों को वाई-फाई की सुविधा के साथ जोड़ा गया है। मैं धन्यवाद करता हूँ कि हिमाचल प्रदेश को विशेष ध्यान रखा गया है। अब मैं अपने संसदीय क्षेत्र की कुछ माँगें रखना चाहूँगा। हमारे केन्द्रीय रेल राज्य मंत्री जी श्री बिट्टू जी यहाँ पर उपस्थित हैं। मैं उनके ध्यान में लाना चाहता हूँ, पिछले दिनों शिमला में भी आप आये थे, जो हमारी हेरिटेज ट्रेन कालका-शिमला है, विस्टाडोम कोचेज और पैनारोमिक व्यू के साथ उसकी शुरुआत करने के बारे में आपने बात कही थी और आपने

सोशल मीडिया के ऊपर उसका चित्र भी अपलोड किया था। हमारे रेल मंत्री जी भी सदन में उपस्थित हैं, मैं आग्रह करना चाहूँगा कि शीघ्रातिशीघ्र कालका से शिमला से रेलवे लाइन है, उस पर विस्टाडोम कोचेज की शुरुआत कर दी जाए ताकि जितने भी टूरिस्ट हिमाचल प्रदेश में आते हैं, उनको पूरे हिमाचल प्रदेश का एक सुन्दर व्यू, जो कालका से शिमला रेलवे ट्रैक का है, वह देखने को मिल सके।... (व्यवधान)

महोदया, मुझे केवल दो मिनट का समय और दीजिए। इसके साथ-साथ मैं माननीय रेलवे मंत्री से आग्रह करना चाहूँगा कि मेरे संसदीय क्षेत्र का पौंटा साहिब एक बहुत महत्वपूर्ण स्थान है।... (व्यवधान) यह एक बहुत बड़ा औद्योगिक क्षेत्र है।... (व्यवधान) यह नंबर एक पर आता है।... (व्यवधान) मैं अपनी केवल दो डिमांड रखना चाहता हूँ।... (व्यवधान) माननीय मंत्री महोदय, मैंने आपसे आग्रह भी किया था कि जगाधरी से लेकर पौंटा साहिब तक, जिसका कि सर्वेक्षण भी वर्ष 2022 में कर लिया गया है, इस औद्योगिक क्षेत्र को तुरन्त रेलवे के साथ जोड़ दिया जाए ताकि जितना भी वहाँ का फार्मास्यूटिकल्स है, जितनी भी दवाईयाँ हैं, उनके निर्यात में सुविधा मिल सके। मेरा माननीय मंत्री जी से यह आग्रह है और आपने मुझे आश्वासन भी दिया था।... (व्यवधान)

महोदय, मुझे केवल एक मिनट चाहिए। मेरा जो औद्योगिक क्षेत्र बट्टी है, चंडीगढ़-बट्टी है, रेलवे लाइन के लिए आपने 300 करोड़ रुपये के बजट का प्रावधान भी रखा है। उसका काम शीघ्र अति शीघ्र पूरा हो जाए। साथ ही साथ मेरा आग्रह यह रहेगा कि कालका से शिमला, जो हमारी हेरिटेज ट्रेन है, दो ट्रेनें ऐसी हैं, जिनके समय में तब्दीली करने के लिए मेरा आग्रह है। मैं लिखित रूप में भी आपको दूँगा। एक ट्रेन कालका-शिमला 52457 है, जो सुबह 8:30 बजे शिमला पहुँचती है और 10:30 बजे वापस चली है। इस ट्रेन का समय 2 बजकर 35 मिनट कर दिया जाए। मैं ऐसा माननीय मंत्री जी से आग्रह करना चाहूँगा।... (व्यवधान) इसके साथ-साथ एक अन्य ट्रेन कालका से शिमला 52455 है, जो कि 2 बजकर 45 मिनट पर शिमला पहुँचती है और शाम को ही 6 बजकर 35 मिनट पर वापस चल देती है। इस ट्रेन का समय अगले दिन सुबह 10 बजकर 55 मिनट पर कर दिया जाए, क्योंकि सुबह वहाँ से कोई ट्रेन नहीं है।... (व्यवधान) जो अगली कनेक्टेड ट्रेन्स हैं, उनके साथ अगर यह समय हो जायेगा तो यात्रियों को सुविधा होगी।... (व्यवधान) धन्यवाद।

श्री विजय कुमार हाँसदाक (राजमहल) : महोदया, आपने मुझे रेलवे बजट पर बोलने का मौका दिया, इसके लिए आपका आभारी हूँ। मैं वर्ष 2014 से सांसद हूँ और मैंने हर वर्ष मिनिस्टर साहब को, जीएम आफिस और डीआरएम आफिस में चिट्ठियां लिखी हैं। जेडआरयूसीसी की मीटिंग, डीआरयूसीसी की मीटिंग, मुझे लगता है कि कोई भी मीटिंग छूटी नहीं है और यह कोई नई ट्रेन की बात नहीं है। स्टापेज और यात्रियों को सुविधाएं देने की बात को लेकर मैं अपनी बात रखता रहा हूँ लेकिन मुझे लगता है कि वे चिट्ठियां केवल आफिस तक ही रह जाती हैं और हर बार डिमांड की जाती है, लेकिन वे डिमांड्स कभी पूरी नहीं होती हैं। मैं इस बार डिमांड्स गिनाने के लिए नहीं खड़ा हुआ हूँ। जैसा मुझसे पहले वाले वक्ताओं ने दुर्घटनाओं की बात कही है कि क्वांटिटी ऑफ वर्क को बढ़ाने के चक्कर में क्वालिटी ऑफ वर्क से जिस तरह से कम्प्रोमाइज किया जा रहा है, यह बहुत ही चिंतनीय विषय है। झारखंड राज्य चूंकि माइनिंग स्टेट है, इसलिए गुड्स ट्रेन्स पर सबसे ज्यादा फोकस किया जाता है। कोविड के समय जितनी गाड़ियां बंद की गईं, वे फिर से शुरू नहीं की गईं। मैं नई ट्रेनों की बात नहीं कह रहा हूँ, कोविड के समय जो ट्रेनें बंद की गईं, मैं उनकी बात कह रहा हूँ।

महोदया, गुड्स ट्रेन में यदि फोकस किया जाएगा तो डबलिंग या बढ़ोतरी करने का प्रयास किया जाता है, लेकिन पैसेंजर फैसिलिटी के लिए हमारे राज्य से जितनी रॉयल्टी करोड़ों करोड़ रुपये की जाती है, उसके बनिस्पत वहां की डिमांड्स पर किसी तरह का कार्य नहीं होता है। हमारे सीएम साहब की भी डिमांड्स जो रॉयल्टी वगैरह बकाया है, जो केंद्र सरकार का अंश मिलना चाहिए, वह समय पर मिलना चाहिए क्योंकि वह जनता का पैसा है लेकिन इसे बिलकुल नजरअंदाज किया जाता है, यह बहुत ही चिंता का विषय है।

महोदया, आज फाटक बंद करना रेलवे की बहुत बड़ी प्राथमिकता बन गई है। हमारे यहां स्टेट अथॉरिटी की तरफ से रिपोर्ट देने के बावजूद रेलवे द्वारा रात के अंधकार में फाटक बंद करने की प्रक्रिया और राज्य सरकार की तरफ से रिपोर्ट में लिखा जाता है कि जो भी फाटक या अंडर पास फिजिबल नहीं है या इससे काम नहीं चलेगा, उसके बावजूद भी राज्य की रिपोर्ट को भी दरकिनार कर दिया जाता है। यदि कुछ कहते हैं तो कहा जाता है कि यह आदेश ऊपर से है। हमें समझ में नहीं आता है कि केंद्र

सरकार, जो ऊपर के आदेश पर काम करती है या अधिकारी ऊपर के आदेश पर काम करते हैं, जनता उसमें सम्मिलित है या नहीं? मैं कहना चाहता हूं कि यदि रेलवे के जितने पदाधिकारी हैं, वे ऊपर के आदेश से काम कर रहे हैं तो हमारे राज्य की तरफ से हम जनता के लिए और जमीनी स्तर पर काम करें, तो बेहतर होगा क्योंकि लगातार जितनी डिमांड्स हुई हैं, उनका कोई पॉजिटिव रिस्पांस अभी तक देखने को बिलकुल नहीं मिला है।

महोदया, मैं पिछली चीजों को रिपीट नहीं कर रहा हूं। कई पेपर्स चाहे जीएम का आफिस हो, डीआरएम का आफिस हो या मिनिस्टर साहब का आफिस हो, दस साल से ऊपर हो चुके हैं, वे पेपर्स यूं ही पड़े रह जाते हैं। आप अन्य जगह नई लाइनें बिछाएं, नई ट्रेनें दें कोई दिक्कत नहीं है लेकिन जहां से आपको सबसे ज्यादा राजस्व आता है, वहां के राज्य की तरफ से यदि कोई डिमांड है, तो उसकी कोई सुनवाई नहीं होती है, तो यह बहुत दुख का विषय है। मैं कहना चाहूंगा कि झारखंड राज्य लड़कर ही अलग हुआ है और अब लोगों की यह मानसिकता हो गई है कि गुड्स ट्रेनें तो लगातार बढ़ाते जा रहे हैं, लेकिन पैसेंजर फैसिलिटी की तरफ कोई काम नहीं हो रहा है तो क्यों नहीं इन सभी चीजों को बंद किया जाए। रेलवे यदि पैसेंजर्स का ध्यान नहीं रखती है और केवल गुड्स ट्रेनें चलाकर हमारे राजस्व का नुकसान कर रही है, तो ठीक नहीं है।

महोदया, मैं बहुत जल्दी अपनी बात समाप्त करूंगा। मैं अपने राज्य की जनता के दुख को दर्शाना चाहता हूं कि मैं जो डिमांड्स 10 सालों से रख रहा हूं या हमारे यहां से जो डिमांड्स आ रही हैं कि किस तरह से रेलवे स्टेट अथॉरिटी की रिपोर्ट्स के ऊपर हिटलरशाही तरीके से काम कर रही है, मुझे लगता है कि आज झारखंड इस पोजिशन में अपने को पा रही है कि या तो आप हमें दें, क्योंकि हम दस साल से उम्मीद में बैठे हैं कि आप हमारी डिमांड्स को देंगे या नहीं तो फिर प्रेम से हम अपने तरीके से लड़कर जिस तरह से झारखंड राज्य बनाया, उस तरह से लड़कर अपने यहां की जनता की डिमांड्स को पूरा करवाएं। यही मेरी बात है और इन्हीं बातों के साथ मैं अपनी बात को विराम देता हूं। धन्यवाद।

***DR. THOL THIRUMAAVALAVAN (CHIDAMBARAM):** Madam Chairperson, Vanakkam. Thank you for allowing me to take part in the discussion on demands for grants pertaining to Railways. I wish to place before you some important general demands and some demands pertaining to my Chidambaram parliamentary constituency. Journalists around 3000 in number at the All India level were getting concessions on rail fare. Besides senior citizens over 60 years of age do availed such a concession of fare in Railways earlier. I urge upon the Hon Minister of Railways that such concessions should once again be restored for journalists and senior citizens. I demand for a dedicated freight corridor for the southern States of the country including Tamil Nadu. Hon MP from Puducherry has already raised this demand. I want to second this proposal. While booking tickets in airlines, there is a scheme of dynamic pricing with fluctuating prices. Prices get increased due to this dynamic pricing policy. Similar policy of dynamic pricing is also followed in railway booking which should be done away with. I urge that the fixed rate/price system which was followed earlier should be continued. This dynamic pricing scheme is in practice in trains like Rajdhani, Shatabdi and Duronto Express. Poor and marginalised sections of people are very much affected due to this dynamic pricing policy. I wish to place before you another important demand. It is relating to selling of railway assets especially to private parties by Railway authorities. The Railway Ministry does not seek the views of the State Government while selling the railway assets in a particular State. Land is provided to the railway projects by the

* English translation of the speech originally delivered in Tamil.

State Government. If a situation arises for selling such railway land in a particular State, the approval of the State concerned should be sought or else such properties should be handed over to the States. If the State Government does not agree, the Union Government should provide a share of the money earned through selling of that particular railway asset to the State concerned. This is completely the property of the State Government. Tamil, living in Mumbai and other parts or States of the country, are in a position to travel to Tamil Nadu frequently. They demand extension of two trains. The trains that depart from Mumbai and reach Chennai do not go to the southernmost districts of Tamil Nadu. Therefore, I urge that Mumbai-Chennai Express No 22159, should be extended up to Tirunelveli. In the same way, Train No 22113 Mumbai –Kochuveli train should be extended up to Kanniyakumari and Nagercoil. Similarly, Parangipettai town in my Chidambaram constituency is a coastal harbour and old town. I want stoppages of Train Nos. 20605/20606, 17407/17408, 16179/16180, and 16779/16780 at Parangipettai railway station. The platform in Parangipettai should be extended in order to cater to the needs of passengers to board and de-board trains with 23 Coaches besides upgrading that railway station. Thanjavur-Thiruchendur Express train should have a stoppage in Budalur.

I thank you for this opportunity. Vanakkam.

श्रीमती हरसिमरत कौर बादल (भटिण्डा) : मैडम, इसमें कोई शक नहीं है कि रेलवे हमारे देश की ट्रांसपोर्ट की रीढ़ की हड्डी है और खास तौर से गरीबों और मिडल क्लास के लिए है। मैं अपने राज्य और अपने क्षेत्र के बारे में ज़रूर बात करना चाहूंगी।

*Madam Chairperson, Bathinda is the heart and soul and an unannounced capital of Malwa region. All railway stations in this area including Bathinda must be upgraded. AC halls and advanced security systems should be installed at these stations. New tracks should be laid. Parking should be extended. Disabled-friendly ramps should be constructed. Bathinda is the oldest and largest junction of this area.

Madam, a Central University is there in Bathinda. An AIIMS hospital is also there in Bathinda. Refinery has been set up. Several plants are here. A lot of traffic is seen here. I urge upon the hon. Railway Minister to connect Bathinda with Delhi via a Vande Bharat train.

Also, Madam, Bathinda district includes Damdama Sahib. Takht Talwandi Sahib is here. It is one of the five respected Takhts of Sikh community. But Talwandi Sabo has not been linked via Railways with other Takhts, although Rama Mandi is only ten kilometers away. A small railway link will connect this Takht Sahib and bring it on the railway map.

Madam, the Central Govt. is taking many steps to promote tourism. But, Punjab should also gain out of this.

Madam, Takht Damdama Sahib of Sikhs should be linked via rail route to Shri Nanded Sahib and Patna Sahib. It will promote religious and spiritual tourism. The area will also develop.

Madam, Punjab should be linked via rail route to Nanak Mata Sahib in

* English translation of this part of speech originally delivered in Punjabi.

Uttarakhand. Our first Sikh Guruji and Sixth Sikh Guruji had visited this area. Lakhs of Sikh devotees visit this holy place.

For the last ten years, I have been raising an issue pertaining to Mansa city. The loading and unloading of fertilizers, grains, cement etc. takes place at railway siding in the town. The population of Mansa town is 75 thousand. The entire town comes to a standstill due to these activities. Trucks galore. We have demanded that this railway siding should be shifted to Narinderpura or Datewal where open spaces are there.

Madam, Punjab is the granary of India. Our godowns are already filled with foodgrains. There is lack of railway rakes in Punjab. That is why foodgrains are not being transported. The traders and farmers are suffering. When the grain rots in godown, it is the cumulative loss of our country. Railway rakes must be provided to Punjab soon. Only 30 per cent foodgrains of last season have been transported uptill now.

At Fatehgarh Sahib, a historic *Jor Mela* (fair) is organized. A railway overbridge is needed here. It will avoid traffic congestion and put a stop to accidents. Mandi Gobindgarh is the largest iron market in Punjab. Here, too, there is acute traffic congestion and a railway overbridge here too is the need of the hour.

Pathrala village falls in my constituency Bathinda. A railway line has divided the area in two halves. A railway underpass or overbridge is needed here too. At Chukeria manned gate, a railway underpass or overbridge is needed. Schools, colleges and hospitals are nearby and there is lot of chaos and congestion.

A railway underpass/overbridge is needed at Balwana too. An underpass at

Mansa has no shed over it. During rainy season, it gets flooded. Provision should be made for draining out this water and providing a shed over underpass here. At Bareta Mandi, a foot over-bridge is needed. I urge upon the hon. Minister Sir to consider these demands positively.*

मैडम, कई ट्रेन्स जो 1956 से चल रही थीं और कोरोना के टाइम में बन्द कर दी गईं।

*Some trains were stopped during the time of Corona pandemic. One such train was Ferozepur-Mumbai Janata Express. It linked Punjab to six States. Such trains must be re-started. The Ferozepur-Jind Express should be given a halt at Sadda Singh village at Mansa. Chhindwara Express and Jammu-Tawi Express are there. These trains should be given a halt at Ghumiara Mandi. It is a historic place. It has a market of wheat and cotton etc. A historic Gurdwara is also here. A halt of these trains is needed here.

At Sangat railway station, Rishikesh-Barmer Express and Jodhpur-Bathinda Express should be given a halt. Rama Mandi is nearest to Takht Talwandi Sahib. Trains that earlier plied on this route had been stopped. They should be restarted. Ajmer-Jaipur-Amritsar Express should be given a halt here. Gorakhdham Express stopped here earlier. This halt should be provided again here. Tirupur-Sundari Express should also be given a halt at Rama Mandi.

Ahmedabad-Mata Vaishno Devi-Katra Express should also be given a halt at Rama Mandi so that devotees could go to Vaishno Devi Shrine and pay their obeisance. Rameshwar-Humsafar Express should also be given a halt at Rama

... English translation of this part of speech originally delivered in odia.

Mandi and Bathinda-Delhi Superfast train should be given a halt at Maur Mandi. Delhi-Ganganagar and Ganganagar-Delhi train should be given a halt at Bareta.

Madam, Sardulgarh Mandi is at Punjab-Haryana border. Sirsa is 30 kms. away and Mansa is 40 kms. away. It should be brought on the rail map and rail link should be provided here. In Bathinda city a sewerage pipeline was constructed at a cost of crores of rupees. It is non-functional for last several years. It overflows in residential areas during rainy season.

Something should be done to rectify this sewerage pipeline issue so that relief could be granted to nearby residential areas during rainy season. These are my demands.*

Thank you.

श्री हनुमान बेनीवाल (नागौर) : सभापति महोदया, सदन में आज रेल मंत्रालय की अनुदान की मांगों पर चर्चा हो रही है। सदन के विद्वान साथियों ने अपनी बातें रखी हैं।

सभापति महोदया, जब हम मंत्री जी से पूछते हैं कि कोरोना से पहले बुजुर्गों को रेल किराए में जो रियायत दी जाती थी, उसे आपने बंद कर दिया, इसका आप क्या करेंगे? लेकिन, उनके यहां से कोई जवाब नहीं आता है। हम पूछते हैं कि जिन स्टेशनों पर ट्रेनों का ठहराव स्वीकृत था, उसे कोरोना में बंद कर दिया, उसका क्या होगा? लेकिन, उनके यहां से कोई जवाब नहीं आता। हम मंत्री जी से पूछते हैं कि जिन स्थानों के लिए नई रेलवे लाइन के सर्वे की स्वीकृति हुई, वहां क्या हुआ? कई जगहों के हवाला देकर यह कह दिया जाता है कि परियोजना गैर-अर्थक्षम है। उससे फायदा नहीं है। इसलिए, उसे हम आगे नहीं बढ़ा सकते हैं। इन तमाम बातों से लगता है कि रेलवे को सेवा का जरिया खत्म करने के लिए आप लोगों ने ठान लिया है। रेल का मतलब ही सेवा है। इसलिए, सेवा के अंदर तो देश का पैसा लगेगा ही। अगर मंत्री जी इस पर विशेष रूप से ध्यान दें तो आपकी एनडीए सरकार का अच्छा संदेश जाएगा।

महोदया, अभी भारी-भरकम बजट रेलवे को मिला है। यह ढाई लाख करोड़ रुपये से अधिक है।

रेल मंत्री जी ने कहा कि हर वर्ग को राहत दी गई है। मंत्री जी ने 200 वंदे भारत ट्रेन और 100 अमृत भारत ट्रेन चलाने की बात कही। मैं मंत्री जी से पूछना चाहता हूं कि आज आप अमृत भारत और वंदे भारत ट्रेनों की बात करते हैं, लेकिन मेरे नागौर से दिल्ली तक नियमित ट्रेन सेवा ही नहीं है। वहां यात्री बहुत हैं। अगर एक की जगह दो ट्रेन्स भी बीकानेर से नागौर होते हुए दिल्ली तक चलाए तो भी रेलवे को अच्छा राजस्व प्राप्त होगा।

महोदया, हमारे मंत्री जी मारवाड़-जोधपुर क्षेत्र से ही आते हैं। आप नागौर का थोड़ा सा विशेष ध्यान रखें, क्योंकि नागौर से ही राजस्थान की सारी राजनीतिक उठा-पटक होती है।

महोदया, हादसों को शून्य करने के वादे में रेलवे विफल रहा है। इतने बजट आवंटन के बाद भी रेल हादसे थमने का नाम नहीं ले रहा है। मैं मंत्री जी से पूछना चाहता हूं कि आखिरकार हादसों को शून्य करने के लिए रेलवे का वादा कहां हैं? मार्च 2022 में सिकंदराबाद के पास कवच के ट्रायल में खुद मंत्री जी शरीक हुए। उस वक्त यह दावा किया गया कि कवच भारतीय रेलवे में हादसों को रोकने की सस्ती और बेहतर तकनीक है। लेकिन, अभी तक सभी जगह कवच क्यों नहीं लगे हैं? यह भी चिंता की बात है।

महोदया, स्टेशनों पर भीड़ प्रबंधन में रेलवे की विफलता हुई है। अभी 12 मार्च को रेल मंत्री जी ने मेरे एक सवाल के जवाब में कहा कि महाकुंभ के दौरान 13 जनवरी, 2025 से 28 जनवरी, 2025 तक 4.24 करोड़ यात्रियों के लिए आवागमन हेतु 17300 से अधिक गाड़ियाँ परिचालित की गईं। मैं आपसे पूछना चाहता हूं, क्योंकि बीकानेर से नागौर होते हुए और जोधपुर से मेड़ता होते हुए प्रयागराज तक के रूट की तरफ आपने ध्यान ही नहीं दिया।

उल्टा इस मार्ग पर चलने वाली हावड़ा एक्सप्रेस को कई बार रद्द कर दिया गया। मारवाड़ में लोगों को भारी तकलीफ उठानी पड़ी, जहां से आप आते हैं। दिल्ली स्टेशन पर हादसा हुआ। मैं रेल मंत्री जी से कहना चाहता हूं कि इस भगदड़ को दुर्घटना का रूप आप न दें। यह गैर-इरादतन सदोष हत्या मानी जानी चाहिए। दिल्ली स्टेशन पर हुए हादसे में रेलवे प्रशासन ने सार्वजनिक दायित्व के प्रति घोर लापरवाही दिखाई, इसलिए उन सभी लोगों के खिलाफ हत्या का मुकदमा दर्ज होना चाहिए जो इस

हादसे को रोक सकते थे। यह बात मैं इसलिए कह रहा हूँ कि भीड़ का दबाव कम करने के लिए चार अतिरिक्त ट्रेनों की व्यवस्था हादसे के बाद की गई। अगर वह पहले ही कर देते तो दिल्ली रेलवे स्टेशन पर इस तरह का हादसा नहीं होता और दर्जनों लोगों को मौत के मुंह के अंदर नहीं जाना पड़ता।

ऐसे हादसे पहले भी हो चुके हैं। वर्ष 2013 में प्रयागराज स्टेशन पर ऐसा हादसा हुआ, वर्ष 2017 में मुंबई के एक स्टेशन पर हुई भगदड़ में 22 लोगों की मृत्यु हुई और विगत वर्ष बांद्रा टर्मिनल स्टेशन पर भीड़ प्रबंधन सिस्टम लगाने की बात रेलवे ने की और दावा किया गया कि सेंसर आधारित इस सिस्टम से यह पता चल जाएगा कि स्टेशन पर कब और कहां भीड़ को नियंत्रित करना है। लेकिन, नई दिल्ली रेलवे स्टेशन पर हुई भगदड़ ने यह स्पष्ट कर दिया कि बड़े स्टेशन ऐसे सिस्टम से लैस नहीं किए गए और इससे भी ज्यादा दुःख होता है कि एआई आधारित तकनीक से बड़े कार्यों का दावा करने वाले तंत्र में रेल के साथ आईटी मंत्रालय का भी जिम्मा आपके पास है, दोनों मंत्रालय आपके पास हैं, दोनों महकमों की इसके अंदर नाकामी रही। मेरी मांग है कि बड़े स्टेशनों पर भीड़ का प्रबंधन और नियंत्रण करने के लिए ठोस और कारगर उपाय किए जाएं, ताकि ऐसे हादसों की पुनरावृत्ति न हो।

रेलवे स्टेशनों का कायाकल्प आप कर रहे हैं। मैं रेल मंत्री जी का ध्यान मेरे नागौर जिला मुख्यालय के रेलवे स्टेशन पर अमृत भारत स्टेशन योजना के अंतर्गत हो रहे कार्य की तरफ दिलाना चाहूंगा। मंत्री जी रेलवे के जिम्मेदार अधिकारियों की अनदेखी व उदासीन रवैये के कारण नागौर के लोग पिछले दो सालों से परेशान हैं। अमृत भारत स्टेशन योजना के तहत जिला मुख्यालय के रेलवे स्टेशन का कायाकल्प करने की बजाए ठेकेदारों ने कबाड़ा कर दिया। रेलवे के जोधपुर डीआरएम ने नागौर का दौरा तो किया, लेकिन उसका असर बिल्कुल नहीं दिखा। स्टेशन के माल गोदाम की पट्टियों की छत हटाए बिना उसके ऊपर आसीसी की छत बनाने से खराब हुई पट्टियों की छत व दीवार के साथ रेलवे स्टेशन के मुख्य द्वार के आगे बन रहे पोर्च में बरती गई अनियमितता को समाचार पत्रों ने भी उजागर किया। मेरी मांग है कि केन्द्र की एजेंसी इस मामले की जांच करे।

नागौर जिले के मेड़ता रोड से नागौर होते हुए बीकानेर तक रेलवे लाइन के दोहरीकरण का कार्य स्वीकृत किया जाए।

दिनांक 19 जुलाई, 2024 को मंडल कार्यालय, जोधपुर द्वारा नागौर संसदीय क्षेत्र के लाडनूं, मकराना, कुचामन सिटी, नावां सिटी, मारवाड़ मुंडवा तथा छोटी खाटू को अमृत भारत स्टेशन योजना में चयनित करने का प्रस्ताव रेलवे बोर्ड को भेजा गया। मेरी मांग है कि इन स्टेशनों में बड़ी खाटू को भी सम्मिलित करके जल्द से जल्द अमृत भारत स्टेशन योजना के अंदर इसको लिया जाए।

मेरी मांग है कि ट्रेन संख्या 22463, 22464 बीकानेर-नागौर, दिल्ली सराय रोहिल्ला का संचालन नियमित करते हुए इसका नाम लोक देवता गौरक्षक वीर तेजाजी के नाम से रखा जाए।

दूसरा, ट्रेन संख्या 12195, 12196 अजमेर-आगरा फोर्ट इंटरसिटी जो भरतपुर से होकर गुजरती है, इसका नाम अजेय योद्धा महाराज सूरजमल जी के नाम पर रखा जाए।

मंत्री जी, आप इन सब बातों को अवश्य गम्भीरता से लें। धन्यवाद।

SHRI RAJMOHAN UNNITHAN (KASARAGOD): Hon. Chairperson Madam, thank you very much for giving me this opportunity to present my views on the Demand for Grants under the control of the Ministry of Railways for 2025-26.

Our hon. Railway Minister, as his namesake in Hindu mythology, is handsome and dynamic, and has infused new health into the Indian Railways. I am sincerely grateful to him for granting two Vande Bharat trains to Kerala and also sanctioning two Amrit Bharat stations and seven ROBs to my constituency, Kasaragod. I appreciate the hon. Minister once again.

In T.S. Eliot's poem "Skimbleshanks: The Railway Cat", Skimbleshanks is a cat who lives and works on a night mail train. It takes its job seriously and ensures smooth running of the train, showcasing the value everyday actions can have. Skimble ensures a comfortable journey for all the passengers. However, the Indian Railway moguls are not nimble Skimbleshanks, at least, as far as the development in Kerala is concerned. Kerala has always been given scant regard in railway

development and modernization. Kerala has a long wish list for railway expansion. Kerala's hopes for new trains and railway projects were once again unfulfilled as the details of this year's Railway Budget were released.

Madam, the State saw no new announcements for train services or major infrastructure development. I am sorry to say that the Budget failed to mention some of Kerala's long-awaited projects, such as the Sabari Project and the MEMU service.

Madam, despite its strategic coastal significance and high passenger demand, Kerala's railway network remains one of the most underdeveloped in India. The State's pleas for critical projects such as the Sabari rail link connecting pilgrimage centres and the MEMU services to reduce congestion have fallen on deaf ears. While other states celebrate new Vande Bharat trains and futuristic stations, Kerala's proposals gather dust in bureaucratic files. This neglect is not merely a result of administrative oversight; it reflects a systemic bias against a State that significantly contributes to India's tourism and remittance economy but struggles with outdated infrastructure.

The plight of Kasaragod, which is Kerala's northernmost district, epitomizes this injustice. For decades, the Kanhangad-Kaniyur Railway Line, a vital connection to Karnataka, has been stalled due to delayed 'No Objection Certificates' from the neighbouring State. This project, languishing in procedural limbo, could revolutionize cross-border connectivity and trade.

The Central Government must intervene to expedite approvals, recognizing that infrastructure projects in Kerala are not just regional necessities but national

imperatives.

The underutilized land at Kumbbla Station in Kasaragod presents a notable opportunity. A satellite terminal here could ease freight congestion and boost local commerce, aligning with the 'Gati Shakti' vision. Yet, such practical proposals remain ignored. Additionally, rerouting the Kerala Express via the Konkan Railway is crucial. With only a handful of trains connecting Malabar to Delhi, thousands of migrants, students, and tourists face undue hardship. A diverted route would enhance the access and integrate northern Kerala with India's growth narrative.

Kerala's railway stagnation is not merely an economic issue but also a matter of federal deficit. The State's taxpayers and migrant labourers, who rely heavily on trains, deserve equitable investment. Indian Railways, however, seem to prioritize glamorous projects over grassroots needs. For Kerala, development is not about charity but justice. It is a recognition of its contributions and challenges.

As Eliot's feline hero ensures that no detail is overlooked, India must adopt Skimbleshanks' ethos to heal Kerala's railway wounds. The exclusion of stations like Kanhangad and Nileschwaram from the Amrit Bharat Station list is perplexing. These hubs, which serve as gateways to Kerala's cultural landmarks and emerging industrial clusters, deserve modernization. Improving them would enhance the passenger experience and stimulate tourism, yet their potential remains untapped.

The annual revenue from Kasaragod station alone is Rs. 47 crore. Unfortunately, the train services from Kasaragod to Kannur and Mangalore stations are very limited. Many passengers from Kasaragod travel to Kozhikode in the morning trains. But due to the long gaps between services, their return journey in

the evening is very difficult.

Two trains can be extended to Kasaragod at convenient timing. One is Shoranur-Kannur Special Express-06031 up to Mangalore and the other is Coimbatore -Kannur Express 16608 up to Kasargod and halt there.

When we demand important things like allowing more trains and restoring discontinued stoppages to solve the train travel woes experienced during evenings and nights in the district, the Railway is denying it stating that it is not feasible. Stoppage should not be denied at stations in Kasaragod district based on revenue. Since Mangalore is the central destination station, it is natural that the revenue will also decrease as the distance travelled on this down route decreases after Kannur.

More trains should be introduced between Kannur and Mangalore. The timings of some trains should also be rearranged keeping in mind the convenience of passengers.

I also request the hon. Minister for extension of Ernakulam-Kannur Executive Express to Kasaragod district. The railway land is available at Nileshwar and Kumbala for upgrading them as halting stations, if Mangalore station faces space problem.

There are no regular trains from Mangalore to the south after 6.10 p.m. and from Kozhikode/ Kannur to Kasaragod/ Mangalore stations after 5.15 p.m. The problem of no train at peak time between populous cities can be solved by introducing MEMU trains between Mangalore and Kannur.

I would also request the hon. Railway Minister to run Antyodaya Express every day. Trains such as 16607/08 Kannur-Alappuzha Executive Express should

be extended to Coimbatore-Kannur and Kannur-Ernakulam intercity should be extended to Mangalore/ Manjeswaram/ Kasaragod.

Work on ROBs has not yet touched the ground to address the level crossing issues. Around 10 ROB projects in Kasaragod are still stuck in the loop of technology. The foundation stone laying ceremony was conducted by the hon. Prime Minister but implementation of the ROB projects is yet to be finished. I would request the hon. Minister to finish these projects as early as far as possible.

The number of general compartments in all trains is very low as against the number of passengers. There should be a system to increase the number of general compartments as per the need of the hour.

Parking facilities should be provided at all stations for the persons with disabilities. The railway stations should also be made disabled-friendly.

I would request the hon. Minister to avoid delaying 16650 Parasuram Express from Kozhikode. The train is delayed by one hour in the evening. It departs at 1700 hours instead of 1625 hours. Egmore Express, which earlier operated during Parasuram Express' time, is now operating two hour earlier.

I would also urge upon the Government to allocate one Namo Bharat train to run between Mangalore to Kozhikode, one Vande Bharat train to run between Coimbatore and Mangalore, and two Vande Bharat sleeper trains between Trivandrum and Mangalore and vice versa.(*Interruptions*)

I humbly request that the demands raised should be given due importance, and some solution should be found for restoring free travel for senior citizens.

Thank you

श्री संतोष पांडेय (राजनंदगाँव) : सभापति महोदया, आपने मुझे वर्ष 2025-26 के लिए रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांगों पर हो रही चर्चा में बोलने का अवसर दिया, इसके लिए मैं आपका बहुत आभारी हूँ। देश के यशस्वी प्रधानमंत्री सम्माननीय नरेंद्र मोदी जी, सम्माननीय रेल मंत्री श्री अश्विनी वैष्णव जी और आदरणीय बिट्टू जी ने जो ऐतिहासिक काम किया है, उसकी जितनी बड़ाई की जाए, वह कम है। पानी, दूध से लेकर पेट्रोल तक; अनाज, खनिज से लेकर फल तक; ऑक्सीजन, वैक्सीन से लेकर संगीन तक और कोरोना काल से लेकर कुंभ तक बिना रुके, बिना थके और बिना भेदभाव के हमारी रेल हमें गंतव्य तक पहुंचाती है। रेल हमारी जीवन रेखा है।

जहां गति है, वहीं प्रगति है। इस प्रकार से रेलवे का जो उद्देश्य है - प्रभावशाली, सस्ता, ग्राहक केन्द्रित, पर्यावरण अनुकूल, एकीकृत परिवहन सुविधा उपलब्ध कराना है। राज्यों में समुदायों, बंदरगाहों, औद्योगिक, वाणिज्य पर्यटन केन्द्रों एवं पूरे देश के तीर्थ स्थानों को एक-दूसरे से जोड़ते हुए समग्र विकास का वाहक बना है।

महोदया, भारतीय रेलवे ने आधुनिक सुविधाओं से लैस वंदे भारत ट्रेन लॉन्च की है। देश के बड़े से बड़े तथा छोटे से छोटे शहरों के यात्रियों का ख्याल रखते हुए हाई स्पीड ट्रेनों की संख्या में तेजी से इजाफा किया गया है। अब तक देशव्यापी विभिन्न रूट्स पर चलने वाली करीब 66 जोड़ी से ज्यादा वंदे भारत ट्रेन्स बेड़े में शामिल हो चुकी हैं। ये ट्रेन्स राजधानी और शताब्दी ट्रेन्स को स्पीड में टक्कर दे रही हैं। लग्जरी सुविधाओं से लैस गाड़ियां यात्रियों को खूब भा रही हैं। समय बहुत कीमती है। इस भावना का ध्यान रखते हुए यात्रा में लगने वाले समय में वंदे भारत ट्रेन के आने से सब प्रकार की सुविधा मिली है।

महोदया, मैं बताना चाहूंगा कि वित्तीय वर्ष 2009-10 में रेल की नई लाइन, गेज परिवर्तन और दोहरीकरण परियोजनाओं के लिए औसत वार्षिक बजट आवंटन 11,257 करोड़ रुपये किए गए थे, जबकि वर्ष 2024-25 में 68,634 करोड़ रुपये किए गए हैं, जो कि छः गुना अधिक है। वर्ष 2009-10 में कुल 7,599 किलोमीटर लंबाई की नई लाइन गेज परिवर्तन और दोहरीकरण के कार्य किए जा रहे थे। पहले 4.2 किलोमीटर प्रतिदिन के कार्य के हिसाब से था, जो कि पिछले 10 वर्षों यानी वर्ष 2014 से

2024 के दौरान 31,180 किलोमीटर की कुल लंबाई एवं 8.54 किलोमीटर प्रतिदिन के हिसाब से कार्य किए जा रहे हैं, जो कि दुगने से भी अधिक है।

महोदया, मैं छत्तीसगढ़ राज्य से आता हूँ। छत्तीसगढ़ राज्य का ज्यादातर हिस्सा दक्षिण पूर्व मध्य रेलवे जोन के अंतर्गत आता है। राज्य का दक्षिणी हिस्सा बस्तर क्षेत्र ईस्ट कोस्ट रेलवे जोन के अंतर्गत आता है, जिस हेतु वर्तमान रेल बजट में 6,925 करोड़ रुपये का प्रावधान किया गया है। माननीय प्रधानमंत्री श्री नरेन्द्र मोदी जी द्वारा फरवरी, 2025 में छत्तीसगढ़ राज्य के लिए 41,000 करोड़ रुपये से अधिक की रेलवे की लगभग 2,000 बुनियादी ढांचा परियोजनाओं का शिलान्यास और उद्घाटन किया गया है। उसमें छत्तीसगढ़ को लगभग 2,700 करोड़ रुपये की लागत से अमृत भारत स्टेशन का शिलान्यास किया गया था। उसमें ओवरब्रिज और अंडरब्रिज के शिलान्यास के कार्य भी शामिल थे। अमृत भारत स्टेशन योजना में छत्तीसगढ़ में मेरे संसदीय क्षेत्र के राजनांदगांव एवं डोंगरगढ़ सहित, कोरबा, रायगढ़, सरोना, भाटापारा, भिलाई नगर, हथबंद, बिल्हा, बैकुंठपुर, अंबिकापुर, उसलापुर, पेंड्री, जांजगीर, नैला, चांपा, बाराद्वार, भिलाई स्टेशन सहित कुल 21 स्टेशंस शामिल हैं, जिनका एयरपोर्ट की तर्ज पर कायाकल्प का कार्य प्रगति पर है। कुल स्थानों पर 50 प्रतिशत से भी अधिक काम पूर्ण हो चुके हैं।

महोदया, राज्य की पांच प्रमुख रेल परियोजनाएं - धर्मजयगढ़, पत्थलगांव, लोहरदगा है। नई रेल लाइन परियोजना - अंबिकापुर और बरवाडीह है। नई लाइन परियोजना - खरसिया, नया रायपुर और परमलकसा है। नई रेल लाइन परियोजना - डोंगरगढ़ और कटघोरा है, जो मेरे संसदीय क्षेत्र डोंगरगढ़ से कटघोरा तक नई रेल लाइन तथा रावघाट-जगदलपुर तक नई रेल लाइन परियोजना की जल्द शुरुआत करने के लिए सारे कदम उठाए जा चुके हैं।

महोदया, मेरे संसदीय क्षेत्र दक्षिण पूर्व मध्य रेलवे के नागपुर मंडल के अधीन आता है, जिसमें बोरतलाव से लेकर परमलकसा तक का क्षेत्र राजनांदगांव संसदीय क्षेत्र के अंतर्गत पड़ता है, जिसमें दो प्रमुख स्टेशंस डोंगरगढ़ व राजनांदगांव शामिल हैं। दोनों ही स्टेशनों के अमृत स्टेशन योजना में शामिल करने के लिए मैं माननीय अश्विनी वैष्णव जी को हृदय से बधाई देता हूँ व अभिनंदन करता हूँ। डोंगरगढ़

हेतु 13 करोड़ रुपये व राजनांदगांव हेतु 14 करोड़ रुपये से विकास के कार्य हो रहे हैं। वहां 70 प्रतिशत कार्य पूर्ण हो चुके हैं। मेरे संसदीय क्षेत्र में पांच फुट ओवरब्रिज हैं, जिसमें वांकल, परमलकसा, जगतनहार, बोरतलाव और नांदगांव में निर्माण किया जा चुका है।

महोदया, मैं आपके माध्यम से बताना चाहता हूं कि मेरा राजनांदगांव संसदीय क्षेत्र है, उसके लिए मेरी कुछ मांगें हैं। मैं आपके माध्यम से उस ओर आपका ध्यान आकर्षित कराना चाहूंगा। आदरणीय अश्विणी वैष्णव जी इस सदन में उपस्थित हैं। वह सुबह से सभी की बातें सुन रहे हैं। मैं अपने क्षेत्र की भी कुछ बातें रखना चाहता हूं, जो नई रेल लाइन डोंगरगढ़-कटघोरा मार्ग के संबंध में है। दक्षिण पूर्व मध्य रेल मार्ग पर स्थित मेरे राजनांदगांव में वर्ष 2018 से स्वीकृति प्राप्त है, किंतु कार्य अप्रारंभ है। रेल मार्ग डोंगरगढ़ से कवर्धा से मुंगेली होते हुए कटघोरा बनाई जाएगी, जो मुंबई-हावडा मुख्य रेल मार्ग हेतु अत्यंत उपयोगी है। पीपीपी मॉडल से तैयार होने वाले उक्त रेल मार्ग के निर्माण हेतु रेल मंत्रालय व छत्तीसगढ़ रेल कॉरपोरेशन लिमिटेड के साझा सहयोग से रेल लाईन का निर्माण किया जाएगा, जिसमें महाजेनको की 26 प्रतिशत की साझेदारी व एसीबी इंडिया लिमिटेड की 26 प्रतिशत की साझेदारी रहेगी। ... (व्यवधान) मैं एक मिनट में अपनी बात को समाप्त करूंगा। पूर्ववर्ती कांग्रेस सरकार ने इस मार्ग को उलटने-पलटने की कोशिश की, लेकिन सेंट्रल गवर्नमेंट ने अस्वीकर कर दिया। मैं अवगत कराना चाहूंगा कि भू-अर्जन का कार्य आरंभ करने हेतु पुनरीक्षित लागत 6,947 करोड़ रुपये सहित व छत्तीसगढ़ शासन के अनुमोदन उपरांत दक्षिण पूर्व मध्य रेल द्वारा रेलवे बोर्ड दिल्ली को अनुमोदन हेतु प्रेषित कर दिया गया है। ... (व्यवधान)

माननीय सभापति : आप अपनी बात कन्क्लूड कीजिए।

श्री संतोष पांडेय: मैं अपनी बात अभी कन्क्लूड कर रहा हूं।

इस प्रकार से छत्तीसगढ़ की सरकार में माननीय विष्णु देव सहाय जी ने बजट में उक्त रेल मार्ग के निर्माण हेतु 300 करोड़ रुपये का प्रावधान रखा है। छत्तीसगढ़ रेल कारपोरेशन लिमिटेड से प्राप्त जानकारी अनुसार एसीबी इंडिया लिमिटेड की 26 प्रतिशत की साझेदारी देने में अपनी असमर्थता अभिव्यक्त की है। छत्तीसगढ़ राज्य में एसईसीएल द्वारा कोयले का दोहन व खनन कार्य किया जा रहा

है। एसईसीएल को इक्विटी निवेश हेतु निर्देशित किया जा सकता है। ... (व्यवधान) मैं अपनी बात को केवल 30 सेकण्ड में कन्क्लूड कर रहा हूँ। उसी प्रकार से महाजेनको ने भी अपनी असमर्थता अभिव्यक्त की है। महाजेनको को छत्तीसगढ़ राज्य में GP-II टाइप कोल ब्लॉक आबंटित है। उन्हें भी इक्विटी निवेश हेतु निर्देशित किया जा सकता है।

मेरा इतना आग्रह है कि एसईसीएल और महाजेनको को उनकी साझेदारी निवेश करने हेतु निर्देशित कर नए रेल लाईन के निर्माण हेतु कार्य को गति प्रदान करें। जबलपुर से बिलासपुर तक वंदे भारत की प्रतीक्षा है। ... (व्यवधान)

ADV. FRANCIS GEORGE (KOTTAYAM): Thank you, Madam Chairperson.

The Indian Railways is the largest rail network in the world and the hon. Minister can be proud to head this railway network. But then, as pointed out earlier, the allocation for Railways this year from the last Budget has come down. In the last Budget, it was Rs. 2.62 lakh crore, but now it is Rs. 7 lakh less. It is only Rs. 2.55 lakh crore.

Railways is a commercial undertaking of the Central Government, and expenditure of the Railways is met through internal revenue, budgetary support, extra-budgetary resources, borrowings, and institutional financing in private-public partnership investment. The working expenditure like salaries, pension and maintenance of assets is met through internal resources. Hardly anything is left for capital expenditure like construction of lines, track renewals and wagon procurement. It has to be supported by grant from the Government of India and also from extra-budgetary resources. So, a cut like this is most unfortunate. But I hope, the hon. Minister, under his able leadership, will be able to manage and further develop the Railways.

The operating ratio of the Railways is not favourable and because of that also there is nothing much left for capital expenditure. The share of Railways in freight traffic has come down. It has come down to 26 per cent from 36 per cent in 2007-2008.

There is a National Rail Plan for augmenting the freight income, and there are several schemes also for private investment. All this is very good and I hope that the railways will be further developed by the hon. Minister.

I would like to point out certain issues related to my Constituency. The Kottayam railway station was declared as coaching terminal in 2011. But all the other stations which were declared as coaching terminals were sanctioned and the work is going on. Some of them have been completed except for Kottayam. When I pointed out to the hon. Minister through a letter, he gave me a reply saying that Kottayam is only a crossing station. Sir, Kottayam is the central part of Kerala and this station serves Idukki district also. The people travel from Idukki district because Idukki is not touched by the railways. Also, people from Pathanamthitta district and Alleppey district come to Kottayam to catch trains. Six renovated state-of-the-art platforms were inaugurated in 2022 but no further progress is there. No train starts from Kottayam and no train terminates at Kottayam.

I had requested that several trains terminate at Ernakulam and lie idle there. Those trains can be extended to Kottayam to generate more income for the railways. Also, it will be of great help to passengers. The same benefits, terminal extension, and new trains are being given to the nearby States. Fully loaded trains from Kanyakumari and Tirunelveli reach Kottayam. From Kottayam, 50 plus

passengers are on the waiting list every day. A lot can be done for Kottayam. I request that new trains and new extensions be given for Kottayam railway station.

19.53 hrs

(Hon. Speaker *in the Chair*)

Trains commuting within a range of 2000 kilometres, as I had spoken to the hon. Minister earlier, can be extended to Kottayam under the Platform Turnaround Scheme. Within 2000 kilometres, only secondary maintenance like water and cleaning is required. That can be easily done at Kottayam. However, I request that Kottayam should be developed as a terminal station. For that, I understand that pit lines have to be constructed. So, construction of pit line is a must for trains to operate and start from there.

As of now, my request is only regarding extension of trains. Kindly extend at least one train, i.e. Ernakulam-Bangalore Express, to Kottayam. The primary maintenance which is done at Ernakulam can be done at Bangalore Baiyappanahalli Terminal or a new pit line has to be constructed. A pit line can be constructed very fast. A pit line was constructed at Bangalore for Vande Bharat Express in three weeks' time. In only three weeks' time, a new pit line was constructed.

HON. SPEAKER: Please conclude.

ADV. FRANCIS GEORGE: This can be done at Kottayam also. There is ample land. It can be made at Kottayam to operate trains from Kottayam.

So, my request to the hon. Minister is that a new electric pit line may be made at old tunnel line, which has been abandoned, just near the Kottayam station. At the nearby Chingavanam station, there is ample space there. Kindly consider

constructing a pit line and making Kottayam a terminal station. At present, I would request you for the extension of Ernakulam-Bangalore Express to Kottayam. Please introduce Vande Bharat AC sleeper trains from Kottayam to Bangalore and develop Kottayam railway station under the Amrit Bharat Station Scheme.

माननीय अध्यक्ष : मैं आज देख रहा हूँ कि जो माननीय सदस्य सदन में देर रात तक बैठेगा, उनको अगली बार बोलने का पर्याप्त मौका दिया जाएगा और जो माननीय सदस्य नहीं बैठते हैं, उनको मौका नहीं दिया जाएगा।

श्री हनुमान बेनीवाल: सर, कुछ माननीय सदस्य बोलकर चले गए हैं।

माननीय अध्यक्ष : जो माननीय सदस्य बोलकर चले गए हैं, उनको बोलने का मौका नहीं मिलेगा।

श्री सुखदेव भगत (लोहरदगा) : अध्यक्ष महोदय, मैं आज रेलवे की अनुदान मांगों पर सरकार का ध्यान उन कमियों, उन त्रुटियों की ओर आकृष्ट कराते हुए अपेक्षा करता हूँ कि संवेदनशीलता के साथ उन कमियों को सरकार दूर करे।

महोदय, सरकार रेल में फेल है और नरेंद्र मोदी जी की सरकार में यात्रीगण की स्थिति 'नरेंद्र' होती जा रही है। मैं इसलिए 'नरेंद्र' बोल रहा हूँ कि जो यात्री रेल का सफर कर रहे हैं, वे नर छोड़कर परलोक में इंद्र जी के पास चले जा रहे हैं। यह स्थिति हो गई है। ... (व्यवधान) मैं इसलिए इस बात को कह रहा हूँ, क्योंकि यह कहीं से भी असंवैधानिक नहीं है।

माननीय अध्यक्ष : एक मिनट, माननीय सदस्यगण, हम रेल की अनुदान की मांगों पर डिबेट कर रहे हैं। रेल में जो कमी है, उसकी आलोचना भी करें, सकारात्मक आलोचना भी करनी चाहिए। रेल में सुधार की जो गुंजाइश है, उसके लिए भी बोलना चाहिए, लेकिन विषय को बोलते समय इन मुद्दों पर ही बोलने का प्रयास करें।

श्री सुखदेव भगत : अध्यक्ष महोदय, मैंने इसलिए इस बात को कहा, क्योंकि विगत 10 सालों में 638 भयानक रेल दुर्घटनाएं हुई हैं। ये दुर्घटनाएं मानवीय भूल के कारण हुईं। कर्मचारियों पर अधिक काम का बोझ व अपर्याप्त सपोर्ट सिस्टम रहा। मैंने इसलिए इस बात को कहा, क्योंकि जब प्रधान मंत्री जी ने मई,

2014 में शपथ ग्रहण की ... (व्यवधान) मैं उस पर आ रहा हूँ।

अध्यक्ष महोदय, गोरखधाम एक्सप्रेस का रेल हादसा वहीं से इस सरकार में शुरू हुआ। मैं गिनती नहीं कर रहा हूँ। बड़ी शेर-शायरी सत्तापक्ष के लोग कर रहे थे, अतः मैं भी यह अवश्य कहना चाहूंगा कि-

हजारों ख्वाहिशें लिए दिल में निकले थे अपनी-अपनी मंजिल की ओर।

क्या पता था कि कभी मंजिल पर पहुंच ही न पाएंगे॥

अध्यक्ष महोदय, ये हालात हैं। इसीलिए मैं इस बात को कह रहा हूँ। सरकार की असंवेदनशीलता की बात मैंने कही थी। 2.65 लाख पद आज भी रिक्त हैं। क्लास-थ्री व फोर्थ के 72 हजार पद समाप्त कर दिए गए हैं। वर्कफोर्स में भारी कमी है। रेलवे रोजगार का एक बहुत बड़ा स्कोप है, लेकिन हम रोजगार के अवसर सीमित करते जा रहे हैं।

अध्यक्ष महोदय, मैं कैपेक्स की बात करना चाहूंगा। कैपेक्स फॉर रेलवे 2.52 लाख फाइनेंशियल बिल इन्होंने किया है। कैपिटल एक्सपेंडिचर में कोई परिवर्तन नहीं है। सरकार की जो महत्वाकांक्षी परियोजनाएं-विस्तारीकरण, मॉडर्नाइजेशन, सुरक्षा के उपाय आदि कैसे होंगे? मैं एक बात पिक बुक के बारे में जरूर इंगित करना चाहूंगा। पिक बुक के रिलीज होने में विलंब हुआ। इस सरकार ने विलंब क्यों किया? हमारी प्लानिंग क्या होगी, किसको हम प्रायोरिटी देंगे, इसमें विलंब हुआ। साथ ही साथ मैं एक बात जरूर कहना चाहूंगा, क्योंकि लगातार सबसे महत्वपूर्ण बात सरकार पर सुरक्षा को लेकर आ रही है। यात्रियों की सुविधा में कैसे हास हो रहा है, कटौती की जा रही है। 12 हजार 993.97 करोड़ रुपये वर्ष 2024-25 के बजट में थे, जो अब घटाकर 12 हजार 118.39 करोड़ रुपये कर दिए गए हैं।

दूसरी बात, हम सरकार से लगातार बोलते हैं। बुलेट ट्रेन आपकी प्राथमिकता, प्रायोरिटी सेक्टर में है। वर्ष 2024-25 में 21 हजार करोड़ रुपये का आवंटन किया गया था। आज वर्ष 2025-26 में 19 हजार करोड़ रुपये का आवंटन किया गया है। हमारे जो प्राथमिकता वाले क्षेत्र हैं, उनमें हमने धनराशि को घटा दिया है।

मैं कैग की रिपोर्ट के बारे में यहां जरूर कहना चाहूंगा। कैग की रिपोर्ट में राष्ट्रीय रेल संरक्षा कोष

में क्या किया गया? किस पर खर्च किया गया- फुट मसाज, क्रॉकरी, फर्नीचर। हमारे जो प्रायोरिटी सेक्टर्स हैं, उन पर खर्च न करके किस पर खर्च हुआ, आप बेहतर समझ सकते हैं।

20.00 hrs

अध्यक्ष महोदय, दूसरी बात यह है कि 13 दिनों में सात रेलवे हादसे हुए थे। यह मैंने इसलिए कहा है, क्योंकि यह बात सरकार को या मंत्रालय को न तो विचलित करती है और न ही उन्हें झकझोरती है। रिस्पॉन्सिबिलिटी कैसे फिक्स की जाएगी? मैं निजीकरण पर जरूर कहना चाहूंगा कि रेलवे का जिस प्रकार से निजीकरण किया जा रहा है, उस हिसाब से कल को तो टाइम स्लॉट भी नहीं दिया जाएगा, फिर हम आम यात्री कैसे कहीं पर जा पाएंगे?

अध्यक्ष महोदय, इन्होंने वर्ष 2024-25 में कवच के बारे में कहा था, लेकिन आज वह सिर्फ 3 परसेंट रेलवे को कवर कर रहा है।

“कहाँ तो तय था चिरागाँ हर एक घर के लिए, कहाँ चिराग मयस्सर नहीं शहर के लिए।”

अध्यक्ष महोदय, मैं एक मिनट अपने क्षेत्र के बारे में बोलना चाहूंगा। मैं लोहरदगा संसदीय क्षेत्र से आता हूँ। वहां के अल्बर्ट एक्का जी को परमवीर चक्र मिला था। उनका जिला गुमला है।

माननीय अध्यक्ष महोदय, मैं आपसे विनम्र निवेदन करता हूँ कि लोहरदगा, कोरबा, गुमला रेलवे लाइन की कनेक्टिविटी बढ़ाई जाए, क्योंकि गुमला आज भी रेल लाइन से अछूता है। वह हनुमान जी का जन्म स्थल है। वहां पर महादेव जी का टांगीनाथ धाम है। वहां पर धार्मिक स्थल हैं। इसलिए इसे प्रायोरिटी पर लिया जाए।

हमारे माननीय रेल मंत्री जी शालीन हैं। वे सरलता के साथ सहृदयता दिखाएं और कम से कम हमारे यहां पर रेल कनेक्टिविटी को बढ़ाएं। यह क्षेत्र पांचवी अनुसूची में भी आता है। इसलिए हम आपसे सबका साथ, सबका विकास की अपेक्षा करते हैं।

अंत में मैं यही कहना चाहूंगा कि जो विषय आपके संज्ञान में लाए गए हैं, उन पर जरूर ध्यान दीजिएगा और अंत में रांची में इटकी ट्यूबरक्लोसिस का सबसे बड़ा केन्द्र है, वहां पर रेलवे फाटक है। वहां पर फुट ओवर ब्रिज बनवाने की कृपा की जाए तथा साथ ही साथ कोरोना काल में मेरे संसदीय क्षेत्र

से आकाशी - नागजुआ के लिए जो ट्रेनें चलती थीं, जो बंद कर दी गई हैं, उन्हें पुनः चालू किया जाए।

इसके अलावा स्टूडेंट्स, सीनियर सिटीजन्स और प्लेयर्स को पहले की तरह सुविधा दी जाए।

श्री अनन्त नायक (क्योंझर) : अध्यक्ष महोदय, रेल बजट वर्ष 2025-26 के बारे में मेरे विचार रखने के लिए आपने मुझे मौका दिया, उसके लिए मैं आपको धन्यवाद देता हूँ।

अध्यक्ष महोदय, मैं देश के यशस्वी प्रधान मंत्री जी को, जो अपने दूरदर्शी नेतृत्व के कारण से और अपने गतिशील रेल मंत्री श्री अश्विनी वैष्णव जी के अथक प्रयासों से भारतीय रेल को विश्व स्तरीय बनाने के लिए और अपने नागरिकों को रेलवे में विश्व स्तरीय सुविधाएं देने के लिए तथा सभी वर्गों के साथ-साथ रेलवे डिपार्टमेंट को पुनर्जीवित करने और नवीनीकृत करने के लिए उनको धन्यवाद देता हूँ।

इसके साथ ही साथ रेलवे में बुनियादी ढाँचे को बढ़ाने, रेल यात्रियों को सुविधा देने और उसको सुधारने के साथ-साथ देश की आर्थिक स्थिति को सुदृढ़ करने के लिए रेलवे कैसे काम कर पाएगा, उसके लिए बजट के माध्यम से जो प्रयास किए गए हैं, उन्हें मैं देख रहा हूँ।

अध्यक्ष महोदय, यहां पर सेफ्टी के बारे में ज्यादा डिस्कशन हो रहा है। यह सही बात है कि रेलवे में एक्सीडेंट्स हो रहे हैं, लेकिन जब हम देखते हैं कि एनडीए सरकार से पहले कितने एक्सीडेंट्स होते थे और अभी माननीय प्रधान मंत्री जी के नेतृत्व में सरकार आने के बाद कितने एक्सीडेंट्स हुए हैं तो मैं बताना चाहता हूँ कि उस समय 4,495 एक्सीडेंट्स और ट्रेन डिरेलमेंट्स हुए थे और अभी की सरकार में 2,272 ट्रेन डिरेलमेंट्स और एक्सीडेंट्स हुए हैं। इसमें हमने कमी की है। इसके साथ-साथ एक्सीडेंट्स कैसे कम होंगे, उसके लिए हमारे रेल मंत्री जी रेलवे विभाग में नवीनीकरण कर रहे हैं। वे नई लाइनों का विद्युतीकरण कर रहे हैं। सभी ने यूपीए और एनडीए सरकार के बारे में जो कहा है, मैं वह नहीं कहना चाहता हूँ। रेल मंत्री जी के माध्यम से वहां पर 6,450 ट्रेक्स का नवीनीकरण और 8,550 टर्नआउट का नवीनीकरण हुआ है। ऐसे 2000 किलोमीटर ट्रेक्स बनाए गए हैं, जिन पर 130 किलोमीटर प्रति घंटे ट्रेन्स चल सकती हैं। देश में विद्युतीकृत बीजी नेटवर्क का विस्तार 97 प्रतिशत तक हुआ है और अक्षय ऊर्जा की क्षमता 2014 मेगावाट तक पहुंच गई है। इससे मालूम पड़ता है कि हमारी सरकार ने रेल को विश्व स्तरीय बनाने एवं इसके सुदृढ़ीकरण के लिए अपना योगदान दिया है।

मैं बजट के बारे में कुछ कहना चाहता हूँ। इस साल रेलवे के लिए सबसे अधिक पूंजी का आवंटन किया गया है। पूंजीगत व्यय की क्षमता को ध्यान में रखते वृद्धि का उचित निर्णय लिया गया है। बुनियादी ढांचे का विकास, स्टेशन्स और ट्रेन्स की आधुनीकरण, कनेक्टिविटी बढ़ाने के लिए, यात्री की सुरक्षा और आराम पर बहुत ध्यान दिया गया है।

अध्यक्ष महोदय, मैं उस क्षेत्र से चुन कर आया हूँ, जहां वर्ष 1970 में माइनिंग ऐक्टिविटी हुई थी, लेकिन दुर्भाग्य से वहां पर 80 सालों के बाद ट्रेन्स चली हैं। पर्टिकुलर माइंस बेल्ट में ट्रेन चली थी। हमारे रेल मंत्री जी रेल का आधुनिकरण कर रहे हैं और हर जगह रेल नेटवर्क कैसे पहुंच सकती है, इसके लिए वे प्रयास कर रहे हैं।

अध्यक्ष महोदय, इसके साथ-साथ यात्री सुविधा को महत्व दिया गया है। यात्री अनुभव को बेहतर बनाने के लिए पुनर्विकास या आधुनिकीकरण के लिए देश भर में 1337 रेलवे स्टेशन्स की पहचान की गई है। इसमें सुरक्षा व्यय भी बढ़ाया गया है। वर्ष 2025-26 के लिए रेल की सुरक्षा के लिए सामूहिक पहल पर ध्यान दिया गया है। इसके साथ-साथ ट्रेक्स नवीनीकरण, सिग्नलिंग अपग्रेडेशन, दूरसंचार में सुधार और नए रेलवे ट्रैफिक निर्माण जैसे महत्वपूर्ण योजनाओं के लिए राशि दी गई हैं। इस बजट में लगभग 1000 आरओबीज एवं आरयूबीज को बनाने के लिए राशि रखी गई है। इसके साथ-साथ 50 नए नमो ट्रेन्स, जिनमें से 100 किलोमीटर से 200 किलोमीटर जो शहर कनेक्ट नहीं हुए हैं, उनको कनेक्ट किया जाएगा और 200 वंदे भारत ट्रेन्स चलाए जाएंगे।

मैं माननीय रेल मंत्री जी और प्रधान मंत्री जी को धन्यवाद दे रहा हूँ कि वंदे भारत ट्रेन मेरे एरिया से होकर गुजर रही है।

माननीय अध्यक्ष : आप यह भी बताइए कि ओडिशा में क्या-क्या हुआ है?

श्री अनन्त नायक: अध्यक्ष महोदय, मैं इसके लिए उनको धन्यवाद देना चाहता हूँ। मैंने उनको कभी धन्यवाद नहीं दिया था, क्योंकि जहां कभी ट्रेन नहीं आई थी और 40 सालों तक इसकी डिमांड हुई थी। मैं क्योंकि रेल लाइन के लिए उनको धन्यवाद देता हूँ। माननीय राष्ट्रपति महोदय की उपस्थिति में उसका शिलान्यास हो चुका है। बेहरामपुर-टाटा वंदे भारत ट्रेन चल रही है, मैं इसके लिए भी उनको

धन्यवाद देता हूँ। वर्ष 1999 से जो डिमांड हो रही थी कि हमारे यहां से लोग क्योँझर से दिल्ली आएं। मैं इसीलिए प्रधान मंत्री जी और रेल मंत्री जी को धन्यवाद दे रहा हूँ। पूरी-आनंद विहार एक्सप्रेस सप्ताह में एक बार चलाई गई है। मैं इसे सप्ताह में दो दिन चलाने के लिए अनुरोध करता हूँ।

अध्यक्ष महोदय, मैं इसके साथ-साथ कुछ डिमांड्स रखना चाहता हूँ। हावड़ा-बाड़मेर जनशताब्दी एक्सप्रेस, अपने देश के सबसे ज्यादा आयरन और माइन्स वाले क्षेत्र, जिसका देश में 30 प्रतिशत योगदान है, उस एरिया से कनेक्ट हुआ है, लेकिन डिस्ट्रिक्ट हेडक्वार्टर से उसका कनेक्शन नहीं हुआ है। मैं इसके लिए मंत्री से अनुरोध करता हूँ कि इसका विस्तार डिस्ट्रिक्ट हेडक्वार्टर, क्योँझर तक विस्तार किया जाना चाहिए। माननीय प्रधान मंत्री जी ने विरासत से विकास के बारे में कहा है। बांसपानी-बरविल पहले राजा-महाराजा के टाइम में नैरोगेज था, लेकिन जब मैं वर्ष 2005-06 में माननीय एमपी था, उस समय वहां का सर्वे भी हो चुका है, लेकिन अभी तक उसका काम नहीं हुआ है, वह काम होना चाहिए।

महोदय, सबसे बड़ी बात जगन्नाथ महाप्रभु की है। ओडिशा में सबसे ज्यादा मान्यता घटगांव में मां तारिणी की है, लेकिन यहां रेल का कनेक्शन नहीं है। यहां रेल का लिंक होना चाहिए। माइन से बंदरगाह तक सरकार का चिंतन है। केओँझर माइन से धामरा बंदरगाह तक कनेक्शन नहीं है। यदि केओँझर लाइन से आनंदपुर होकर धामरा बंदरगाह तक कनेक्शन कर दें तो इससे रेलवे का नैटवर्क भी बन जाएगा, प्राफिट भी होगा और रेवेन्यू का डेवलपमेंट हो सकता है।

माननीय अध्यक्ष जी, हमारी रायसुआन में स्टॉपेज की डिमांड थी। यहां के लोगों की बहुत समय से डिमांड है कि केओँझर एक्सप्रेस को मां तारिणी एक्सप्रेस का नाम दिया जाए। यह ओडिशा की डिमांड है। आपने मुझे बोलने के लिए समय दिया, इसके लिए मैं आभार प्रकट करता हूँ।

श्री प्रसून बनर्जी (हावड़ा) : माननीय अध्यक्ष जी, आपने मुझे इस विषय पर बोलने का मौका दिया, इसके लिए मैं आपका आभारी हूँ। मैं बंगाली भाषा में बोलना चाहता हूँ। *My Lok Sabha

.... English translation of this part of speech originally delivered in Bengali.

constituency, Howrah, has two Railway zones- the Eastern Railway Zone and the South Eastern Railway Zone*. हमारे पास दोनों ही हैं, इधर मिनिस्टर साहब हैं। *There is an important station in the South Eastern Zone named Santragachi. A new building is being erected in that station. This work has been going on for a few years now and I am not sure for how long this work will go on. We were informed that the work would be completed soon, but even after two years, the work hasn't been completed. It's difficult to predict the work's completion.* यह कब खत्म होगा, हम नहीं जानते हैं। इतना बड़ा स्टेशन बन रहा है। ईजी कर सकते हैं, हम इसीलिए बोल रहे हैं। मेहरबानी कीजिए, इधर मंत्री जी हैं, अच्छे आदमी हैं, हम कहते हैं कि जल्दी करेंगे तो अच्छा होगा। ... (व्यवधान) जब शुरू किया था, उसके बाद भी दो सालों में कुछ और नहीं हुआ, इसलिए हम कहते हैं।

माननीय अध्यक्ष: आप एक ही भाषा में बोल लें, कन्वर्ट मत करें।

... (व्यवधान)

SHRI PRASUN BANERJEE: All right. कब खत्म होगा, हम नहीं जानते।

*I had repeatedly requested the Honourable Railway Minister to construct an underpass in the Baksara region which is near Santragachi station. Many people commute through that area with great difficulty.

I have personally met him, and I have written a letter to him. I had spoken about this in previous sessions as well. Everything is on record, yet no work was done.* हम इधर ही रहते हैं, उधर नहीं, एकदम खत्म हो गया। *Passenger services have completely collapsed in the South Eastern Railway Zone. The services of the local train are often delayed for 2-2.5 hours. The trains get cancelled on a whim. The

situation is so grave that the passengers have stopped trusting the railways and are preferring other modes of transport like the Bus service. To enter the platform of Howrah station, the trains have to wait for several hours.

I am sure the Railway Minister is aware of these issues. I will request him to please grant my requests. You are a true gentleman. I have spoken to you earlier as well*. हम यही कहना चाहते हैं कि मेहरबानी कीजिए, इधर जो हुआ, एक ही बात है, आप हमें इधर से कर दीजिए। मैं इसी वजह से कह रहा हूँ कि आप अंडरपास दे दीजिए।

माननीय अध्यक्ष : प्रसून जी, मैं भी अपने संसदीय क्षेत्र में 100 परसेंट ट्रेन से जाता हूँ। मैं बाय रोड या प्लेन से कभी नहीं गया। कोई समय होगा, जब ट्रेन 5, 10 या 15 मिनट लेट होती होगी, लेकिन ज्यादातर समय ट्रेन समय पर चलती है, ट्रेन का इतना बड़ा परिवार होने के बावजूद। आपने जो बात बताई है, वह चिंता का विषय है। जनरली ट्रेनों के बारे में आपका क्या मानना है? ट्रेनें इतनी लेट नहीं होती हैं।

... (व्यवधान)

श्री धर्मेन्द्र यादव (आज़मगढ़) : सर, कैफियत ट्रेन लेट होती है। ... (व्यवधान)

श्री प्रसून बनर्जी: सर, ट्रेन लेट होती है। ... (व्यवधान)

माननीय अध्यक्ष : धर्मेन्द्र जी, एक मिनट बैठिये। मैं आपको मौका दे दूंगा। इतना बड़ा रेल परिवार है और इतनी ज्यादा ट्रेनें हैं, उसके अनुकूल व्यवस्थाएं हैं। फिर भी सही समय पर ट्रेन का चलना, यह रेल परिवार बधाई के पात्र होना चाहिए। किसी विषय पर आलोचना करना ठीक है, लेकिन जनरली मेरा मानना यह है।

... (व्यवधान)

श्री प्रसून बनर्जी: सर, आप करेक्ट बोल रहे हैं और मिनिस्टर साहब भी करेक्ट बोल रहे हैं। लेकिन थोड़ी तकलीफ है कि वहां ट्रेन कम आती है। गांव से जो लोग आते हैं, वहां बसेज नहीं मिलती हैं। इसलिए मैं यह बात बोलना चाह रहा हूँ। ऐसी बात नहीं है, आप लोग काम करते हैं। आप संतरागाछी स्टेशन पर ट्रेन की व्यवस्था कर दीजिए। हम यहां कोई लड़ाई करने के लिए नहीं आए हैं। यदि मिनिस्टर

साहब हमारा काम करेंगे तो हम किससे जाकर लड़ाई करेंगे? वे बहुत अच्छे हैं। मैं दोबारा इस बात को बोल रहा हूँ कि बक्सरा में एक अंडरपास की व्यवस्था कर दीजिए। ... (व्यवधान)

माननीय अध्यक्ष : माननीय मंत्री जी, इस पर ध्यान दीजिए। ये पिछले पांच साल से एक इश्यु को उठा रहे हैं। क्या सैंक्शन होने वाला है?

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

माननीय अध्यक्ष : चलिये, आपको बधाई हो। अब आप बैठ जाइये।

श्री प्रसून बनर्जी: थैंक यू सर।

श्री रमाशंकर राजभर (सलेमपुर) : अध्यक्ष जी, बजट प्रकरण पर रेल को गति देने के लिए हम लोग आज सवेरे से बैठे हुए हैं। लेकिन चाहे सत्ता पक्ष हो या चाहे विपक्ष हो, केवल ट्रेनों के ठहराव पर ही हम लोगों का आधा समय, पूरे सदन का जाया हुआ है। कोरोना से पहले यही सरकार थी, कोरोना के बाद यही सरकार है, कोरोना में भी यही सरकार थी। ... (व्यवधान) जब उस समय ट्रेनों का ठहराव किया गया, मंत्री जी एक कलम से सदन को कह देते कि कोरोना से पहले ट्रेनों का जो ठहराव था, उसको हम अभी करेंगे। दोनों तरफ के सांसद ताली पीटकर आपका करतल ध्वनि से स्वागत करते।

महोदय, हमारे संसदीय क्षेत्र में ऐतिहासिक रेवती रेलवे स्टेशन को हॉल्ट स्टेशन बना दिया गया। वहां पर एक हजार लोगों ने धरना-प्रदर्शन छः महीने तक किया। मैंने हाथ-जोड़कर उसे तुड़वाया। मैं माननीय मंत्री जी से मिला, मैं जीएम से मिला, मैं डीआरएम से मिला। उसमें कुछ नहीं करना है, केवल स्टेशन का दर्जा प्रदान कर देना है।

इसी तरह से हमारे देवरिया जनपद में बनकटा रेलवे स्टेशन है, प्रतिदिन हजारों छात्र मुख्यालय पढ़ने के लिए आते हैं और उसकी दूरी 70 किलोमीटर है। उसके अलावा वहां के कर्मचारी और रोजगार करने वाले लोग मुख्यालय आते हैं। मौर्य ट्रेन को बनकटा रेलवे स्टेशन पर रोका जाए, जो गोरखपुर में समाप्त हो जाती है। ट्रेन को केवल दो मिनट रोकने के लिए, मुझे खून से लथपथ, वहां के नौजवानों ने पत्र दिया। मैंने उस धरने को तुड़वाया। मैं आपसे मिला और सबसे मिला।

महोदय, ग्वालियर-बरौनी एक्सप्रेस बनकटा में नहीं रुकी। इसी तरह से सलेमपुर में अहमदाबाद एक्सप्रेस नहीं रुकी, मुम्बई एलटीटी एक्सप्रेस मुम्बई जाने का एकमात्र रास्ता है, वह ट्रेन नहीं रुकी। बेलथरा में अहमदाबाद एक्सप्रेस, मुम्बई एलटीटी एक्सप्रेस, बांद्रा एक्सप्रेस के ठहराव की मांग वर्षों से चल रही है। कोरोना काल के बाद से चल रही है, लेकिन वह काम नहीं हुआ।

महोदय, गोरखपुर के लोगों ने, पूर्वांचल के लोगों ने राजधानी एक्सप्रेस ट्रेन नहीं देखी है। सारी राजधानी ट्रेन्स कानपुर से लौट जाती हैं, लखनऊ से लौट कर पटना की तरफ चली जाती हैं। आप एक राजधानी ट्रेन दिल्ली से गोरखपुर, छपरा, बरौनी, गुवाहाटी तक चला देते तो हम लोग भी राजधानी ट्रेन देख लेते।

महोदय, वर्ष 2011 में, बकुलहा से बेलथरा रेलवे लाइन के निर्माण का प्रपोजल हुआ, जिस पर 47.35 लाख रुपए टोकन मनी दिया गया, जो नहीं हुआ। एक सौ किलोमीटर की वह रेलवे लाइन नहीं बनी। इसी सरकार में, सहजनवाँ से बड़हलगंज रेलवे लाइन का भी प्रस्ताव दिया गया, उस पर कुछ नहीं हुआ। एक बीच का रास्ता है, पूर्वांचल अति गरीब इलाका है, उधर के लिए एक नई रेलवे लाइन दी जाए।

महोदय, मैं कहना चाहता हूँ कि आपने देवराहा बाबा का नाम सुना होगा। वे एक अंतर्राष्ट्रीय संत थे। लाल रोड रेलवे स्टेशन वहीं से उतरकर जाया जाता है। आप देवराहा बाबा के नाम का सम्मान कर देते, वहाँ पर के रेलवे स्टेशन का नाम उनके नाम पर रख देते।

मैं कहना चाहता हूँ कि इधर वाले तो 70-80 वर्ष की आयु तक भी सांसद रह सकते हैं, लेकिन उधर वाले 70 वर्ष की आयु के बाद सांसद रहेंगे कि नहीं, यह एक समस्या है। आज हम लोगों को 70 वर्ष की आयु वाले बहुत से पूर्व सांसद मिलते हैं, वे टिकट लेते हैं और अपना टिकट कंफर्म कराने के लिए रिक्शा या ऑटो रिक्शा से रेल मंत्रालय जाते हैं। मंत्री जी को इसे देखना चाहिए। हम लोगों में से कई पूर्व सांसद भी होंगे। पूर्व सांसद द्वारा टिकट लेते ही उनको कंफर्म टिकट मिले, ऐसी कोई व्यवस्था आज के तकनीकी युग में होनी चाहिए।

माननीय मंत्री जी, हम सांसदों की एक पीढ़ी को सुन लीजिए। हम पत्नी के साथ चलेंगे, एक पीए

चलेगा, आप तीन टिकट देते हैं, दो फर्स्ट क्लास में और एक सेकेंड क्लास में। आप सेकेंड एसी में ही सही, लेकिन एक अंगरक्षक के लिए भी टिकट दे दीजिए। सांसदों के लिए चार टिकट तो कर दीजिए। यह बजट की आवश्यकता है।

इतना ही नहीं, जनरल यात्रियों पर कब कृपा होगी? किसी भी ट्रेन में जनरल यात्रियों के लिए एक या दो कोच लगाया गया है, जिसमें एक के ऊपर एक यात्री चढ़ा रहता है, यहाँ तक कि जनरल यात्री शौचालयों तक में बैठकर यात्रा कर रहे हैं। वे गरीब हैं। हम अवसर प्राप्त लोगों को सुविधा दें, इसमें कोई दिक्कत नहीं है, लेकिन अवसरहीन मजदूर हैं, जो पूरे देश में घूमकर लेबर का काम करते हैं, उनको भी तो यात्रा करने के लिए इंतजाम करें, आप उनके लिए भले ही जनरल बोगी में ही इंतजाम करें, यह आज की आवश्यकता है।

मैं, अंत में, कहना चाहता हूँ। चूंकि आपके द्वारा घंटी बजा दी गई है, मैं एक अनुशासित सांसद हूँ।

माननीय अध्यक्ष : माननीय राजभर जी, घंटी इसलिए बजी क्योंकि आप सदन में संसद सदस्यों की मांग करने लगे, अगर आप जनता के लिए मांग करते तो घंटी नहीं बजती।

श्री रमाशंकर राजभर: मैंने जनता की मांग पहले ही की है और मैं जनता की भी मांग कर रहा हूँ। माननीय मंत्री जी, मैं हाथ जोड़कर आपसे विनती करते हुए कहना चाहता हूँ कि छोटे मंत्री जी, आपके यहाँ पगड़ी का बड़ा सम्मान है। आप एक किसान के बेटे की पगड़ी का सम्मान कर दीजिए और रेवती हॉल्ट को रेलवे स्टेशन का दर्जा एवं बनकटा में मौर्य एक्सप्रेस ट्रेन का ठहराव दे दीजिए, मैं यही मांग करता हूँ।

सलेमपुर लोक सभा क्षेत्र जिन्दाबाद।

श्री देवेश चन्द्र ठाकुर (सीतामढ़ी) : माननीय अध्यक्ष महोदय, मुझे सुबह से इस मौके का इंतजार था, लेकिन अभी-अभी आपने किसी माननीय सदस्य को जो मूल मंत्र दिया, मैं सबसे पहले उसी मूल मंत्र को अपनाता हूँ। आपने कहा कि जो मांगना है, मांग लीजिए नहीं तो घंटी बज जाएगी।

मैं समझता हूँ कि मांगने से पहले ही माननीय मंत्री जी बहुत कुछ दे चुके हैं। पूरे देश में, रेलवे के

क्षेत्र में सर्वांगीण विकास हुआ है, चाहे वह विद्युतीकरण, आधुनिकीकरण या पैसैंजर्स की सुविधाओं से संबंधित हो। जो ट्रेन्स मिली हैं, मैं माननीय मंत्री जी को फिर से धन्यवाद देता हूँ, हम लोगों के जीतने के 15 दिनों के बाद जब यहाँ पर शपथ ग्रहण हुआ, उसके बाद मैं इनके पास गया और मैंने सिर्फ दो छोटी-छोटी चर्चाएं कीं, हकीकत यह है कि मैंने मांग भी नहीं की थी, मैंने कहा था कि हमारे क्षेत्र सीतामढ़ी की जनता, चूंकि मैं माता सीता की जन्म स्थली सीतामढ़ी से आता हूँ, मैं इसे अपना सौभाग्य समझता हूँ, मैंने कहा कि हमारे यहाँ की जनता के लिए राजधानी पटना जाने के लिए सीधी ट्रेन नहीं है। हम नेपाल से जुड़े हुए लोग हैं, हम लोग नेपाल के पास रहते हैं। आजादी से लेकर आज तक सीतामढ़ी जिला का इतिहास है कि बिहार में किसी भी जिले से अगर सबसे ज्यादा लोगों का राज्य बाहर और देश के दूसरे कोने में पलायन होता है, तो सबसे ज्यादा सीतामढ़ी के लोगों का पलायन होता था। इसलिए, मैंने माननीय मंत्री जी को सूचना दी थी कि हमारे यहां से सुबह की एक सीधी ट्रेन पटना जाने के लिए और शाम को पटना से वापस हमारे यहां आने के लिए दे दीजिए। हमारे यहां से लोग अपना इलाज कराने जाएंगे, इंटरव्यू देने जाएंगे, परीक्षा देने जाएंगे, बेटी की शादी के लिए खरीददारी करने के लिए जाएंगे। इन सब कामों के लिए लोग सुबह की ट्रेन पकड़कर जाएंगे और शाम को वापस आ जाएंगे। मैंने यह मांग की थी।

दूसरा, मैंने कहा कि मेरा कारोबार मुंबई में है। मैं बचपन से जितना ज्यादा ट्रेन में चढ़ा होऊंगा, उतना यहां पर बहुत कम लोग ट्रेनों में चढ़े होंगे। यह बात मैं बता देना चाहता हूँ। 12 साल की छोटी उम्र में हम लोग ट्रेन की सीढ़ियों पर, एंट्रेस की सीढ़ियों पर बैठकर हम लोग स्कूल जाते थे। मेरी पूरी पढ़ाई महाराष्ट्र में हुई है। उस समय से मैं ट्रेनों में चल रहा हूँ। मैंने कहा था कि हमारे यहां से मुंबई के लिए एक ट्रेन दे दीजिए, क्योंकि हमारे यहां से बहुत सारे मजदूर मुंबई जाते हैं, बहुत से छात्र जाते हैं, कैंसर का इलाज कराने के लिए लोग जाते हैं।

माननीय अध्यक्ष महोदय, मैं जब दस दिनों के अंदर सीतामढ़ी वापस पहुंचा, यही मंत्री हैं और आदरणीय श्री नरेन्द्र मोदी जी की यही सरकार है, उन दोनों ट्रेनों की मेरी मांगें पूरी हो गईं। ... (व्यवधान) इसलिए, ये जो बातें चल रही हैं, ठीक है, विपक्ष वालों को तो यह कहना ही है, उनको तो विरोध करना

ही है। इनको आप ट्रेन में एयर कंडीशनर क्या, बल्कि सोने की बर्थ भी दे दें, तब भी ये कहेंगे कि बहुत कम दे रहे हैं। हर आदमी की अपनी क्षेत्र की मांग रहती ही है।

खासकर, अभी जो ढाई लाख करोड़ रुपए का बजट पेश हुआ है, इसके लिए भी माननीय श्री नरेन्द्र मोदी जी और माननीय रेल मंत्री जी को मैं बधाई देता हूं, धन्यवाद देता हूं। उसमें से हमारे बिहार को तो काफी मिला है। हमें दस हजार करोड़ रुपए मिले हैं। लेकिन, कितना भी देंगे, यह स्वाभाविक है, यह तो घर-घर की कहानी है, घर में भी आप कितना भी पैसा दे दें, फिर भी लोग ज्यादा ही मांगते हैं। वैसे ही हर क्षेत्र का आदमी भी ज्यादा पैसा ही मांगेगा।

मैंने एक रिक्वेस्ट और की थी कि आपने हमें मुंबई के लिए जो एक ट्रेन दी है, वह हफ्ते में एक दिन है। उसको यदि हर दिन नहीं चला सकते, तो हफ्ते में उसे कम से कम तीन दिनों के लिए कर दिया जाए। यह बहुत ज्यादा जरूरी है। यह निश्चित रूप से बहुत ज्यादा जरूरी है। मैं बात करने में कभी भी ज्यादा समय नहीं लेता हूं। आप अभी बेतिया आए थे, तो आपने एक घोषणा की थी कि गोरखपुर से पटना के बीच वाया बेतिया गाड़ी चलाई जाएगी। हमारी वह एक मांग अभी तक अधूरी है।

इसके अलावा हमारी एक और मांग, जो जरूरी है, वह है कि पटना से लेकर सहरसा और कोसी क्षेत्र में एक ट्रेन चले, जो सुबह जाए और शाम को वापस आ जाए। मैंने पहले ही कहा कि मैं बोलने में ज्यादा समय नहीं लेता हूं, मेरी आदत नहीं है। मैं आखिर में कहना चाहूंगा कि मैं मां सीता की जगह से आता हूं। अयोध्या की कहानी खत्म हुई, पूरा देश उससे आह्लादित है, खुश है। अब मां सीता की बारी है, यह मैं पूरे सदन को बताने आया हूं। सीतामढ़ी पर, मां सीता पर ध्यान दें, क्योंकि भविष्य में धार्मिक पर्यटन अयोध्या और सीतामढ़ी के बीच है। हम जानते हैं कि यह पूरे देश में चलने वाला है और आप लोग भी जानते हैं कि यह हजारों सालों तक चलेगा।

माननीय मंत्री जी, सीतामढ़ी से अयोध्या के बीच, दोनों तरफ से आने-जाने वाली सीधी ट्रेन दी जाए। इसके साथ ही सीतामढ़ी के लिए आप भविष्य के लिए जो विकास आप देना चाहते हैं, उसके काम की नींव आपको अभी शुरू करनी पड़ेगी। उसके लिए आपको जमीन अधिग्रहण करनी पड़ेगी। वहां पर एयरपोर्ट भी बने, मैंने अपने दूसरे भाषण में भी लिखा है कि वहां एयरपोर्ट बनाने की जरूरत भी

पड़ेगी। ऐसा न हो कि जब आप वह कार्य करने के लिए तैयार हों, तो आपको वहां कहीं जमीन ही न मिले और काम ही नहीं कर सकें।

मैं आपको बहुत-बहुत धन्यवाद देता हूं। मैं देख रहा हूं कि विभाग की एक बहुत अच्छी आदत है। मैं माननीय मंत्री जी को उसके लिए क्रेडिट देता हूं कि पिछले दस सालों में क्या हुआ है और हम लोग आगे दस सालों में क्या करेंगे, यह भी आप उल्लिखित कर देते हैं। यह इन लोगों को आईना दिखाने के लिए बहुत जरूरी है। इसलिए, यह बहुत अच्छी बात है। हर क्षेत्र में दस गुना ज्यादा, चाहे आधुनिकीकरण हो, चाहे रेल लाइन बिछाने की बात हो, चाहे विद्युतीकरण हो, चाहे पैसेंजर सेवाएं और सुविधाएं बढ़ाने की बात हो, निश्चित रूप से बहुत ज्यादा काम हुआ है। हम आपके और आदरणीय श्री नरेन्द्र मोदी जी के नेतृत्व में बहुत अच्छा काम कर रहे हैं।

इसके लिए मैं आपको बहुत-बहुत बधाई देने के लिए खड़ा हुआ हूं।

धन्यवाद।

***SHRI SRIBHARAT MATHUKUMILLI (VISAKHAPATNAM):** I would like to express my views on the Demand for Grants for Railways.

With an allocation of Rs. 2.5 lakh crore, this Budget continues to provide a major boost to railway infrastructure projects aimed at making journeys more comfortable, safer, and faster while also strengthening freight operations. The allocation reflects the Government's commitment to modernizing railways and ensuring that it remains a backbone of India's transportation and economic growth.

I would like to express my gratitude to the Railway Minister Shri Ashwini Vaishnaw for the recent historic decision to retain the 132-year-old Waltair Division, covering approximately 410 kilometres, and rename it as Visakhapatnam Division

* Speech was laid on the Table.

under the South Coast Railway Zone. This is a significant shift in the railway administration that will benefit North Andhra and contribute to the overall development of the region. Furthermore, the establishment of the South Coast Railway Zone and the floating of tenders for the General Manager's office construction, which had been neglected by the previous Government despite its announcement in 2019, is a strong indicator of the NDA Government's commitment to Andhra Pradesh.

The progress made in railway infrastructure under the NDA Government over the past five years is remarkable. The introduction of the indigenous semi-high-speed Vande Bharat trains in 2019 revolutionized passenger travel, providing a world-class experience to Indian travellers. The implementation of Kavach, an indigenous Automatic Train Protection (ATP) system in 2020, enhanced safety measures across the network. In 2022, the Government created the Rashtriya Rail Sanraksha Kosh (RRSK) fund to renew, replace, or upgrade critical safety assets, and its extension for another five-year period with a corpus of Rs. 1 lakh crore is a welcome move. The Amrit Bharat Station Scheme, launched in 2023 to modernize 1,275 railway stations, has made significant progress. In 2024, Kavach 4.0 was introduced, along with electronic interlocking systems at stations and the launch of Amrit Bharat Version 1.0. This year, we expect the completion of the Jammu and Kashmir train project by January and February, and the launch of Amrit Bharat Version 2.0 will further modernize the railway sector.

Analysing the financial profile of the Railway Ministry, the internal revenue for 2025-26 is estimated at Rs. 3.02 lakh crore, an increase of 8.3 per cent over

the revised estimates of 2024-25. Revenue from freight and passenger services is estimated to grow by 4.4 per cent and 16 per cent respectively. One of the key observations in railway finances is that freight operations contribute nearly 37 per cent of the revenue, approximately Rs. 40,000 crore per year. Despite this, freight movement faces significant challenges that require urgent intervention. The cross-subsidization of low passenger fares by artificially high freight rates has caused a shift toward road transport for both freight and short-distance passenger travel. Additionally, the slow speed of freight trains remains a major concern for industries. I urge the Ministry to set a target of achieving an average speed of 50 km/h for freight trains to ensure more efficient transportation of goods. While the Government has taken commendable steps by launching dedicated freight corridors, their timely completion and further expansion will be crucial in making freight transport faster, more cost-efficient, and reliable.

Another area that needs attention is aligning railway operations with India's industrial needs. A detailed railway geography assessment should be conducted for key sectors such as mining, petrochemicals, cement, steel, fertilizers, textiles, dry ports, and the Food Corporation of India (FCI) supply chain. This will enable better freight planning and ensure that the railway network meets the demands of industries efficiently.

The rolling stock design should be upgraded to accommodate more perishable goods, and more dedicated Kisan Rails should be introduced to support farmers in transporting their produce efficiently. Currently, coal constitutes around 50 per cent of railway freight, but the widespread dispersion of coal dust poses

serious environmental concerns. Research and development efforts should focus on innovative rolling stock designs to minimize pollution and enhance efficiency.

From my constituency, I have a small but crucial request. As tenders for the South Coast Railway Zone have already been floated, I urge the Ministry to expedite the appointment of the General Manager and Divisional Railway Manager and begin operationalizing the zone at the earliest. It is worth noting that similar railway zones announced on July 4, 2002 – such as South Western Railway (Hubli), South East Central Railway (Bilaspur), and East Coast Railway (Bhubaneswar) – were operationalized by April 1, 2003, from temporary accommodations. The same urgency must be shown for the South Coast Railway Zone, which is critical for the development of Andhra Pradesh.

In conclusion, I extend my strong support for this year's Demand for Grants for Railways. The initiatives undertaken by the Government are commendable, and the increased allocation will strengthen the railway sector. However, I urge the hon. Minister to address key concerns such as freight efficiency, industrial alignment and environmental sustainability while also ensuring timely implementation of announced projects, including the operationalization of the South Coast Railway Zone. Railways play a crucial role in India's economic progress, and a strong modern, and efficient railway system will pave the way for a more prosperous future for the nation.

Thank You!

***डॉ. नामदेव किरसान (गड़चिरोली-चिमुर्) :** भाजपा/एनडीए सरकार ने रेलवे को बुरी तरह से पटरी से उतार दिया है। मात्र 10 साल में 638 भयानक रेल दुर्घटनाएं हुई हैं।

- मोदी सरकार के पिछले 5 सालों में रेलवे दुर्घटनाओं में वृद्धि देखी गई है।
देश में 2019 से लेकर अब तक 200 बड़ी रेल दुर्घटनाएं हुई हैं। इन दुर्घटनाओं में 970 लोग घायल हुए और 351 लोगों को अपनी जान गंवानी पड़ी।
2019 से 2024 के बीच हर महीने 3 रेल दुर्घटनाएं
अकेले 2024 में शुरूवाती 6 महीनों में 18 रेल दुर्घटनाएं
2023-24 के बीच 40 रेल दुर्घटनाओं में 313 यात्रियों और 4 कर्मचारियों की जान चली गई।
यह आंकड़ा एक दशक में सबसे ज्यादा है।
- **CAG** ने राष्ट्रीय रेल सुरक्षा कोष में भारी अनियमितताओं को उजागर किया। सुरक्षा कोष के पैसों से फुट मसाज, क्रॉकरी, फर्नीचर, कार किराये पर लेने, लैपटॉप आदि पर बेतहाशा खर्च किया है।
- बजट में पिछले वर्ष की तुलना में कोई बढ़ोतरी नहीं की गई। परिणामस्वरूप बजट में कटौती हुई है।
- ट्रेन में महिलाओं के साथ अपराध की घटनाओं में वृद्धि हुई है। मुंबई डीआरपी में दर्ज मामलों की संख्या 2023 में 91 थी जो वर्ष 2024 में बढ़कर 114 हो गई।
- कवच प्रणाली एक स्वचालित ट्रेन सुरक्षा प्रणाली है। जिसकी घोषणा 2022 में की गई थी। 31 जनवरी 2025 तक देश के 68000 किमी. रेलवे नेटवर्क में से केवल 3677 किमी. ट्रेक पर ही कवच सुरक्षा प्रणाली लगाई गई है। अगर यही गती रही तो उसे पुरा करने के लिए 50 साल लग जाएंगे।

* Speech was laid on the Table.

- कर्मचारियों की कमी- रेलवे में 1.5 लाख से अधिक पद खाली पड़े हैं। सुरक्षा संबंधित विभागों में लगभग 70,000 पद खाली पड़े हैं। यह पद भरे जाएं।
- वर्ष 2017 में मोदी सरकार ने राष्ट्रीय रेल सुरक्षा कोष की शुरुआत की। जिसमें रेल सुरक्षा के लिए सालाना 20,000 करोड़ रुपये देने का वादा किया गया था। लेकिन 2017 से 2021 के बीच राष्ट्रीय रेल सुरक्षा कोष में केवल एक बार ही फंड जारी किया गया। अभी 2025-26 के लिए 2000 करोड़ का फंड जारी किया।
- रेलवे के इंटरनल रेवेन्यू का 22 प्रतिशत पेंशन पर खर्च होता है। बाकी एक्सपेंशन और मेडरलेशन के लिए ? कम बचता है।
- रेलवे को इंटरनल रेवेन्यू 2025-26 के लिए 8.3 प्रतिशत बढ़ने का प्रोजेक्शन किया जो 3,02,100 करोड़ होता है। लेकिन बजट में बढ़ोतरी न करते हुए 2,52,200 करोड़ ही रखा गया।
- मंत्रालय के वर्किंग एक्सपेंशन 2025-26 के लिए रु. 1,30,309.8 करोड़ अंकित किया गया है, जो कुल बजट अलोकेशन के 51 प्रतिशत है।
- जो ट्रेने कोविड के समय बंद की गई थी उसमें से कई ट्रेन अभी भी बंद है। बंद की गई सभी ट्रेनें चलाई जाएं।
- मेरे संसदीय क्षेत्र गडचिरोली-चिमुर् में दक्षिण पूर्व मध्य झोन में चलने वाली गोंदिया-डोंगंड मेमो ट्रेन अभी तक नहीं चल रही है। उसी तरह काझीपेठ-अजनी (नागपुर) ट्रेन भी बंद है। वह पूर्वावत चलाई जाएं।
- जरूरत के हिसाब से अपने संसदीय क्षेत्र में चलने वाली ट्रेनों का स्टॉपेज की मांग हम करते हैं उस पर सकारात्मक विचार किया जाए।
- जहां रेलवे ट्रैक शहर के बीच से गुररती है वहां कई जगह पर अंडरपास बनाये गये हैं और कई

शहर में रेलवे फाटक है। हमारे संसदीय क्षेत्र में बडसा रेलवे स्टेशन पर अंडरपास बनाया गया है। लेकिन बारिश में वहां पानी भर जाने से आवागमन बंद हो जाता है। लोग रेलवे ट्रैक क्रॉस कर जाते हैं जहां जान का खतरा हमेशा रहता है। दोनों तरफ शहर होने से काफी मुसीबतों का सामना करना पड़ता है। ऐसे जगह पर आरओबी बनाया जाए उसके लिए बजट में प्रावधान किया जाए।

- सिंगल ट्रैक वाली रेल लाइन को डबल ट्रैक में तब्दील की जाए।
- कोच इंडिकेटर्स सभी स्टेशनों पर लगाएं।
- हमारे क्षेत्र की बडसा से गडचिरौली शेट लाइन का काम जल्द पूरा किया जाए।
- नागपुर-नागभिड रोड लाईन ब्रॉडगेज में परिवर्तन करने के काम को गति देकर जल्द से जल्द पूरा किया जाए।
- नागभिड रेलवे स्टेशन के पास करीब 300 एकड़ जमीन खाली पड़ी है वहां रेलवे का कोई प्लॉट लगाया जाए ताकि वह जमीन अतिक्रमण से बचे और उपयोग में लायी जाए और स्थानिक लोगों को रोजगार दिया जाए।

***SHRI NAVEEN JINDAL (KURUKSHETRA):** I would like to express my views on the Demand for Grants pertaining to the Ministry of Railways for the year 2025-26. At the outset, I would like to congratulate the Government for its historic capital expenditure allocation of Rs.2.52 lakh crore for Indian Railways in the Union Budget 2024-25. This record investment is a testament to the Government's commitment to modernizing railway infrastructure, enhancing connectivity, and strengthening India's transportation backbone.

* Speech was laid on the Table.

The scale of transformation we are witnessing in terms of track electrification, introduction of high-speed trains, safety enhancements, and station redevelopment is commendable. The launch of 62 new Vande Bharat services, the operationalization of the first Namo Bharat Rapid Rail between Ahmedabad and Bhuj, and the expansion of the Amrit Bharat Express show a clear intent to bring efficiency and speed to Indian Railways. The commissioning of 3,433 km of new railway lines, the development of India's first underwater metro tunnel in Kolkata, and the progress in the Udhampur-Srinagar-Baramulla Rail Link (USBRL) underscore the scale of this transformation.

Revenue Expenditure: The total revenue expenditure in 2025-26 is estimated at Rs.2,99,059 crore, an increase of 7.7 per cent over the revised estimate of 2024-25.

Capital Expenditure: In 2025-26, capital expenditure is estimated at Rs.2,65,200 crore, the same as the revised estimate for 2024-25. In both 2024-25 and 2025-26, the budgetary support from the Central Government is estimated at Rs.2,52,200 crore, financing 95 per cent of the capital expenditure in these years.

Operating Ratio: The Railways' operating ratio in 2025-26 is estimated to be 98.43 per cent, slightly lower than the revised estimate for 2024-25 (98.9 per cent).

Revenue: Railways' internal revenue for 2025-26 is estimated to be Rs.3,02,100 crore, an increase of 8.3 per cent over the revised estimate for 2024-25.

Traffic Revenue: In 2025-26, 99.8 per cent of revenue is estimated to be

raised from traffic operations (Rs.3,01,400 crore). Of this, 62 per cent is expected to come from freight services (Rs.1,88,000 crore) and 31 per cent from passenger services (Rs.92,800 crore).

However, while celebrating these achievements, we must ensure that the benefits of modernization reach every part of the country equitably. The theory of “Extreme Prioritization” must guide railway investment decisions, implying that the most urgent, impactful, and safety-critical projects must receive precedence in fund allocation and execution.

This prioritization must focus on three key areas:

The over 70 train derailments in 2024, including major accidents like the Kanchanjunga Express collision and the Jharkhand goods train mishap, highlight the need for urgent reforms in safety mechanisms and track maintenance. The implementation of **Kavach (Automatic Train Protection System)** must be fast-tracked.

Railways is the lifeline of India, yet acute manpower shortages in crucial safety categories persist. The Chairman of the Railway Board himself has written to the Finance Ministry, urging for additional workforce to maintain growing railway assets and ensure safe operations. The Government must prioritize frontline recruitment, especially for track maintenance, signalling, and loco running staff, to prevent accidents and improve service efficiency.

While high-speed corridors and premium services like Vande Bharat and Namo Bharat are transformative, we must not neglect the basic infrastructure and connectivity needs of semi-urban and rural areas. Every major religious, economic,

and tourist centre must receive adequate rail connectivity. This is where the principle of extreme prioritization must also account for social and economic impact, not just financial returns.

I thank the hon. Prime Minister and Railway Minister for allocating Rs,3,416 crore for Haryana's railway projects in the Union Budget 2025-26 – a significant jump from Rs.315 crore during 2009-2014, Since 2014, Haryana has seen:

823 km of new railway tracks; Electrification of 121 routes; 534 new railway flyovers and underpasses; Wi-Fi connectivity at 144 railway stations. Rs.398 crore investment in Kavach safety systems

This focus has enhanced railway safety and infrastructure in Haryana, demonstrating how targeted prioritization leads to impactful results. However, there remain critical unmet demands that require immediate Government attention.

I represent the land of Mahabharata, Kurukshetra, and there are a few demands from my constituency which are pending. I request the hon. Minister to kindly take cognizance of these issues:

Kurukshetra, a city of historical and religious significance, needs better railway maintenance and operational infrastructure. I urge the Government to sanction a railway washing/maintenance pit line and a stabling line at Kurukshetra Junction to improve train turnaround times and operational efficiency. If no such plan currently exists, a detailed proposal must be prepared to integrate Kurukshetra into India's railway expansion roadmap.

Expediting the Karnal-Yamuna Nagar-Jagadhari *via* Ladwa Railway Line

The proposed **Karnal-Yamuna Nagar-Jagadhari railway line *via* Ladwa** is

essential for regional connectivity and economic growth. The Government must immediately disclose the status of its **Detailed Project Report (DPR) and the projected Rate of Return (ROR)**. If the report remains pending, a clear implementation timeline must be set to ensure that this project is not indefinitely delayed.

Despite high passenger demand, **Kurukshetra lacks adequate train stoppages**. I request the Railway Ministry to prioritize additional halts for major trains, ensuring that Kurukshetra is directly linked to major religious, educational, and economic hubs across India.

A six-month experimental stoppage programme for select trains at Kurukshetra Junction should be introduced to assess passenger turnout and feasibility. This data-driven approach will ensure informed decision-making regarding permanent train stoppages.

Kurukshetra, as a spiritual and cultural centre, lacks direct railway connectivity to major pilgrimage sites like **Sujangarh (Salasar Balaji) and Ringas (Khatushyamji)**. Given the high pilgrim footfall, I urge the Government to develop a railway corridor linking these destinations with a well-defined execution timeline.

Hon. Speaker, as we advance toward high-speed rail and infrastructural modernization, we must not lose sight of the fundamental principles of Indian Railways: **safety, affordability, and accessibility**.

Railway development should not be dictated solely by financial viability but must consider **public demand, safety imperatives, and economic impact**. The real success of Indian Railways will not be measured just by the number of new

trains or high-speed corridors but also by the **quality of services, particularly in general and sleeper class travel.**

With these observations and recommendations, I wholeheartedly support this demand for grants.

***डॉ. भोला सिंह (बुलन्दशहर) :** मैं रेल मंत्रालय के केंद्रीय बजट वर्ष 2025-26 के लिए रेल मंत्रालय की अनुदान मांगों पर अपने विचार रखता हूँ। मैं यशस्वी प्रधानमंत्री श्री नरेंद्र मोदी जी एवं माननीय रेल मंत्री जी का भी आभार व्यक्त करता हूँ, जिनके नेतृत्व में वर्ष 2014 के बाद भाजपा सरकार द्वारा रेल विभाग में यात्रियों की सुविधाओं, रेल एवं प्लेटफार्म की सफाई व्यवस्था, रेल पथ के दोहरीकरण एवं विद्युतीकरण के क्षेत्र में ऐतिहासिक कार्य हुए हैं। जहां पुराने समय में रेलगाड़ियों की स्थिति जर्जर हुआ करती थी, आज वहीं भारत में आधुनिक तकनीकी द्वारा यात्रियों को वंदे भारत एक्सप्रेस एवं गतिमान एक्सप्रेस जैसी ट्रेनों की सुविधा उपलब्ध कराई जा रही है।

मैं अपने संसदीय क्षेत्र के नागरिकों की तरफ से माननीय प्रधानमंत्री जी का आभार व्यक्त करता हूँ कि मेरे संसदीय क्षेत्र बुलंदशहर से माँ वैष्णो देवी जाने के लिए एक ट्रेन की सुविधा दी है। मैं अपने संसदीय क्षेत्र बुलंदशहर, उत्तर प्रदेश के संबंध में पूर्व में भी माननीय रेल मंत्री जी से अनुरोध कर चुका हूँ कि मेरी लोकसभा क्षेत्र देश की राजधानी दिल्ली से नजदीक है एवं उत्तर प्रदेश की राजधानी लखनऊ से लगभग 500 किलोमीटर की दूरी पर स्थित है। प्रयागराज में मेरे संसदीय क्षेत्र का उच्च न्यायालय है, जिसकी दूरी बुलंदशहर से लगभग 600 किलोमीटर है, भगवान श्रीराम की जन्मभूमि अयोध्या एवं बाबा विश्वनाथ की नगरी काशी, इन पांचों स्थानों पर मेरे क्षेत्रवासियों का रोजाना आना-जाना रहता है। इन स्थानों के लिए कोई रेल की सुविधा न होने के कारण मेरे क्षेत्र के नागरिकों को इन स्थानों पर जाने के लिए गाजियाबाद, हापुड़ या अलीगढ़ से ट्रेन लेनी पड़ती है, जिससे उन्हें काफी असुविधा का सामना करना पड़ता है।

* Speech was laid on the Table.

मैं माननीय रेल मंत्री जी को पूर्व में भी यह सुझाव दे चुका हूँ कि दिल्ली से अलीगढ़, कानपुर, लखनऊ, अयोध्या एवं दिल्ली से अलीगढ़, कानपुर, प्रयागराज, वाराणसी जाने वाली रेलवे लाइन पर मेरे जनपद में पर मेरे जनपद में चोला स्टेशन है।

उपरोक्त संदर्भ में, मैं माननीय रेल मंत्री जी से पुनः अनुरोध करता हूँ कि मेरे जनपद के चोला स्टेशन को "न्यू बुलंदशहर जंक्शन" का नाम देकर वहां पर दिल्ली से लखनऊ, दिल्ली से प्रयागराज, दिल्ली से अयोध्या एवं दिल्ली से वाराणसी आने जाने वाली ट्रेनों का एक-एक स्टॉपेज प्रदान करने की अनुमति इस बजट में प्रदान करें।

मैं और मेरे क्षेत्र के समस्त नागरिक सदैव आभारी रहेंगे। धन्यवाद

***SHRI CHAMALA KIRAN KUMAR REDDY (BHONGIR):** I would like to express my views on Demands for Grants for the year 2025-26 under the control of the Ministry of Railways.

On this occasion, I also want to thank our beloved Leader Shrimati Sonia Gandhi Ji and our Leader of Opposition, Shri Rahul Gandhi Ji for giving me this opportunity to raise the issues of Railways pertaining to the country and also Telangana State.

From the Budget and Demands for Grants, it is seen that the Total Expenditure Budget (BE) for the Ministry of Railways is Rs. 2,55,445.18 crore and share of overall budget (%) is 5.04 which is very less.

It is also a known fact that 42 per cent of the Railways' internal revenue is swallowed by staff salaries and 22 per cent by pensions, leaving little room for modernisation. infrastructure expansion and modernisation.

* Speech was laid on the Table.

The Modi Government has again neglected Railways. Capital support from the Union Budget is stagnating at Rs. 2,52,200 crore-exactly the same amount as last year, showing a lack of vision and investment in the lifeline of the common man. With a measly Rs. 1,500 crore for the Depreciation Reserve Fund (DRF) and a paltry Rs. 2,000 crore for the Rashtriya Rail Sanraksha Kosh (RRSK), the BJP government has effectively abandoned railway safety.

The Modi Government has slashed the allocation for customer amenities by a shocking 21.87 per cent, exposing its utter disregard for the daily struggles of ordinary passengers.

Out of 68,000 Route Kilometers (Rkm), only 3,677 Rkm has been covered under the Kavach safety system.

While the Railways' internal revenue for 2025-26 is projected to rise by 8.3 per cent to Rs. 3,02,100 crore compared to the revised estimate for 2024-25, the Union Government's capital support from the budget remains stagnant at Rs. 2,52,200 crore, the same as the budget estimate for 2024-25.

The working expenses of the Ministry for 2025-26 are estimated to be Rs. 1,30,309.8 crore, which is around 51 per cent of the total budgetary allocation.

The operating ratio indicates the amount of money Indian Railways spends for every one hundred rupees earned. A lower operating ratio signifies greater efficiency and profitability, showing that the Railways generate higher revenue for every hundred rupees of operating expenses. In contrast, a higher operating ratio reflects government inefficiency.

The Railways' operating ratio for 2025-26 is projected to be 98.43 per cent.

Since 2016-17, the operating ratio has consistently remained above 96 per cent.

In 2022, the Railways set a target to achieve originating freight traffic of 3,000 MT by 2027, which was later revised to 2030. To achieve this goal by 2030-31, the Railways' freight traffic must grow at an annual rate of 9 per cent. According to budget estimates, the Railways plan to transport 1,700 MT of freight in 2025-26, representing an annual growth rate of 4.1 per cent over 2022-23 which needs to be improved.

Depreciation Reserve Fund (DRF) is for financing the costs of replacement of old assets. The DRF is funded through the internal revenue generated by the Railways. However, due to inadequate revenue surplus, the DRF has been receiving insufficient allocations.

The appropriation to the DRF for FY 2025-26 is projected to be Rs. 1,500 crore only. The revised estimate for FY 2024-25 indicates that, although Rs. 1,000 crore was allocated at the budget estimate (BE) stage, this amount was reduced to Rs. 800 crores at the revised estimate stage.

The Rashtriya Rail Sanraksha Kosh (RRSK) fund was established by the Central Government in 2017-18 to facilitate the renewal, replacement, and upgrading of critical safety assets of the Railways. In 2025-26, an allocation of Rs. 2,000 crore from internal revenue has been made towards this fund.

With regard to areas of concern, I would say that as of January 31, 2025, the progress under the Kavach safety system for the installation of trackside equipment stood at only 3,677 Rkm out of total 68,000 Rkm network which is slow.

In 2022-23, 48 accidents were reported, while 40 accidents occurred in

2023-24. According to an RTI reply, 313 passengers and four employees lost their lives in the 40 train accidents in 2023-24 which is a grave concern for all railway passengers.

Nobody can forget the ghastly incident of horrific stampede reported at New Delhi Railway Station, which claimed 18 lives and left many injured, is a direct result of the Modi Government's utter mismanagement and negligence. Despite knowing well in advance about the massive influx of pilgrims for the Maha Kumbh Mela in Prayagraj, the government failed to prepare, regulate crowd movement, or deploy additional trains. How many more lives must be lost before the Modi government takes responsibility? Nobody knows?

I would also say that the BJP led NDA government has severely derailed railways and completely collapsed and become directionless under Modi Ji because his interest is to develop and concentrate Ambani and Adani leaving rail passengers in the lurch and he does not bother about the common man and poor people in our country. There have been an alarming 638 accidents in just 10 years.

The BJP sold pipe dreams of bullet trains and high speed railways during the campaign, but now an average Indian fears using railways due to safety concerns and where is bullet train for southern States like Telangana particularly from Hyderabad to New Delhi which has high demand and revenue generating also.

Railways in 2023 spent Rs.1.62 crore on selfie-booths in railway stations for publicity and marketing of photo-jeevi PM Modi.

The CAG in June 2023, highlighted massive irregularities in the utilisation of money under the Rail Safety Fund. It found that the Indian Railways spent

extravagantly on foot massagers, crockery, furniture, car rentals, laptops, etc., from the 'Rashtriya Rail Sanraksha Kosh.' In 2025-26, Rs. 2,000 crore has been allocated towards this fund from internal revenue which is a huge scam.

The Railway Budget remains unchanged. Given inflation and increasing infrastructure costs, this essentially results in a real-term budget cut.

With regard to Common Person's Safety, I would say that in the past 5 years under the Modi Government have seen a significant rise in railway accidents and created records.

The country has witnessed 200 major railway accidents of which 145 were derailment related since 2019, resulting in injuries to 970 persons and the loss of 351 lives.

At least three serious train accidents have occurred every month between 2019-24.

The first half of 2024 alone saw 18 train accidents.

Forty train accidents occurred between 2023 and 2024 where 313 passengers and 4 employees lost their lives, the highest in a decade.

The accidents have brought to light outdated infrastructure, poor implementation of safety protocols and adoption of technology, despite record budgetary allocations. The government's focus on high-profile projects like the Vande Bharat Express has diverted attention from safety issues.

It is also seen that Increasing Crimes Against Women in Trains and thefts are worrisome for all of us.

Reports suggest that on an average, during summer season, train

occupancy exceeds capacity, with regular trains carrying over 2,500 passengers against a design capacity of around 1,000 passengers. This has resulted in a worsening of women's safety.

Reported cases registered with Mumbai GRP increased to 114 in 2024 (up from 91 in 2023), with molestation constituting 54% of offences and 12% involving minors.

The KAVACH system is an automatic train protection system which was announced in 2022 by the government.

As of January 31, 2025, the progress under the Kavach safety system for the installation of trackside equipment stood at only 3,677 R Km out of total 68,000 Rkm network.

Reports state that, at this pace, it will take the next 50 years to cover the entire network.

Experts believe that with Kavach, the devastating Kanchenjunga Express train accident could have been avoided.

With regard to the Persistent Workforce Shortage, I am to state that Human error is often cited as a cause of accidents, yet there is insufficient emphasis on addressing systemic factors contributing to these errors. Overworked staff, inadequate training, and insufficient support systems are significant issues that require attention.

Indian Railways currently faces a severe staffing shortfall, with over 1.5 lakh vacancies, particularly in roles critical to safety, such as signalling, telecommunications, and track maintenance.

An RTI response earlier this year highlighted that approximately 70,000 posts in safety-related departments remain vacant, including in high-risk zones like the South Eastern Railway.

There are nearly 20,000 vacancies for loco-pilots and assistance loco-pilots, however, recruitment for only 18,799 vacancies was notified by the government and by when the vacancies will be filled up to give employment to the needy job aspirants.

The lack of human resources has contributed to an increase in fatigue-related errors by railway personnel in critical zones as they have to work extended shifts to compensate for the shortage of personnel.

Enhancing training programs are essential for improving safety and operational efficiency.

It is also a fact that the current system fails to address these human factors comprehensively, reflecting a systemic disregard for rail safety.

The Government's response has largely been reactive, focusing on short-term relief measures like compensation, rather than long-term systemic reforms. This approach addresses the symptoms but not the root causes of railway safety issues.

Chronic underfunding of maintenance activities and delays in implementing advanced safety technologies, such as the Kavach system, persist. These delays reflect deeper issues within the organisational structure and funding priorities of Indian Railways, which continue to prioritise other expenditures over passenger safety.

Despite significant investments in modernization projects like the Vande Bharat Express trains and station redevelopment under the Amrit Bharat Scheme, funding allocation for railways safety infrastructure has remained low.

In 2017, the Modi government launched the Rashtriya Rail Sanraksha Kosh, pledging Rs. 20,000 crore annually for rail safety. Yet, between 2017 and 2021, the promised funds were released only once.

No amount was budgeted for the fund as per revised estimates of 2023-24 and estimates of 2024-25 from the internal revenue of the railways.

Moreover, Maintenance issues are a recurrent theme in investigations, highlighting systemic neglect of regular maintenance and infrastructure upgrades. There is a need for a shift from reactive to preventive maintenance, which requires sustained investment and a commitment to modernizing the railway infrastructure.

Shortfalls of 30-100% in inspections by track recording cars, with track machines left idle.

289 derailments (2017-21) linked to incomplete track renewals. Declining funds for track renewal works (Rs. 9,607.65 crore in 2018-19 to Rs. 7,417 crore in 2019-20) and poor fund utilization.

Inquiry delays in 63% of cases, with reports often not finalized on time (49%).

It is also known that Maintenance issues are a recurrent theme in investigations, highlighting systemic neglect of regular maintenance and infrastructure upgrades. There is a need for a shift from reactive to preventive maintenance, which requires sustained investment and a commitment to modernizing the railway infrastructure.

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Inquiry delays in 63% of cases, with reports often not finalized on time (49%).

Narrow Focus: Investigations often focus on immediate technical and operational failures without addressing systemic issues. For instance, while signalling errors and human mistakes are identified quickly, deeper structural deficiencies in Indian Railways, such as inadequate maintenance protocols and outdated infrastructure, are often overlooked.

Scapegoating: There is a tendency to blame lower-level employees, such as signal operators or maintenance staff, without holding higher management accountable. This approach ignores the broader organisational and systemic failures that contribute to accidents.

On this occasion, I would like to mention about Timeline of Recent Accidents and Collisions:-

Balasore Train Tragedy occurred in June 2023 where The accident involved three trains, the Coromandel Express, the SMVT Bengaluru-Howrah Express, and a stationary goods train near Bahanaga Bazar railway station in Odisha. A signalling error caused the Coromandel Express to switch onto a loop line where it collided with the stationary goods train. The impact caused several coaches to

derail and crash into the SMVT Bengaluru-Howrah Express passing on the adjacent track.

This tragic accident resulted in 293 deaths and over 1,100 injuries.

North-East Express Derailment (October 2023):²⁴ The NorthEast Express derailed near Raghunathpur in Bihar. This incident resulted in 4 deaths and 70 injuries. The cause of the derailment was attributed to track issues according to a preliminary inquiry.

Andhra Pradesh Train Collision in October 2023 where Two trains collided in Vizianagaram district, Andhra Pradesh. The collision was a result of signal failure and human error, causing 13 deaths and 50 injuries.

Freight Train Incident (February 2024) where A freight train travelled more than 70 km from Kathua in Jammu and Kashmir to Hoshiarpur in Punjab without drivers. This incident highlighted severe operational lapses and the need for stringent safety protocols.

Local Harbour Line Derailment (April 2024) where One of the coaches of a local Harbour line derailed in Mumbai, causing significant disruptions but no major casualties.

This incident was due to track maintenance issues.

Kanchenjunga Express Collision, West Bengal (June 2024) where A goods train collided with the Kanchenjunga Express in West Bengal's Darjeeling district, causing the deaths of at least 10 people and injuring nearly 50 others. The incident underscored the need for improved safety protocols, particularly in high-density traffic areas.

Mumbai-Howrah Mail Derailment, Jharkhand (July 2024) where Eighteen coaches of the Mumbai-Howrah Mail derailed near Badabamboo in Jharkhand, leading to two deaths and injuring around 20 passengers. This derailment raised serious concerns about track maintenance and railway safety measures.

Chandigarh-Dibrugarh Express Derailment, Uttar Pradesh (July 2024) where The derailment of the Chandigarh-Dibrugarh Express between Motiganj and Jhulahi railway stations in Gonda district resulted in four fatalities and about 30 injuries. Following this incident, the government ordered a high-level probe.

Goods Train Derailment, Odisha (July 2024) - In another derailment, where a goods train derailed at the Mancheswar railway yard in Bhubaneswar, Odisha. While there were no casualties, the accident led to significant delays and the rescheduling of passenger services.

Mathura, Uttar Pradesh (August 2024) In Mathura, where two passenger trains collided due to a switching error that caused one train to enter the wrong track. The accident resulted in 18 fatalities and injured over 70 passengers. A probe indicated that human error and lack of adequate technological safeguards contributed to the accident.

Tamil Nadu Train Collision (October 2024) - Near Chennai, where a passenger train collided with a stationary goods train, causing 19 injuries and extensive damage to both trains. This incident highlighted potential weaknesses in train control systems.

Vizianagaram, Andhra Pradesh (October 2024): The Vizianagaram collision involved two express trains on the same track, resulting in 21 fatalities and over 60

injuries. This accident was attributed to a signal lapse, with one train moving forward without proper clearance. The incident raised questions about the effectiveness of India's track monitoring and signalling systems.

Jaipur, Rajasthan (October 2024): In another tragic incident, a derailment near Jaipur resulted in 12 fatalities and dozens injured. Reports indicate that poor track maintenance and outdated infrastructure were significant factors in the derailment.

In Peddapalli, Telangana on November 2024, A goods train derailed between Raghavapur and Ramagundam, disrupting rail traffic on the crucial Kazipet-Balharshah section.

In Villupuram, Tamil Nadu on January 2025, A passenger train traveling from Villupuram to Puducherry derailed near Villupuram railway station, with five coaches going off track.

Now I come to our and dear home State of Telangana. Our Hon'ble Chief Minister of Telangana under the able and dynamic leadership of Shri Anumula Revanth Reddy Garu is striving hard for the overall development of the State and also addressed letters to Hon'ble Minister for Railways requesting to sanction New Railway line from Kalwakurthy to Macherla via Vangur, Devarakonda, Chalakurthy & Thirumalgiri in Telangana State with 100% Railway Assistance, which is on already FLS approved Gadwal - Dornakal new railway line and end at Macherla which is on existing Broad-guage railway line connecting Guntur. The length of the line is 126 KM)approx...

Our Telangana Government also requested the Centre to set up a railway

division at Kazipet to enhance operations, maintenance, and goods transportation which needs to be expedited in the interests of the railway passengers as per AP State Reorganisation Act, 2014.

Our Telangana Government also requested the Centre to complete pending lines expeditiously and approve projects in Telangana with funding by the railway ministry along with speeding up work manufacturing unit at Kazipet. on the railway

It is to be noted here that after the creation of the South Coast Railway Zone at Visakhapatnam, South Central Railway was left with three zones Secunderabad, Hyderabad, and Nanded. Our State also explained that a new division at Kazipet was necessary to enhance railway operations, maintenance, and goods transportation. And it is not out of place to mention here that Kazipet, with its high passenger and freight traffic, could generate more revenue than Guntur and Hyderabad divisions.

On the Gadwal-Dornakal railway line, our Telangana State already informed the railway minister that the final location survey raised concerns among local farmers, particularly from SC, ST, BC, and minority communities, about land acquisition costs and also proposed an alternative route via Vennaram, Abhipalem, Maripeda, and Mothe. Mannegudem,

Our Telangana Government also sought additional new railway lines, which include Kalwakurthy to Macherla (120 km), Dornakal to Miryalaguda (97 km), Medak greenfield dry port to Bandar Port, Andhra Pradesh (461 km) and Pandurangapuram to Bhadrachalam (16 km).

Our Telangana Government also urged the railway minister to approve the

construction of ROBs at multiple railway crossings in erstwhile Nalgonda district, including at Mukundapuram, Thipparthi, Peddabanda to NAM Road, Narkatpally-Munugode Road, Damerla-Veerla Palem Road, Tripuraram-Kukkadam Road, Choutuppal-Nagaram Road, Pagidipalli-Bhongir Road, Pembarthi-Konne Road.

Our Telangana Government requested for reconsideration of the alignment of the BG Railway lines from Miryalaguda (Papatpalli to Janpahad) and Dornakal to Gadwal and sanction for another Final Location Survey (FSL) for an alternate alignment.

There is need to set up Rail Neer production unit in Telangana.

Another important Kothapalli-Manoharabad railway line has been a long-cherished dream of people of the erstwhile composite Karimnagar and Medak districts and efforts are on to complete its construction and make it operational by 2027.

There is need to restore the canteen services to Ministerial Staff under Railway Protection Force on par with RPF personnel.

Bidar to Bodhan railway line need to be taken up urgently.

I would also state that Sri Lakshminarasimha Swamy Temple or Yadagirigutta is a popular Hindu Temple of Narasimha Swamy, an incarnation Lord Vishnu and it is situated on a hillock in the Nalgonda district, Telangana, and is at a distance of 6 KM from Riagir Railway station and at a distance of 13 KM from Bhongir Town and 60 kilometers from Secunderabad Rly station.

By giving high priority, our Telangana Government also requested to take up MMTS Rail (Yadagirigutta) project to be built from Hyderabad to Yadagirigutta to

cater to the needs of the railway passengers which has huge demand and many employees, business people, students and for other purpose will travel on a daily basis and this route falls in my Bhongir Parliamentary Constituency in Telangana State.

I would also state that there is dire need to provide halt for trains at Ramannapet Railway Station for below mentioned 6 trains passing through it which comes under South Central Railway located in Yadadri-Bhuvanagiri District, Telangana State which falls in my Bhongir Parliamentary Constituency.

SI No.	Train No. and Name	From	To	Remark
1.	12733/12734 Narayanadri Express	Tirupati	Lingampalli	Up-down
2.	12703/12704 Falaknuma Express	Secunderabad	Howrah	Up-down
3.	67775/67776 Kacheguda Miryalaguda Demu	Kacheguda	Miryalaguda	Local Up-down
4.	12604/12603 Chennai Express	Secunderabad	Chennai	Up-down
5.	17230/17229 Shabari Express	Secunderabad	Trivandrum	Up-down
6.	17625/17626 – Delta Express	Kachiguda	Repalle	Up-down

Ramannapet Mandal (HQ) is having more than 50,000 population and Ramannapet town is nearby Lord Sri Lakshmi Narasimha Swamy Temple which attracts devotees and is having Govt. Degree College, Community Health Centre,

Sub court and all other Public Services departments and many people Commute daily to Hyderabad City for purposes - Business, Job, Educational, Medical Treatment, and other small business people and they are unable to afford Hyderabad City Rents and Cost of Living.

There is no Direct Connectivity of Road Transport from Ramannapet to Hyderabad. Since Covid-19 Pandemic situation, halt of said trains discontinued and local people are facing lot of problems in the absence of above said train halts.

Another request I want to make to the Railways is to restore the fare concessions for Sr.Citizens for railway passengers on humanitarian grounds.

I also request Railways to give a halt at Peddapalli Rly Station for Telangana Express because AP Express has a stop at Peddapalli and it is pertinent to mention here that Peddapalli Rly station is Assembly and Parliamentary Constituency and is also a District Headquarter in Telangana State.

I also request the Railway Authorities to re-open Rail Yatri Niwas with cheaper rates at New Delhi Railway Station so that our poor passengers from Telangana and AP States can utilize whenever they visit to Delhi for different works especially for 1 day work and visit to Delhi so that they can arrive at railway station, have their bath in the Yatri Niwas and they can catch the train to their destinations in the evenings. Now, they are unable to pay hotel accommodation rates as the private hotels are looting the money of the general public with hefty charges.

Another important issue pertaining to construction of Foot over Bridge from Ajmer Gate/Kamala Market side to Paharganj side at New Delhi Railway Station. In the absence of Foot over Bridge, the people those who want to come from Ajmer

Gate/Kamala Market side to Paharganj side are using the bridge which is near Shiela Theatre which takes at least half-an-hour and if the Food over Bridge is constructed, they can reach in 5 minutes.

For this purpose, open land space is available with Govt. authorities and it is the need of the hour to develop New Delhi Railway Station which is a prestigious one and located in the Capital of our country and neglecting this railway station sends wrong signals to other countries.

With these few words, I would like to conclude my speech and outrightly oppose the Budget and Demands for Grants for the year 2025-26 which are projected and devised poorly.

***श्री मुकेश राजपूत (फर्रुखाबाद) :** मैं रेल बजट की अनुदान की मांगों पर अपने विचार रखता हूं।

जब से देश के यशस्वी प्रधानमंत्री श्री नरेंद्र मोदी जी ने देश की बागडोर अपने हाथों में संभाली है, तब से देश निरंतर प्रगति के पथ पर बहुत तेजी से आगे बढ़ रहा है। देश की अर्थव्यवस्था में तेजी से सुधार हुआ है। हमारा देश दुनिया की पांचवी आर्थिक महाशक्ति बन गया है, यातायात के साधनों का आशातीत विकास हुआ है।

इसी क्रम में भारतीय रेल के विकास में अभूतपूर्व परिवर्तन हुआ है। 2014 से पहले रेलवे की स्थिति अत्यंत दयनीय थी। दशकों से रेलवे की परियोजनाएं लंबित थीं या बंद हो गई थीं। लेकिन, जब से मोदी जी देश के प्रधानमंत्री बने हैं, रेलवे में आशातीत सुधार हुआ है।

भारतीय रेलवे का 97% से अधिक हिस्से का विद्युतीकरण हो चुका है। सरकार का लक्ष्य है कि 2026 तक भारतीय रेलवे का पूर्णतः विद्युतीकरण हो जाएगा। भारतीय रेल भारतीय अर्थव्यवस्था की जीवन रेखा है, डेडीकेटेड फ्रंट कॉरिडोर बनाकर माल ढुलाई में आशातीत वृद्धि हुई है। भारत में रेलवे

की कुल लंबाई एक लाख पन्द्रह हजार किलोमीटर है। भारतीय रेल प्रतिदिन करीब 2 करोड़ 31 लाख यात्रियों को अपने गंतव्य तक पहुंचाती है, लगभग 40 लाख टन माल ढोती है। हर भारतीय की लाइफलाइन बन चुकी है भारतीय रेल।

अमृत भारत स्टेशन योजना के तहत देश के अधिकतर रेलवे स्टेशन हवाई अड्डों की तरह दिखने लगेंगे। रेलवे ने यात्रियों को डिजिटल एप के माध्यम से अपना बना लिया है। रेल यात्रियों को यात्रा के दौरान जरा सी भी दिक्कत आती है, तो रेल मदद के द्वारा अगले ही स्टेशन पर सहायता हो जाती है।

हम जिस लोकसभा क्षेत्र से आते हैं, वह दिल्ली से मात्र 300 किलोमीटर दूर है इसलिए छात्रों को, किसानों को, व्यापारियों को दिल्ली काम धंधे के चक्कर में प्रतिदिन आना पड़ता है। परंतु, महोदय, मात्र 15 डब्बों की एक रेलगाड़ी कालिंदी एक्सप्रेस चलती है, जिसमें प्रतिदिन लंबी वेटिंग रहती है। उसमें माननीय मंत्री जी ने एक वर्ष पहले ही एलएचबी कोच लगाने की और 6 डिब्बे और बढ़ाने का आदेश भी दे दिया है, परंतु वे अभी तक नहीं लगे हैं।

अतः माननीय मंत्री जी से विनम्र निवेदन है कि ट्रेन संख्या 14117/14118 कालिंदी एक्सप्रेस में जल्द से जल्द एलएचबी कोच और छह: कोच और लगवाने के लिए तत्संबंधित अधिकारियों को निर्देशित करने का कष्ट करें कि विगत एक वर्ष से अब तक क्यों नहीं लगे। यह गाड़ी एनडब्ल्यूआर की है।

कासगंज से अलीगढ़ मात्र 55 किलोमीटर का टुकड़ा नई रेल मार्ग से जुड़ जाए तो दिल्ली से कासगंज, फर्रुखाबाद होते हुए कानपुर की दूरी लगभग 99 किलोमीटर कम हो जाएगी एवं दिल्ली से पूर्वोत्तर भारत के लिए एक नया रेल मार्ग भी मिल जाएगा। इसी प्रकार मथुरा जंक्शन से वाया कासगंज, फर्रुखाबाद, कानपुर होते हुए अयोध्या धाम के लिए एक वंदे भारत ट्रेन का संचालन कर दिया जाए, तो बाबा नीम करोली धाम, जो मेरे संसदीय क्षेत्र फर्रुखाबाद में पड़ता है, भगवान गौतम बुद्ध का जहां स्वर्ग अवतरण हुआ था, संकिसा, और जैन धर्म के 13वें तीर्थंकर भगवान विमल नाथ जी के जहां चारों संस्कार हुए थे, ऐसा पवित्र धाम कम्पिल जो महाभारत कालीन पांचाल देश की राजधानी भी थी, इन सभी स्थानों

पर प्रतिदिन देश-विदेश से लाखों श्रद्धालुओं का आवागमन बना रहता है। परंतु, कोई सीधी ट्रेन सेवा न होने से श्रद्धालुओं को तमाम कठिनाइयों का सामना करना पड़ता है।

अतः मैं माननीय रेल मंत्री जी से आग्रह करना चाहता हूँ कि मथुरा जंक्शन से वाया कासगंज, फर्रुखाबाद होते हुए अयोध्या धाम तक एक वंदे भारत ट्रेन का संचालन करने की कृपा करें।

विकसित भारत के लिए देश की लाइफ लाइन भारतीय रेलवे के नियंत्रणाधीन अनुदान की मांगों का मैं पूर्णतः समर्थन करता हूँ।

***SHRI P. P. CHAUDHARY (PALI):** I express my wholehearted support for the Demand for Grants presented by our visionary Railway Minister, Shri Ashwini Vaishnav ji. The Railway Budget for 2025-26 reflects the government's unwavering commitment to transform Indian Railways into a world-class transportation network while ensuring balanced regional development across our great nation.

The budget estimates reveal an impressive increase in the Railways' internal revenue to Rs 3,02,100 crore, marking an 8.3 per cent growth over the previous year. This remarkable achievement speaks volumes about the efficient management and strategic vision driving our railway system forward. Particularly noteworthy is the projected 16 per cent increase in passenger service revenue, demonstrating the growing public confidence in our railway network.

I am especially pleased to note the improvement in the operating ratio to 98.43 per cent, a testament to better profitability and resource management. This efficiency will undoubtedly create more opportunities for capital investment in critical infrastructure projects.

* Speech was laid on the Table.

The government's commitment to railway development is further evidenced by the substantial capital expenditure of Rs 2,65,200 crore, with 95 per cent financed through budgetary support. This strategic investment will catalyze economic growth across sectors while enhancing connectivity throughout our nation.

I must commend Shri Vaishnav ji for the remarkable progress made in the implementation of the Eastern and Western Dedicated Freight Corridors, with 96 per cent completion achieved. These corridors are revolutionizing freight movement, with average speeds reaching 48-54 kmph compared to the previous 26 kmph. The ambitious target to increase the modal share of Railways in freight to 45 per cent by 2030-31 demonstrates our government's foresight in creating sustainable transportation solutions.

The government's focus on safety deserves special appreciation. The reduction in accident rates from 0.65 per million kilometers in 2000-01 to merely 0.03 in 2023-24 represents an extraordinary achievement. The implementation of the Kavach automatic train protection system across 1,465 route kilometers underscores our Es commitment to passenger safety.

The electrification of 97 per cent of broad-gauge routes marks a significant milestone in our journey toward energy efficiency and environmental sustainability. Additionally, the commissioning of 375 MW of solar power and 103 MW of wind power aligns perfectly with our national goals for clean energy adoption.

I must also highlight the impressive performance in meeting capital work targets, with new line construction achieving 605 per cent and 468 per cent of

targets in 2022-23 and 2023-24 respectively. Similarly, track renewals exceeded targets by 141 per cent and 124 per cent in these years, demonstrating exceptional execution capabilities.

The introduction of modern train services like Vande Bharat, Amrit Bharat, and Bharat Gaurav trains reflects our determination to enhance passenger experience. The Amrit Bharat station redevelopment scheme covering 1,337 stations will transform our railway stations into modern, passenger-friendly hubs.

This Railway Budget strikes a perfect balance between fiscal prudence and developmental aspirations. It prioritizes modernization, safety, passenger comfort, and freight efficiency while ensuring sustainable growth.

I must also express my heartfelt gratitude for the substantial investment of over Rs 9960 crore in Rajasthan. This significant allocation demonstrates the government's commitment to balanced regional development and recognizes the potential of our region.

However, I would like to bring to the attention of the Hon. Minister towards some pressing needs of my constituency, Pali, and the surrounding areas. These requirements, if addressed, would not only benefit the local population but also contribute to the government's broader goals of economic growth and balanced regional development.

Firstly, there is a long-pending demand for the Bilara to Ras railway line. The last survey showed positive commercial viability, and I urge Shri Vaishnav ji to consider expediting this project. This line would significantly enhance connectivity in the region from Pali to Delhi and boost economic activities.

Secondly, I request the introduction of daily trains from Pune, Chennai, and Hyderabad to Jodhpur via Pali. Additionally, direct train connectivity from Pali to Delhi would greatly benefit our constituents, enhancing both business opportunities and ease of travel.

Thirdly, considering the local needs, I propose the introduction of rail buses from Pali to Jodhpur, Marwar to Jodhpur, Osian to Jodhpur, and Bilara to Jodhpur. These rail buses would provide efficient, cost-effective local transportation, supporting the daily commute of workers and students.

Another pressing concern in our district and nationwide is the flooding of railway underpasses during rainfall. This disrupts connectivity, hinders emergency services, and endangers commuters. We need advanced drainage systems, submersible pumps with backup power, and redesigned gradients to ensure these critical infrastructure points remain functional in all weather conditions.

I also request the reinstatement of Ranikhet Express (15013/14) stoppage at Osian Railway Station. Its discontinuation has adversely affected farmers transporting produce, traders managing supply chains, students, and government employees. This also represents missed revenue for Railways due to untapped passenger traffic from the Osian constituency.

Furthermore, I urge consideration for special train services during the Akha Teej festival season. This culturally significant period sees thousands of Marwadi community members returning to Rajasthan for farming activities, business connections, and family ceremonies. The current transportation system is overwhelmed during this time. Special trains would fulfill a social need while

offering Railways a commercially viable opportunity.

I bring these proposals to kind attention of the government, keeping in mind that Pali is not just the headquarters of Pali District but also a significant textile hub. Moreover, with the upcoming Jodhpur-Pali-Marwar Industrial Corridor, enhanced rail connectivity becomes crucial. These improvements in rail infrastructure would play a vital role in realizing the full potential of this industrial corridor, aligning perfectly with our government's vision of fostering industrial growth and creating employment opportunities.

These requests from my constituency reflect the aspirations of the people I represent. They are not merely local demands but strategic interventions that would complement the government's vision of comprehensive national development. I am confident that the Hon'ble Railway Minister, known for his responsive and decisive leadership, will give due consideration to these proposals.

I once again express my appreciation for the exemplary Railway Budget presented by the Hon. Minister Shri Vaishnav ji and reiterate my full support for the Demand for Grants. The transformative initiatives outlined in this budget, coupled with attention to regional requirements such as those I have highlighted, will undoubtedly propel Indian Railways and our nation toward greater heights of progress and prosperity. Thank you.

***श्री चन्द्र प्रकाश जोशी (चित्तौड़गढ़) :** मैं रेल मंत्रालय की अनुदानों की मांग पर अपने विचार रखता हूँ। आज मोदी जी की सरकार में हमें 11वें वर्ष में बोलने का अवसर मिल रहा है तो हमें रेल मंत्रालय की

* Speech was laid on the Table.

अनुदानों की मांग पर बोलने के लिए न केवल उत्साह हो रहा है बल्कि गर्व भी हो रहा है क्योंकि न केवल प्रधानमंत्री श्री नरेन्द्र मोदी जी बल्कि हमारे देश के रेलवे मंत्री श्री अश्विनी वैष्णव जी ने यह मंत्रालय इतना विकसित एवं ऐतिहासिक हो गया है कि आज हर एक व्यक्ति रेलवे की चर्चा के बगैर नहीं रह सकता है। वर्तमान में बजट आया है तब से सभी लोगों एवं पत्रकारों तथा जागरूक नागरिकों में ये ही उत्सुकताएं बनी हुई हैं कि पिक बुक में क्या क्या मिला है। सभी को रेलवे से बहुत सी सकारात्मक उम्मीदें हैं, ऐसा संभव हो पाया है कि प्रत्येक वर्ष में रेलवे में सबने जो चाहा उससे कई गुना रेलवे ने दिया है। रेलवे एक ऐसा मंत्रालय रहा है जो देश ही नहीं बल्कि देश के हर एक क्षेत्र के विकास की दशा एवं दिशा तय करता है। जहाँ पर रेलवे का विकास हुआ है वहाँ-वहाँ पर उस क्षेत्र का विकास अपने आप हो गया है।

भारतीय रेलवे आज विश्व में अपने विशाल नेटवर्क में टॉप 3 में स्थान रखता है। इतने विशाल नेटवर्क के रेलों, पटरियों, पुलों, सिग्नल, दूरसंचार, यात्री सुविधाओं का प्रबन्धन तथा उसकी सुरक्षा एवं संरक्षा के कार्य को करना काफी जटिल होता है। माननीय प्रधान मंत्री जी के नेतृत्व में केन्द्र सरकार ने रेलवे में निवेश को शानदार तरीके से बढ़ाया है तथा बाकी सुविधाओं को बनाये रखने के साथ साथ ही उनकी बढ़ती आवश्यकताओं को भी पूरा करने का काम किया है। मोदी सरकार के निर्णयों से राजस्थान जो कि रेलवे के क्षेत्र में अभूतपूर्व प्रगति हुई है इसमें मेरा संसदीय क्षेत्र चित्तौड़गढ़ भी पीछे नहीं रहा है।

बात करते हैं वर्ष 2014 की जब 10 वर्षों तक इनकी सरकार थी, इन 11 वर्षों में मेरे संसदीय क्षेत्र में कभी कोई रेलवे के क्षेत्र में कार्य हुआ ही नहीं, ज्यादा से ज्यादा कार्य होता था तो रेलवे के पुराने बोर्डों का रंग रोगन, इससे अधिक तो किसी ने कल्पना ही नहीं की थी कि कुछ हो सकता है। जब मैं पहली बार 2014 में सांसद बना तो मुझे भी कोई ज्यादा उम्मीद नहीं थी क्योंकि विगत 10 वर्ष 2004 से 2014 तक कभी कोई रेलवे के क्षेत्र में कार्य हुआ ही नहीं था। मेरे ही संसदीय क्षेत्र में विगत वर्षों के बजट में संसदीय क्षेत्र के लिये आजादी के बाद में वर्षों से लंबित पड़ी मावली से बड़ीसादड़ी रेल परियोजना का आमामान परिवर्तन का कार्य था, वहाँ पर हिजहाइनेस के जमाने की मीटरगेज लाईन थी। रेल ऐसे चलती थी कि कोई भी रास्ते चलता आम नागरिक भी उसमें से चल उतर सकता था। रेलवे ने उस रेल को घाटे का बताकर बन्द करने का निर्णय ले लिया था, रेलवे ने पटरी उखाड़ने का निर्णय ले

लिया था। मैं धन्यवाद देना चाहूंगा मोदी सरकार का, कि उन्होंने न केवल इस लाईन से पटरियां उखड़ने से बचाया बल्कि वहाँ पर ब्राडगेज का निर्माण करके बताया है। वहाँ पर विद्युतीकरण किया जा चुका है, वहाँ पर उस लाईन पर आने वाले सभी रेलवे स्टेशनों का काया कल्प हो चुका है। वहाँ के यात्रियों एवं कामगारों ने ऐसी सौगात पायी है कि बड़ीसादड़ी, कानोड़, भीण्डर, वल्लभनगर के लिये यह एक लाइफलाइन बन गयी है।

इतना ही नहीं बड़ीसादड़ी से नीमच के लिये नवीन रेलमार्ग के कार्य को स्वीकृत कर के वहाँ का कार्य चालू हो गया है, इसके साथ ही मावली से मारवाड़ के आमान परिवर्तन का कार्य भी प्रगति पर है। मेवाड़ – मालवा - मारवाड़ का संगम अब हो रहा है ऐसा संभव है तो केवल व केवल मोदी सरकार में ही। मेरा संसदीय क्षेत्र चित्तौड़गढ़ एक प्रमुख औद्योगिक क्षेत्र है। यहाँ पर कई सारी औद्योगिक ईकाइयां हैं, जिनके कारण यहाँ पर चित्तौड़गढ़ से रतलाम की जो सिंगल रेलवे लाईन थी, उस पर रेलवे के ट्रैफिक का अत्याधिक दबाव था, इस कारण से यहाँ पर कई ट्रेनें बहुत लेट हो जाती थीं, मालगाड़ियों को तो घंटों घंटों तक लाईन क्लियर होने का इन्तजार करना पड़ता था। मोदी जी की सरकार में पहले चित्तौड़गढ़ से नीमच तक दोहरीकरण का कार्य स्वीकृत किया गया एवं इसको पूर्ण भी कर लिया गया है। इसके पश्चात् नीमच से रतलाम के लिये दोहरीकरण को स्वीकृति प्रदान की गयी है तथा इसका कार्य भी प्रगति पर है। इतना तो हो गया था, लेकिन चित्तौड़गढ़ को अजमेर से दोहरीकरण वाला मार्ग नहीं होने से यह मार्ग एक बॉटलनेक बन रहा था। मैं धन्यवाद देना चाहूंगा कि मोदी सरकार ने हमारी मांगों का ध्यान रखा एवं अजमेर से चित्तौड़गढ़ के दोहरीकरण को स्वीकृति एवं बजट को जारी कर दिया गया है।

पहले उदयपुर को रेलवे का टर्मिनेटिंग पाइंट माना जाता था क्योंकि उससे आगे कोई रेलवे की बड़ी लाईन नहीं थी। क्षेत्रवासियों की मांग के आधार पर उदयपुर से हिम्मतनगर अहमदाबाद तक आमान परिवर्तन का कार्य पूर्ण हो चुका है। विद्युतीकरण का कार्य पूर्ण होने में है। मुझे आशा है कि इसके पश्चात् मेवाड़ को दक्षिण के लिये सीधा लिंक जुड़ जायेगा। मैं आशा भी करता हूँ कि चित्तौड़गढ़ से उदयपुर के लिये दोहरीकरण को भी सरकार के द्वारा शीघ्र ही स्वीकृत किया जायेगा। इसके साथ ही मेरे संसदीय क्षेत्र में चित्तौड़गढ़ में चारों दिशाओं में विद्युतीकरण का कार्य हुआ है। अजमेर से चित्तौड़गढ़, उदयपुर से

चित्तौड़गढ़, कोटा से चित्तौड़गढ़ एवं रतलाम से चित्तौड़गढ़ के विद्युतीकरण का कार्य पूर्ण हो चुका है। इसके साथ ही संसदीय क्षेत्र में वन्दे भारत जैसी ट्रेन का भी क्षेत्रवासी लाभ लेते हुये मोदी जी का आभार व्यक्त कर रहे हैं। जब बात मेवाड़ मारवाड़-मालवा की होती है तो तथा कांठल व वागड़ क्षेत्र कैसे वंचित हो सकता है। प्रधानमंत्री श्री नरेन्द्र मोदी जी ने अपनी सरकार बनने के बाद प्रतापगढ़ जिले के लिये जो कि रेल लाईन से वंचित था वहाँ पर विगत 10 वर्षों के दौरान 2 सर्वे कार्यों को करवाया है।

जब से प्रतापगढ़ के लिये मन्दसौर से प्रतापगढ़ व प्रतापगढ़ से बांसवाडा रेलवे सर्वे कार्य हुये हैं, इनका अंतिम स्थान सर्वेक्षण हो रहा है एवं उम्मीद है कि यह सौगात भी देश के प्रधानमंत्री श्री नरेन्द्र मोदी जी के द्वारा ही मिलनी है। यहाँ पर यह रेल लाईन आती है तो पर्यटन के मानचित्र में चित्तौड़गढ़ व उदयपुर की भांति प्रतापगढ़ का भी विशेष नाम जुड़ जायेगा। इसके साथ ही इस बजट में कोटा से रावतभाटा बेंगू सिंघोली होते हुये नीमच तक नवीन रेलवे लाईन के अंतिम स्थान सर्वेक्षण के लिये कार्य की स्वीकृति प्रदान की है इसके लिये भी मैं रेल मंत्री जी एवं प्रधानमंत्री जी का आभार व्यक्त करता हूँ। रेलवे स्टेशनों की बात करें तो चित्तौड़गढ़ स्टेशन को वर्ल्ड क्लास रेलवे स्टेशन बनाया जा रहा है, अमृत भारत रेलवे स्टेशनों में चन्देरिया, मावली, कपासन आदि का विकास हो रहा है। इसके अलावा भी संसदीय क्षेत्र में आने वाले प्रत्येक रेलवे स्टेशन गंगरार, डेट, घोसुन्डा, पाण्डोली, भूपालसागर, फतहनगर, भीमल, खेमली, देबारी, थामला मोगाना, वल्लभनगर, खेरोदा, भीण्डर, कानोड़, बानसी, बड़ीसादड़ी, औरड़ी, शंभुपुरा, गंभीरी रोड़, निम्बाहेड़ा, ताग्रवती नगरी, बस्सी, पारसोली आदि स्टेशनों का ऐतिहासिक विकास किया गया है, इसके लिये क्षेत्र की जनता प्रधानमंत्री जी एवं रेल मंत्री जी का आभार व्यक्त कर रही हैं।

मैं संसदीय क्षेत्र में चलने वाली कुछ रेलगाड़ीयों जिसमें उदयपुर हरिद्वार को सप्ताह में सातों दिन चलाने, उदयपुर से बान्द्रा को सप्ताह में सातों दिन, उदयपुर से कोटा के लिये एक जोड़ी अप डाउन मेमू ट्रेन, उदयपुर से कटरा के लिये ट्रेन व चित्तौड़गढ़ से अहमदाबाद के रास्ते दक्षिण में जाने वाली ट्रेनों को चलाये जाने का भी मैं रेल मंत्री जी से आग्रह करना चाहूंगा। मुझे आशा है कि प्रत्येक वर्ष के रेल बजट में जितना चाहा था, उससे अधिक ही पाया था, और इस वर्ष भी मुझे आशा है कि संसदीय क्षेत्र चित्तौड़गढ़

पर रेल मंत्री जी का उतना ही आशीर्वाद रहेगा ।

***SHRI NAVASKANI K. (RAMANATHAPURAM):** Hon Chairperson, Vanakkam. I thank you for allowing me to speak on Demands for Grants pertaining to Railways. Hon Finance Minister of Tamil Nadu presented the model Budget of the country in the State Assembly of Tamil Nadu two days ago. I am mentioning here because Railway Budget has been merged with the General Budget and we are forced to just discuss the demands for grants pertaining to the Ministry of Railways. This shows how this Union Government is taking Railways backward.

During the last 5 years more than 200 rail accidents have taken place in this country. As many as 351 people died and 970 persons were injured in these accidents. Loss incurred by Railways due to rail accidents during the last 5 years comes to nearly Rs. 313 crore. In the era of advanced technologies, how can we accept so many accidents taking place resulting in loss of hundreds of precious lives? This is the partisan approach of the BJP Government in power. Railway department is not an exception to this. Southern Railways has been allocated an amount of Rs 6626 crore in this Railway Budget. But Northern Railway has been allocated Rs. 14,745 crore. Why is this favouritism?

I urge that a new rail route should be created between Manamadurai and Tuticorin via Parthibanur. This is a long pending demand. When a railway line is laid between Chennai and Tuticorin, the southern districts of Tamil Nadu will be benefitted much. Already proposed railway project should be implemented from

* English translation of the speech originally delivered in Tamil.

Karaikkal to Tuticorin via ECR. Adequate funds should be allocated for implementation of this project. In that case, coastal areas of Ramanathapuram will be very much benefitted. I am requesting to implement this Scheme once again.

I want to raise another important issue. CPT-2 test is being conducted by RRB for recruiting Loco Pilots against the vacancies for such posts in Indian Railways. Many candidates from Tamil Nadu have been selected to appear in this CPT-2 test after clearing CPT-1 test. But the exam centres allocated for this CPT-2 test for most of the candidates of Tamil Nadu are in States outside Tamil Nadu. These candidates are forced to travel thousands of kilometres to appear in this CPT-2 test. I urge that these candidates belonging to Tamil Nadu should be allowed to appear in this CPT-2 test at the Exam Centres situated in Tamil Nadu itself. Many Railway Officials including Station Masters in railway stations situated in Tamil Nadu do not know the local language Tamil. I urge that Railway Officials knowing the local language of the State should be appointed in the State concerned. People belonging to the lower strata who do not know Hindi are the ones who will approach these Railway officials and hence it is a must for them to know Tamil while serving in Tamil Nadu. The local people cannot learn Hindi. It can be viewed as imposition of Hindi on Tamil. Therefore, I request you to appoint Tamil knowing and speaking railway employees in Tamil Nadu.

People of my Ramanathapuram constituency are eagerly awaiting to know about the opening of Pamban Bridge in Rameswaram. Train services were stopped at Mandapam instead of reaching Rameswaram since December 2024 due to Pamban bridge related work. Devotees and public visiting Rameswaram are

suffering due to stoppage of trains at Mandapam. It is learnt that an appointment of Hon Prime Minister is sought for the inauguration of this Pamban Bridge and the inaugural function is therefore delayed for more than 2.5 years. Due to your delaying tactics, thousands of people of my constituency have been suffering. I urge that the Pamban Bridge should be opened very soon. Some people said that there are jolting and safety related shortcomings in the Pamban Bridge. After addressing all these concerns, the Union Government should go for inauguration of the newly constructed Pamban railway bridge. The fishermen of this area are in deep distress. These fishermen have been arrested by Sri Lankan Navy and their boats have been confiscated by them. The Union Government should ensure safe release of Indian fishermen and their boats. Only then this inaugural function of Pamban Railway Bridge should be organized. Then these fishermen can welcome our Hon Prime Minister in a happy environment.

I urge that Amrit Bharat train should be operated between Pamban railway bridge of Rameswaram and Chenab Bridge of Jammu and Kashmir. Doubling work should be executed between Rameswaram and Madurai railway network. I demand for operating two way day-time trains between Chennai and Rameswaram via Tiruchy and Virudhachalam. I also request for operating a passenger train service between Rameswaram and Madurai thrice a day. Train between Rameswaram and Kanniyakumari should be resumed once again. Trains services discontinued due to gauge conversion should be made functional once again in the same routes as operated before. Rameswaram-Palakkad passenger train should be operated two way via Palani and Pollachi. I urge that action should be taken for

operating night time train between Rameswaram and Tiruchy two way.

I urge that Chennai-Rameswaram Express and Rameswaram-Tirupati Antyodhya Express service should be started. Trivandrum-Madurai-Punalur-Palakkad Express train should be extended upto Rameswaram. A large number of pilgrims travel through Rameswaram-Tirupati Express train which is running thrice a week. I urge to make it run on daily basis. Siilambu Express train between Chennai-Shenkottai should also be operated on daily basis. This train should have stoppages at Tiruchuli and Narikkudi which is a long pending demand. Trains coming from northern States of our country up to Rameswaram should run via Madurai, Ramanathapuram, Paramakkudi and Mandapam. Trains which were having stoppages earlier in Tiruchuli and Narikkudi should continue to have stoppage in these two places. Thank you for this opportunity. Vanakkam.

श्री आगा सैय्यद रूहुल्लाह मेहदी (श्रीनगर) : अध्यक्ष जी, आपने रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांगों पर जो डिस्कशन हो रहा है, उसकी चर्चा में भाग लेने का मुझे अवसर दिया, इसके लिए मैं आपका आभारी हूँ। मुझे मालूम है कि जो समय मुझे दिया गया है, वह बहुत कम है इसलिए मैं स्पेसिफिकली कुछ मुद्दों पर अपनी बात कहूँगा। माननीय मंत्री जी सदन में हैं, मैं इनकी अटेंशन चाहूँगा।

महोदय, पहला पाइंट है कि जम्मू-कश्मीर में वंदे भारत ट्रेन की शुरुआत का जो प्रोसेस है, उसका ऐलान किया था कि सारा काम हो चुका है और ट्रायल रन भी पूरा हो चुका है। उसके बाद हमें उम्मीद थी कि 26 जनवरी को वंदे भारत ट्रेन दिल्ली से श्रीनगर के लिए शुरू होगी। आफिशियली तो नहीं, लेकिन मीडिया हाउसेज के जरिए तीन-चार डेट्स सुनी थीं, लेकिन वह तारीखें निकल गईं और ट्रेन शुरू नहीं हुई। मैं माननीय मंत्री जी से जानना चाहता हूँ कि दिल्ली से श्रीनगर की वंदे भारत ट्रेन कब चलेगी? चूंकि रिपोर्ट्स आ रही हैं और लोगों को बताया जा रहा है कि दिल्ली से श्रीनगर डायरेक्ट ट्रेन नहीं चलेगी। हकीकत यह है कि ट्रेन को रोका जाएगा और पैसेंजर्स को कहा जाएगा कि कटरा या जम्मू में उतरें और

फिर शिफ्ट करके दूसरी ट्रेन से उन्हें कश्मीर ले जाया जाएगा। इस तरह की असुविधा की बात मैंने आपसे व्यक्तिगत तौर पर मिलकर भी कही थी। आपने कहा था कि यह सब-जीरो टेम्प्रेचर की वजह से है और जिस तरह से कश्मीर के लिए ट्रेन डिजाइन की गई है, उसके हिसाब से सब-जीरो टेम्प्रेचर की वजह से ट्रेन चलाना मुश्किल है। मैं कहना चाहता हूँ कि अब सब-जीरो टेम्प्रेचर का वक्त चला गया है। कश्मीर में केवल 40 दिनों तक सब-जीरो टेम्प्रेचर रहता है और अब 40 दिनों के अलावा हमारे यहां एबव सब-जीरो टेम्प्रेचर रहता है और लगभग दस महीने तक रहता है। सब-टेम्प्रेचर की वजह से हम दस महीने तक लोगों को तकलीफ क्यों दें? जैसा आपने पिछली बार कहा, क्या यह सिर्फ सब-जीरो टेम्प्रेचर की वजह से है? अगर ऐसा सिर्फ सब-जीरो टेम्प्रेचर की वजह से है, तो यह समय सिर्फ दो महीने के लिए रहता है और दो महीने के लिए दस महीने जम्मू-कश्मीर के नागरिकों को तकलीफ क्यों दी जाए? वे एक स्टेशन से सामान उतारकर दूसरे स्टेशन से ट्रेन पकड़कर आगे की यात्रा करें। सारे हिंदुस्तान में दो स्टेशनों के बीच हम डायरेक्ट कनेक्टिविटी रखते हैं, कहीं भी लोगों से नहीं कहते कि एक ट्रेन से उतरकर दूसरी ट्रेन पकड़ो। कश्मीर के लोगों के साथ इस तरह का व्यवहार करने की क्या वजह है? पिछली बार आपने कहा कि सब-जीरो टेम्प्रेचर की वजह से ऐसा करना पड़ रहा है, लेकिन मैं कहना चाहता हूँ कि सिर्फ दो महीने ही सब-जीरो टेम्प्रेचर रहता है तो उसके बाद दस महीने क्यों तकलीफ देनी है? क्या यह वजह है कि हम कश्मीरी हैं, इसलिए इस तरह का बिहेवियर हमारे साथ करना जरूरी है।

पिछली बार भी जब रेलवे का बिल आया था, तब मैं आपके नोटिस में कंसर्न लाया था कि एक सर्वे शोपियां के लिए चल रहा है कि एक रेल लाइन शोपियां और पुलवामा के बीच में बनाई जाए। लोगों ने बात उठाई कि हमारे ऑर्चर्ड्स खराब किए जा रहे हैं। इस लाइन के लिए किसी ने डिमांड नहीं की है। इसी तरह से आप पहलगाम के लिए सर्वे कर रहे हैं। उसके लिए भी लोग कह रहे हैं कि मैंने बात की है। किसी ने कोई डिमांड नहीं की है। लोकल किसी ने कोई डिमांड नहीं की है, न ही पहलगाम के लिए और न शोपियां की लाइन के लिए। जो सर्वेज किए जा रहे हैं, वे हमारे पर थोपे जा रहे हैं। किस जरूरत को पूरा करने के लिए सर्वेज कराए जा रहे हैं? अगर थोड़ा-सा इंटरेस्ट लें और देखें तो आपको मालूम होगा कि जो सर्वेज कराए जा रहे हैं, उसके माध्यम से वहां ऑर्चर्ड्स खराब किए जा रहे हैं। हमारी जमीनों

को तबाह किया जा रहा है। जहां सदियों से वहां के लोग रोजगार कमाते हैं। हमारे यहां हॉर्टीकल्चर एक बहुत बड़ी इंडस्ट्री है। वह हमारा हेरिटेज है, हमारी पहचान है, हमारी कमाई का एक जरिया है। आप ऑर्चर्ड्स को तबाह कर रहे हैं। वहां सर्वे का काम थोपा जा रहा है, रेल लाइन थोपी जा रही है। इसकी वहां कोई डिमांड नहीं है।

जहां पर इसकी डिमांड है, वहां पर कोई काम शुरू नहीं हो रहा है। जैसे राजौरी में डिमांड है, पूंछ में इसकी डिमांड है, पर वहां पर कोई काम शुरू नहीं हो रहा है। कुपवाड़ा में इसकी डिमांड है, सोपोर और कुपवाड़ा के बीच रेल लाइन की डिमांड है, पर वहां पर कोई काम शुरू नहीं हो रहा है। I am not able to understand what kind of behaviour it is when it comes to Jammu & Kashmir. Democracy says, 'address what people want from you and expect from you'. पर, कश्मीर में इसका उल्टा होता है। वहां लोग जो चाहते हैं, वह नहीं होता है, पर जो वे नहीं चाहते हैं, वही होता है। वह हम पर थोपा जाता है। We do not want our orchards to go. हमारा जो रोजगार है, हमारा जो हेरिटेज है, हमारी जो पहचान है, we do not want that to go. पहलगाम के लिए रेल लाइन की कोई जरूरत नहीं है। शोपियां के लिए रेल लाइन के लिए कोई जरूरत नहीं है। हमारी कोई डिमांड नहीं है। वहां लोगों की कोई डिमांड नहीं है। If it is to address the demand of the people, the people of Jammu & Kashmir have not demanded for this. इसलिए वह क्यों थोपा जा रहा है? उसके बरक्स राजौरी से, पूंछ से डिमांड है। उसको एड्रेस क्यों नहीं किया जा रहा है? क्या इन सबके बहाने से हमारी जमीनें छीनी जा रही हैं? It is a question. It is a genuine concern. क्या रेल लाइन बिछाने के बहाने से हमारी जमीनें छीनी जा रही हैं? क्या हमारा रोजगार, हमारी आइडेंटिटी, हमारा हेरिटेज तबाह किया जा रहा है? इस इश्यू को एड्रेस करें। जहां पर डिमांड नहीं है, वहां पर प्लीज हम पर रेलवे लाइन्स न थोपें।

ऑनरेबल स्पीकर सर, प्लीज, इस कन्सर्न को आप भी थोड़ी-सी इम्पोर्टेन्स दें। वहां टाउनशिप्स के नाम पर लोगों से जमीनें छीनी जा रही हैं। वहां पर किसी टाउनशिप की कोई डिमांड नहीं है, इसकी कोई जरूरत नहीं है। रेल लाइन्स के नाम पर जमीनें छीनी जा रही हैं।

जम्मू-कश्मीर के साथ आर्टिकल 370 के हवाले से जितना कुछ हुआ, क्या वे काफी नहीं हैं? अब जबर्दस्ती रेल लाइन्स की बुनियाद पर, टाउनशिप्स की बुनियाद पर हमसे जमीनें छीनी जा रही हैं। आप जम्मू-कश्मीर के लोगों के साथ क्या करना चाहते हैं? आप हमें सड़कों पर लाना चाहते हैं।

प्लीज़, इसको एड्रेस कीजिए। मैं चाहता हूँ कि जब ऑनरेबल मिनिस्टर जवाब दें, तो वे स्पेसिफिकली जवाब दें। मेरे पास बोलने के लिए टाइम कम है। These are the concerns that I wanted to raise. Thank you.

DR. MALLU RAVI (NAGARKURNOOL): Respected Speaker Sir, thank you very much for giving me an opportunity to speak on the Demands for Grants for Railways for 2025-2026.

Before Independence, British used the Railways for commercial purpose, for transporting the wealth of India to Britain. They never used the Railways for the people of India and for providing them facilities. But after Independence, as you know, Sir, respective Governments were trying to use Railways for the benefit of people and using the Railways as the tool of transportation of culture and civilization from one corner of the country to other parts of the country. Railways are now the lifeline of India. Railways are bringing development to under-developed areas. Railways must be given much priority. Since 1947 till now, successive Governments are improving the infrastructure of Railways by providing new railway lines, new railway stations, and also new trains with more facilities. This is what is happening after Independence.

20.44 hrs

(Shri Dilip Saikia *in the Chair*)

Now, I see Railways not only for the transportation but for the welfare of the country. Railways are playing a very major role in the country. That is why I request

the hon. Minister to take care of the backward areas to be developed. I was in the Parliament in 1991 and again in 1998. Since then, we are asking some new railway lines for the State of Telangana. But since then, the railway lines are not given to Telangana.

Telangana is a backward State. The State is having 10 districts; and out of 10 districts, nine districts were recognised by the Government of India as backward districts and they are giving financial support under the backward area development fund. It shows that Telangana is 100 per cent backward.

When we come to the Railway Budget of last year, it is Rs. 5,336 crore and this year it is Rs. 5,337 crore only. It means that there is only Rs. 1 crore more than last year. Telangana and Andhra Pradesh were separated in 2014 and both are new States. But when it comes to Andhra Pradesh, last year it was given Rs. 9,151 crore, and this year it Rs. 9,417 crore. It means that it has a Budget of Rs. 266 crore more than last year's Budget. This shows very clear discrimination towards Telangana. Hence, I would request the hon. Minister to give some Supplementary Budget to Telangana and protect the interest of Telangana.

Coming to new lines, the Ministry of Railways has sanctioned 15 Final Location Surveys (FLS) for new railway lines. I just want to read the new 15 Final Location Survey lines for the interest of the Telangana State. They are: Bodhan-Latur Road New Railway Line FLS sanctioned; Kothagudem-Kirandul New Railway Line FLS sanctioned; Adilabad to Gadchendur New Railway Line FLS sanctioned; Tandur Cement Cluster to Zahirabad New Railway Line FLS sanctioned; Bhadrachalam to Malkangiri New Railway Line FLS sanctioned; Dornakal-

Miryalguda New Railway Line Final Location Survey sanctioned; Extension of MMTS Phase-II up to Wangapalli FLS sanctioned; Outer Ring Rail on exterior periphery of Regional Ring Road FLS sanctioned; Vikarabad-krishna New Railway Line FLS sanctioned; Bhupalapalli-Kazipet New Railway Line FLS sanctioned; Karimnagar-Hasanparti New Railway Line FLS sanctioned; Kacheguda-Chityal-Jaggayapet New Railway Line FLS sanctioned; Dornakal to Gadwal New Railway Line FLS sanctioned; and Patancheruvu to Adilabad New Railway Line FLS sanctioned. FLS have been sanctioned for 15 new railway lines. In this regard, I am thankful to the hon. Minister for sanctioning the survey, but all these surveys are taking a long time.

There is one railway line in my parliamentary constituency that is coming from Dornakal to Kalwakurthi to Nagarkurnool to Wanapathy to Alampur to Gadwal.
... (*Interruptions*)

HON. CHAIRPERSON: Please conclude now.

... (*Interruptions*)

DR. MALLU RAVI: Sir, I am just coming to my constituency issues. ... (*Interruptions*) For this line also, the officials are saying that they will take two-three months more. I would request the hon. Railway Minister to direct the concerned officials to conduct the survey at the earliest possible and take up the work for these new lines. I am saying this because we are backward since Independence. Out of seven Assembly segments, only one is connected with a railway line; other six Assembly segments are not connected with railway line. Hence, I would request you to take up these lines.

Previously, we have made a request for a new railway line from Jadcherlia to Nandhyal *via* Nagarkurnool. This line is surveyed, but shelved because there are no revenue returns. Hence, it is kept pending.

Another railway line from Gadwal to Macherla has also been surveyed and is pending because revenue returns are not there.

HON. CHAIRPERSON : Please conclude.

DR. MALLU RAVI: I request the hon. Minister to take these railway lines under the Backward Area Development Scheme. If you think of revenue returns, it is not possible.

HON. CHAIRPERSON: Please conclude in 30 seconds.

DR. MALLU RAVI: We eight MPs and the hon. Chief Minister, Shri Revanth Reddy, met the hon. Railway Minister. We are thankful to him. He was very kind to us. He heard our problems and gave a positive response. Shri Revanth Reddy has not only met the hon. Railway Minister but also the hon. Prime Minister. We are not bothered about the political differences. We are seeing the Prime Minister as the Prime Minister of India, Railway Minister as the Railway Minister of India, not BJP or Congress. Thank you.

श्रीमती भारती पारधी (बालाघाट) : सभापति महोदय, आपने मुझे रेलवे की अनुदान मांगों पर बोलने का मौका दिया, इसके लिए आपका बहुत-बहुत धन्यवाद।

विकास की धारा से जुड़ी है नित नई रेल की परिभाषा।

मोदी जी के रेल बजट से जुड़ी है भारत के भविष्य की आशा।

महोदय, मैं सर्वप्रथम माननीय प्रधानमंत्री श्री नरेंद्र मोदी जी, रेल मंत्री श्री अश्विनी वैष्णव जी और रेल राज्य मंत्री जी को बधाई देती हूँ। भारतीय रेल के इतिहास में परिवर्तन और विकास की दिशा को

मजबूत करने में उनके नेतृत्व का महत्वपूर्ण योगदान है, जिससे भारतीय रेलवे अब 13 हजार से अधिक ट्रेनों और 23 मिलियन से अधिक यात्रियों की दैनिक यात्रा का गवाह बन चुका है। उनके दृष्टिकोण ने भारतीय रेल को विश्व स्तर पर एक मानक बना दिया है। आने वाले समय में जब हम 2000 किलोमीटर से अधिक की उच्च गति वाली रेल परियोजनाओं पर काम कर रहे हैं तो हम यह विश्वास कर सकते हैं कि हमारे देश का विकास अब और भी तेज़ी से होगा।

महोदय, विशेष रूप से मैं महाकुंभ की बात कहना चाहूंगी। महाकुंभ 2025 के सफल आयोजन में भारतीय रेल का योगदान अतुलनीय और अद्वितीय रहा है।

महोदय, महाकुंभ 2025 के दौरान भारतीय रेलवे ने 13 हजार से अधिक ट्रेनों चलाकर लाखों श्रद्धालुओं को सुरक्षित, सुविधाजनक और समर्पण से यात्रा करने का अवसर प्रदान किया। विशेष रूप से मैं 29 जनवरी 2025, मौनी अमावस्या के दिन की बात करना चाहूंगी। 360 ट्रेनों का संचालन किया गया, जिसमें 190 विशेष ट्रेनों, 110 नियमित ट्रेनों, और 60 मेमू ट्रेनों शामिल हैं। इस विशाल ऑपरेशन में न केवल यात्रियों की सुरक्षा, बल्कि उनकी सुविधा और संतुष्टि का पूरा ध्यान रखा गया। इतने विशाल महाकुम्भ मेले का सफल आयोजन संभव हो पाया, जिसका मैं मुख्य कारण मानती हूँ कि मोदी हैं तो मुमकिन है।

महोदय, यह आयोजन प्रमाणित करता है कि भारतीय रेल प्रधानमंत्री मोदी जी के नेतृत्व में न केवल एक बुनियादी ढांचा बन रहा है, बल्कि यह हर दृष्टिकोण से यात्रियों के लिए सुरक्षित, आरामदायक और प्रभावी बन रहा है। प्रधानमंत्री मोदी जी के नेतृत्व में भारतीय रेल ने नवाचार, सुरक्षा और यात्री सुविधाओं के लिए अभूतपूर्व कदम उठाए हैं।

महोदय, प्रधानमंत्री मोदी जी के नेतृत्व में, रेल मंत्री श्री अश्विनी वैष्णव जी और रेल राज्य मंत्री जी का समर्पण भारतीय रेल को हर दृष्टिकोण से समृद्ध बना रहा है। वंदे भारत एक्सप्रेस, जो स्वदेशी तकनीक से निर्मित है, भारतीय रेल की आधुनिकता की दिशा में एक महत्वपूर्ण कदम है। वर्तमान में 68 वंदे भारत ट्रेनों (136 सेवाएँ) पूरे देश में संचालित हो रही हैं, जो 300 से अधिक स्टॉपेज के साथ 170 जिलों और 24 राज्यों को जोड़ रही हैं। यह पहल न केवल भारतीय रेल के आधुनिकीकरण को दर्शाती

है, बल्कि यह 'मेक इन इंडिया' की सफलता का भी प्रतीक है, जो भारतीय स्वदेशी तकनीक को वैश्विक मानक तक ले जा रही है। वंदे भारत एक्सप्रेस ने यात्रा को सुरक्षित, तेज, आरामदायक और पर्यावरण अनुकूल बना दिया है।

प्रधानमंत्री मोदी जी के नेतृत्व में रेलवे नेटवर्क का विस्तार अभूतपूर्व गति से हुआ है। वर्ष 2014 से 2024 तक, भारतीय रेलवे ने 20,000 किलोमीटर से अधिक ट्रैक को इलेक्ट्रिफाई किया है। भारतमाला परियोजना के तहत 2,000 किलोमीटर नए रेल कॉरीडोर विकसित किए गए हैं। इससे देश भर में कनेक्टिविटी में क्रांतिकारी सुधार हुआ है। भारतीय रेलवे की विकास यात्रा यह साबित करती है कि मोदी सरकार ने न केवल बुनियादी ढांचे में सुधार किया है, बल्कि पूरे देश में रेलवे कनेक्टिविटी का एक नया आयाम स्थापित किया है। इसके साथ ही, स्वदेशी निर्माण को बढ़ावा देने के लिए 8,000 से अधिक स्वदेशी रेल कोच का निर्माण किया गया है, जो भारतीय रेलवे की स्वदेशी क्षमता को दर्शाता है। यह दिखाता है कि मोदी सरकार ने न केवल वैश्विक स्तर पर भारतीय रेलवे को प्रतिस्पर्धी बनाया है, बल्कि स्वदेशी निर्माण को भी बढ़ावा दिया है, जो हमारी आत्मनिर्भरता की दिशा में एक महत्वपूर्ण कदम है।

मैं अपने संसदीय क्षेत्र की कुछ मांगों को रखना चाहूंगी। मेरे क्षेत्र में गोंदिया से जबलपुर तक रेलवे लाइन का दोहरीकरण किया जाना अत्यंत आवश्यक है। इसका डीपीआर पहले ही बनकर तैयार हो चुका है। अब इसे जल्द से जल्द लागू करने की आवश्यकता है। इस परियोजना से न केवल यात्रियों को सुविधा मिलेगी, बल्कि क्षेत्रीय विकास में भी अहम योगदान मिलेगा।

जबलपुर से रायपुर के बीच रेल सेवा प्रदान की जाए, यह रेल सेवा हमारे जिले के लिए संजीवनी का काम करेगी। इसका माननीय मंत्री जी ने मुझे आश्वासन भी दिया हुआ है। इससे न केवल यात्रा में सुविधा होगी, बल्कि व्यापार, परिवहन और आर्थिक गतिविधियों में भी लाभ मिलेगा। ओवरनाइट एक्सप्रेस ट्रेन, गाड़ी संख्या 22192 जो जबलपुर में संपूर्ण दिन खड़ी रहती है, उसे चलाने की कृपा करें। यह जबलपुर से नैनपुर, फिर बालाघाट और अंत में गोंदिया तक जाए। इस ट्रेन के संचालन से छात्रों को अपनी शिक्षा के लिए आसान और सुरक्षित यात्रा की सुविधा मिलेगी। विशेष रूप से वे छात्र जो इंदौर

और भोपाल में पढ़ाई करते हैं, उन्हें इससे समय पर और सुरक्षित रूप से अपने शिक्षा स्थल तक पहुँचने में मदद मिलेगी।

मेरे यहां एशिया की कॉपर की सबसे बड़ी खदान है। मालाजखंड में चिल्पी से रायपुर तक एक नई रेल लाइन की आवश्यकता है। माननीय मुख्यमंत्री, मध्य प्रदेश ने भी इसकी मांग रखी है, क्योंकि मालाजखंड क्षेत्र में कॉपर खदान स्थित है। इस नई रेल लाइन के निर्माण से न केवल कॉपर का परिवहन तेज और सुरक्षित होगा, बल्कि पूरे क्षेत्र के आर्थिक विकास को भी गति मिलेगी।

वर्तमान में, पेंचवली एक्सप्रेस, गाड़ी संख्या 19343, 19344, जो छिंदवाड़ा से इंदौर जाती है और इंदौर से लौटकर सिवनी पहुंचती है, उसका संचालन सिवनी से नहीं होता। यह ट्रेन सिवनी से शुरू होनी चाहिए, ताकि सिवनी और उसके आसपास के यात्रियों को भी इसका लाभ मिल सके। इस परिवर्तन से न केवल स्थानीय यात्रियों को सुविधा होगी, बल्कि क्षेत्रीय परिवहन में भी सुधार होगा।

रेलवे बुनियादी ढांचे में भी मोदी सरकार ने ऐतिहासिक कार्य किया है। यूपीए सरकार के समय में 240 लिफ्ट्स और एस्केलेटर्स स्थापित किए गए थे, जबकि मोदी सरकार ने 2,656 लिफ्ट्स और एस्केलेटर्स स्थापित किए हैं, जो यूपीए सरकार से 11 गुना अधिक हैं। यह आंकड़ा न केवल भारतीय रेलवे के बुनियादी ढांचे में सुधार को दर्शाता है, बल्कि मोदी सरकार की आम जनता की सुविधाओं और उनके बेहतर अनुभव के प्रति समर्पण को भी स्पष्ट करता है।

आज हम गर्व से महसूस कर सकते हैं कि हमारा देश एक ऐसे रेलवे नेटवर्क से जुड़ा हुआ है, जो न केवल विश्वस्तरीय है, बल्कि यात्रियों की सुरक्षा और आराम को सर्वोपरि रखते हुए निरंतर प्रगति की दिशा में अग्रसर है। इस विकास की यात्रा में हम सभी का योगदान महत्वपूर्ण है और हमें विश्वास है कि भारतीय रेलवे का यह शानदार सफर लगातार आगे भी निरंतर विकास और सफलता की नई ऊँचाइयों को छुएगा।

धन्यवाद।

एडवोकेट चन्द्र शेखर (नगीना) : सभापति महोदय, वर्ष 2025-26 के लिए रेल मंत्रालय की अनुदान मांगों पर हो रही चर्चा में आपने मुझे अपनी बात रखने का मौका दिया, इसके लिए धन्यवाद।

यह अच्छी बात है कि माननीय मंत्री जी भी यहां मौजूद हैं। मंत्री जी का दिल बहुत बड़ा है। अगर वे हमारी मांगें मान लेंगे, तभी इस बात की पुष्टि होगी। अगर मांगें न मानी जाएं, हमारे क्षेत्र का काम न हो तो फिर यह बात मानी जाएगी कि मंत्री जी का रुख सभी सदस्यों के प्रति एक जैसा नहीं है।

महोदय, मैं अपने क्षेत्र से शुरू करूंगा। धामपुर शुगर मिल क्रॉसिंग पर ओवर ब्रिज के निर्माण की मांग मैंने पिछली बार भी उठाई थी, लेकिन अभी तक कुछ नहीं हुआ। वहां लोग परेशान हो रहे हैं। डिजिटल युग में उनको कई-कई घंटे खड़ा होना पड़ता है।

जलालाबाद क्रॉसिंग ओवर ब्रिज के नीचे अंडरपास के निर्माण की बात मैंने पिछली बार भी उठाई, लेकिन कुछ नहीं हुआ। नजीबाबाद रेलवे स्टेशन पर बेगमपुरा एक्सप्रेस ट्रेन संख्या 12238 का ठहराव सुनिश्चित किया जाए, इस पर भी कोई काम नहीं हुआ। नजीबाबाद माल गोदाम पर ओवर ब्रिज का निर्माण कराया जाए और प्लेटफार्म को बढ़ाया जाए। मैंने पिछली बार भी बताया था कि प्लेटफार्म से पिछली तरफ जब ट्रेन रुकती है, तो महिलाओं को वहां उतरना पड़ता है, जो सुरक्षित एरिया नहीं है।

इसके साथ-साथ नगीना बाईपास बिजनौर फाटक पर ओवर ब्रिज का निर्माण कराया जाए।

21.00 hrs

धामपुर जैतरा में ओवरब्रिज का निर्माण कराया जाए, श्वेहरा से नूरपुर क्रॉसिंग पर ओवरब्रिज का निर्माण कराया जाए। बुलेट ट्रेन, वंदे भारत ट्रेन, हम बहुत आगे निकल गए हैं, लेकिन अभी भी मेरे लोक सभा क्षेत्र में न अंडरपास है, न ओवरब्रिज है, उसकी वजह से काफी देर तक लोगों का समय नष्ट होता है। समय एक ऐसी चीज है कि दोबारा नहीं आती। सहसपुर रेलवे स्टेशन पर सूबेदारगंज देहरादून एक्सप्रेस ट्रेन संख्या 14113 का ठहराव सुनिश्चित किया जाए। वहां से बहुत सारे लोग यात्रा करते हैं, सहसपुर रेलवे स्टेशन पर सफरदजंग एक्सप्रेस ट्रेन संख्या 14114 का ठहराव सुनिश्चित किया जाए। नजीमाबाद से मुंबई के लिए एक ट्रेन की डिमांड पिछली बार भी की थी। हमारे क्षेत्र की रेलवे स्टेशन की हालत बहुत खराब है, एक-दो जगह आपने काम कराया है। सभी रेलवे स्टेशनों का कायाकल्प कराया जाए, उनका जीर्णोद्धार हो ताकि देखने में वह सुंदर लगे।

रेलवे में कई घटनाएं हमने देखी, जहां सुरक्षा व्यवस्था पर बड़े सवाल खड़े हुए। बाड़मेर के सांसद

का फोन ट्रेन में चोरी हो गया था। सुरक्षा सुनिश्चित हो, कई बार महिलाएं अकेली ट्रेवल करती हैं, इसका ध्यान रखा जाए।

रेलवे प्रशासन उत्तर मध्य रेलवे, आगरा के एक कार्यालय के सीनियर सेक्शन इंजीनियर, ईदगाह द्वारा एक पत्र लिखा गया। डॉक्टर बाबा साहब अम्बेडकर के समय में एक अम्बेडकर भवन बना था, जो फाटक संख्या 75ए खम्भा संख्या 12 के पास है, उसको अतिक्रमण घोषित कर दिया गया। क्या मैं यह मानूं कि सरकार का डॉक्टर बाबा साहब अम्बेडकर के सम्मान में यही प्रेम है। बाबा साहब अम्बेडकर के नाम पर बने भवन को अतिक्रमण घोषित कर दिया गया। यह कह दिया गया कि पन्द्रह दिन के अंदर हटा दो, यह गलत है। मैंने भी आपको पत्र लिखा, आप इसका संज्ञान लें।

सहारनपुर से लखनऊ तक वंदे भारत ट्रेन चलायी जाए। रेल मंत्रालय में एससी/एसटी का बैकलॉग बहुत है, उसको शीघ्र भरा जाए। कोरोना काल में बंद ट्रेनों को फिर से चलाया जाए। प्रमोशन में एससी, एसटी और ओबीसी के कर्मचारियों के साथ भेदभाव होता है, इसे रोका जाए।

मैंने पिछली बार लोको पॉयलट की मांग उठायी थी, उनको रात को दो दिन ड्यूटी कराने के बाद फिर से ड्यूटी करायी जाती है। कई बार ऐसी घटनाएं घटती हैं, एक नींद की झपकी लगी और एक्सीडेंट हो गया, सारा दोष आपकी तरफ आएगा। दिल्ली में भी एक घटना घटी, कई सारी घटनाएं घटती हैं। मैं इसके लिए आपको दोषी नहीं मानता। मैं कहता हूं कि कर्मचारियों को उस तरह की सुविधा मिलनी चाहिए, जब वे ड्यूटी करें तो अपने आपको परफेक्ट महसूस करें। अगर इस पर ध्यान नहीं दिया गया तो किसी दिन बहुत बड़ी घटना घट सकती है, लोगों के जीवन की कीमत होनी चाहिए। रेलवे में अमीर और गरीब दोनों सफर करते हैं। अमीर के साथ अगर कोई हादसा हो जाता है तो उसकी चर्चा होती है, गरीब के साथ हुए हादसे की चर्चा नहीं होती है। यह अनुभव है, रेलवे में करोड़ों लोग सफर करते हैं।

पुराने समय में कई बार ऐसी परिस्थितियों में सफर किया। मैं रेलवे को धन्यवाद दूंगा, रेलवे ने हमेशा अपनी जिम्मेदारियों को समझा है। चाहे सरकार किसी की भी रही हो। मंत्री जी, मैं आपकी कोशिशों की सराहना करता हूं, लेकिन ये कोशिशें पर्याप्त नहीं हैं। जब बदलाव नहीं हो रहा है, लोगों को सुविधाएं नहीं मिल रही हैं, उस तरह की चीजें नहीं हो रही हैं। रेलवे में आउटसोर्सिंग बहुत हो रही है।

आउटसोर्सिंग की वजह से एससी, एसटी, ओबीसी और ईडब्ल्यूएस के बच्चों को आरक्षण का लाभ नहीं मिल रहा है। ठेकेदारी और आउटसोर्सिंग में लाखों नौकरियां होंगी। जब सरकार कहती है सबका साथ, सबका विकास, मेरा सवाल है कि जब इन लाखों नौकरियों में रिजर्वेशन का पालन नहीं हो रहा है, जबकि डीओपीटी की गाइडलाइन्स है तो मैं क्यों न मानूं कि सरकार एससी, एसटी, ओबीसी और ईडब्ल्यूएस के बच्चों को आरक्षण के लाभ से वंचित करने का काम कर रही है, क्या यह सही है? मंत्री जी, मैं उम्मीद करूंगा कि जब आप जवाब देंगे तो इन सवालों का भी जवाब देंगे।

आप मुझे यह भी जवाब दे दीजिएगा कि ये जो मामले उठाए जाते हैं, उनका सरकार पर कोई फर्क पड़ता है या नहीं?

माननीय सभापति : अब आप समाप्त कीजिए।

एडवोकेट चन्द्र शेखर: सर, मैं खत्म कर रहा हूं। मेरा एक लास्ट विषय है। हम यहां जो मांग उठाते हैं, क्या उन पर कोई अमल होता है? कहीं ऐसा तो नहीं है कि चलो उन्होंने विषय उठा दिया और बात खत्म हो गई। आप ऐसा मत कीजिए। अगर आप ऐसा करेंगे तो यह व्यवस्था अच्छी नहीं है।

सभापति महोदय, आपका बहुत-बहुत धन्यवाद। मैं माननीय मंत्री जी से आग्रह करता हूं कि हमारी मांगों को माना जाए। धन्यवाद।

श्री विशालदादा प्रकाशबापू पाटील (सांगली) : सभापति महोदय, आपने मुझे बोलने का अवसर दिया, इसके लिए आपका बहुत-बहुत धन्यवाद। रेलवे सिर्फ एक ट्रांसपोर्ट सिस्टम नहीं है। यह हमारी अर्थव्यवस्था और समाज की एक लाइफ लाइन है। इससे लोगों और उद्योगों को अपने सपनों से जोड़ा जाता है। लेकिन, इस लाइफ लाइन की हालत कुछ खराब दिख रही है। रेलवेज का ऑपरेटिंग रेश्यो 98 फीसदी है। इसका मतलब यह होता है कि अगर रेलवे 100 रुपये कमाती है तो सिर्फ दो रुपये बचा पाती है। इसके बावजूद इस बजट में कोई वृद्धि नहीं दिख रही है। Railways, perhaps, is the only monopoly in the world that is making a loss. यह तो ऐसा हुआ कि रेस में अकेले ही दौड़ ही रहे हैं, फिर भी हारे जा रहे हैं।

सर, मुझे लगता है कि रेलवे को कोई नया रेवेन्यू मॉडल लाना चाहिए। वंदे भारत की बात होती

है, लेकिन उसकी केवल 36 ट्रेनें ही दिख रही हैं। It is less than two per cent of the entire train network capacity. With such low numbers, how are they expecting to provide good services to people? अप्रैल से जून, 2023 तक का आंकड़ा है कि पैसेंजर का 93 परसेंट, यानी, 360 करोड़ प्रवासी नॉन-एसी बोगीज में ट्रैवल कर रहे थे। Such reduced investment अगर पैसेंजर में करेंगे तो स्वाभाविक है कि आपको इन्कम कम मिलेगा। उसके कारण आपको फ्रेट पर ज्यादा निर्भर रहने की जरूरत पड़ रही है।

Sir, 68 per cent of the revenue is coming from freight. यहां तक कि वर्ष 2010 से वर्ष 2019 तक, as per the figures that are available, only seven per cent growth दिख रही है। सांसद बोलते हैं कि रिकॉर्ड माल लोड हो रहा है। If you go as per the NITI Aayog, it shows that road transport is accounting for 71 per cent of the freight movement and the Railways' share is down to only 17 per cent. They assume that रेलवे को उसकी वजह से 6 परसेंट का रेवेन्यू लॉस होता है। It is said that the difference between something good and something bad is obviously to have attention to detail. I am sure that the Ministry is after that. They are trying to do something there. ये लोग सीमेंट और कोल के फ्रेट पर निर्भर हैं।

Sir, 50 per cent of traffic is only out of coal. Are they not trying to bring in other freight commodities onto the rail network? जैसे हम किसान हैं तो हमारे यहां हल्दी की बहुत डिमांड है। क्या ऐसी कोशिश हो रही है कि वहां बाकी कॉमोडिटीज भी रेलवे ला सके। मेरी सांगली से एक टर्मरिक ट्रेन चलाने की मांग है।

सर, रेलवे ने अमृत भारत स्टेशन में 1337 स्टेशन्स का लक्ष्य रखा था। लेकिन वर्ष 2024-25 के आंकड़ों को देखें तो 453 में से केवल एक स्टेशन ही अपग्रेड हो पाया है। पीपीपी मॉडल की 23 प्लांड स्टेशन्स थीं, लेकिन उनमें से दो की ही बिड मिली है। महाराष्ट्र के 126 स्टेशन्स री-डेवलपमेंट के लिए सेलेक्ट किए गए थे, लेकिन उनमें बेसिक फैसिलिटीज भी नहीं हैं।

सर, सांगली और मिरज, जो मेरी, कांस्टिट्यूएन्सी में आते हैं, वहां रिटायरिंग रूम तक नहीं है। क्लॉक रूम की फैसिलिटी पर्याप्त नहीं है। उसके कारण यात्रियों को बहुत असुविधा हो रही है।

सर, जब ये बेहतर इंफ्रास्ट्रक्चर डेवलप करेंगे, तभी उससे बेहतर आमदनी ले पाएंगे। मैं ज्यादा समय नहीं लूंगा। मैं मार्टिन लूथर किंग की एक लाइन बोलना चाहता हूँ-

“The time is always right to do what is right and to rise above the challenges for the betterment of the nation.” I only want to put some demands. Obviously, it is a long list.

अभी मेरे पास डेढ़ मिनट है। अगर काम अच्छा हो रहे हैं तो वे मेरे काम भी आ जाएंगे। मैंने सांगली में रिटायरिंग रूम और क्लॉक रूम की बात की। अगर वहां पर बैटरी ऑपरेटेड कार होगी तो अच्छा होगा, क्योंकि वहां बुजुर्ग और हैंडिकैप्ड लोग हैं।

सर, सांगली और मिरज में फूड और टी-स्टॉल भी बनाया जाए। एनक्वॉयरी विंडो और हेल्प डेस्क की संख्या कम है। उसकी संख्या भी बढ़ाई जाए। सांगली में एक और फूट ओवर ब्रिज बनाने की जरूरत है। सेकेंड एंट्री, अगर दूसरी तरफ एग्जिट में एंट्री होगी तो अच्छा होगा, क्योंकि उस तरफ थोड़े इंडस्ट्रियल लोग रहते हैं। एक और रिजर्वेशन काउंटर बनाया जाए। किलोस्करवाड़ी सेंटर में स्टेशन का टाइम आठ से आठ बजे तक किया जाए। ट्रेन स्टॉपेजेज के लिए निजामुद्दीन-यशवंतपुर संपर्क क्रांति को सांगली स्टेशन पर रोकने की व्यवस्था की जाए। किलोस्करवाड़ी में दादर-हुबली एक्सप्रेस को फिर से रोकने की व्यवस्था की जाए। अगर मिरज-सतारा तक लोकल ट्रेन की सर्विस शुरू होगी तो बहुत लोगों को आसानी होगी।

महोदय, सालगरे स्टेशन एक अच्छा रेलवे स्टेशन है, वहां कुछ ट्रेन्स का स्टॉपेज शुरू कराया जाए। जो रिपोर्टर्स या जर्नलिस्ट्स हैं, उनको पैसेंजर किराया भाड़ा में 50 प्रतिशत की छूट मिलती थी। उसको बंद कर दिया गया था। अगर उसको वापस शुरू किया जाए, तो अच्छा होगा। हमारे यहां हुगली और कोल्हापुर से वंदे भारत ट्रेन आती है, लेकिन वह पुणे तक ही जाती है। अगर उसको मुंबई तक चलाया जाए, तो अच्छा होगा। कराड से पंढरपुर के बीच एक नई रेलवे लाइन बनाने की मांग की जा रही

है। मुंबई सेन्ट्रल स्टेशन का नाम नाना शंकरसेठ जी के नाम पर करने की मांग की जा रही है। अगर रेल मंत्रालय यह कर सके, तो अच्छा होगा। मेरी लिस्ट बहुत बड़ी है, अगर आप मुझे बोलने का और समय देंगे, तो मैं बता सकता हूँ। मैं लिखित रूप से मंत्री जी को दे देता हूँ।

माननीय सभापति : आप अपनी लिस्ट मंत्री जी को दे दीजिए।

श्री फणी भूषण चौधरी जी।

***SHRI PHANI BHUSAN CHOUDHURY (BARPETA):** Hon'ble Chairman Sir, I thank you for giving me the opportunity to speak on the Railway Budget, and I would like to thank the Hon'ble Railway Minister on behalf of the people of Assam. During the UPA government from 2009 to 2014, on an average Rs. 2,122 crore was allocated for the Northeast. It is worthwhile to mention that every year Rs 2,122 crore was allocated for the Northeast from 2009-2014 during the UPA regime. While an amount of Rs. 2122 crore was allocated for the Northeast for the period 2014 to 2019, In 2024-2025, the Northeast was allocated Rs. 10,376 crore, and during this financial year, Rs. 10,440 crore was allocated to the Northeast. If we look at the enhancement of the Budget from 2009 to 2014, the rate of enhancement was 4.80%, and in 2024-2025, the rate of enhancement is 4.89%. I, therefore, thank the Hon'ble Railway Minister on behalf of the people of the Northeast in general and the people of Assam in particular. However, our state still has some problems.

The Vande Bharat Express runs up to Guwahati. The service of the train could not be extended up to Dibrugarh in Upper Assam because the electrification

* English translation of the speech originally delivered in Assamese.

of the railway line is necessary for the service of the Vande Bharat Express to be extended in Upper Assam. Without the electrification of the railway line, the Vande Bharat Express cannot be operated. Even if the Hon'ble Railway Minister wants, it is not possible to operate the Vande Bharat Express up to Dibrugarh from Guwahati. So it is very important to complete the electrification of the railway line from Guwahati to Dibrugarh at the earliest. I, therefore, request the Hon'ble Railway Minister to take necessary steps so that the Vande Bharat Express can be operated from Guwahati to Dibrugarh.

Another issue which I would like to flag is that the doubling of the railway line has been completed only up to Guwahati. The doubling of the railway line on the Guwahati-Dibrugarh route is yet to be completed. According to the reply given by the Railway Ministry, from Lumding to Furkating Junction, preliminary activities for the execution of the project have been taken up. The Railway Ministry has also replied that the final location survey of the 241-kilometre route from Furkating Junction to Dibrugarh has been completed. I would like to request the Hon'ble Railway Minister to take up the doubling project of the Guwahati-Dibrugarh railway line at the earliest. Moreover, I wish to draw the attention of the Hon'ble Railway Minister to a serious problem being faced by the people of my constituency. A large area in my constituency has been deprived of railway facilities. In 2011-12, a survey was conducted, and in 2012, the Hon'ble Railway Minister, in a reply to a question in Rajya Sabha, stated that the survey of 132-kilometre-long new railway line covering Jogighopa, Agiathuri via Barpeta, Hajo, and Sualkuchi has been completed. At that time, NITI Aayog was not there.

HON. CHAIRPERSON: Please conclude. Your time is over. Please place your demands.

SHRI PHANI BHUSAN CHOUDHURY: It was sent for approval. But I don't know what has happened to that issue now. That is why I would like to request the Hon'ble Railway Minister to take appropriate steps as per the survey conducted in 2011-12 so that people of my constituency are not deprived of railway facilities. In this connection, I would like to raise the issue of ROBs in my constituency. In my constituency, there is a place called Pathsala, which is the district headquarter. Surprisingly, in this district headquarter, there is no ROB.

HON. CHAIRPERSON: You please write to the Hon'ble Railway Minister, requesting him to construct ROBs wherever required.

SHRI PHANI BHUSAN CHOUDHURY: I request the Hon'ble Railway Minister to construct ROB's at Patiladoha, Sarbhog, Pathsala and Tihu. To conclude, I thank the Hon'ble Railway Minister for his generosity towards the state of Assam, and I once again request him to take appropriate steps for the early completion of pending railway projects. Thank you.

SHRI DURAI VAIKO (TIRUCHIRAPPALLI): Respected Sir, I would like to bring to the attention of this House that 6,315 candidates from Tamil Nadu, who applied for the Assistant Loco Pilot positions have qualified for the round-2 of the computer-based tests.

However, I am very disappointed to come across news reports that 90 per cent of these candidates from Tamil Nadu have been assigned exam centres which are located 600 to 1000 kilometres away in States like Andhra Pradesh and

Telangana. Most of these candidates from Tamil Nadu belong to the economically backward classes and it would cause tremendous financial hardship for them to travel outside Tamil Nadu to attend the exam centres. Women, who are often accompanied by family members or a friend, would be more affected by these additional travel and lodging expenses. Some of these candidates who cannot afford lodging expenses, would be forced to stay at the railway stations or outside the examination centres. These candidates have also expressed concern of securing confirm train tickets at the last minute and also the potential train routes.

I sincerely appeal to the hon. Railway Minister to address the concerns of these candidates from Tamil Nadu and allot examination centres within the State of Tamil Nadu.

I would also appeal to the Railway Minister on behalf of my Trichy Constituency to operate a Trichy – Bengaluru Intercity Express train and also to operate superfast trains on the Trichy-Ernakulam and Trichy-Tirupati routes.

I would also like to bring to the attention of the Minister that an earlier sanctioned new railway line between Thanjavur and Madurai *via* Gandharvakottai and Pudukkottai has been cancelled. I sincerely appeal to the Minister to re-approve and execute the much-needed railway line for the people of Gandharvakottai and Pudukkottai. I would also request the Minister to sanction an AC traction periodic overhaul maintenance facility along with overhead electrification for the Golden Rock Railway Workshop located at Trichy.

I would also like to remind the hon. Minister of an earlier appeal with regard to renewing the 50 per cent train fare concession to the senior citizens and the

registered Press and media professionals. Thank you.

श्री उमेशभाई बाबूभाई पटेल (दमन और दीव) : माननीय महोदय जी, आज मैं रेलवे की अनुदान मांगों पर अपने विचार साझा करने के लिए खड़ा हुआ हूँ।

महोदय जी, मेरे संसदीय क्षेत्र दमण के सबसे नज़दीक वापी, गुजरात का रेलवे स्टेशन आया है, जो दक्षिण गुजरात में सूरत के बाद सबसे ज्यादा कमाई करने वाला स्टेशन है, किंतु हमारे इस वापी रेलवे स्टेशन का जितना विकास होना चाहिए था इतना विकास नहीं हो पाया है, न ही इंफ्रास्ट्रक्चर के उद्देश्य से न ही ट्रेनों की सुविधा के उद्देश्य से।

महोदय जी, यह हमारा वापी रेलवे स्टेशन केवल दमण के ही मुसाफ़िरो को सुविधा देता है ऐसा नहीं है, बल्कि यह स्टेशन पूरे भारत के लोगों को सुविधा देता है, कहना गलत नहीं है, क्योंकि हमारा दमन, वापी, डीएनएच, उमरगांव, जो विस्तार है वे सब औद्योगिक हब हैं। इन उद्योगों में पूरे भारत के छोटे-बड़े सभी प्रदेशों के लोग यहां काम करने आए हैं, जो यहां बसे हुए हैं, जो अपने प्रदेश में अपने घर, परिवार से मुलाकात कर आते-जाते रहते हैं।

मैं मांग करता हूँ कि जो भी ट्रेनें सूरत - मुंबई की ओर चलती हैं और सूरत रुकती हैं और वापी नहीं रुकती हैं, वह सूरत रुकने वाली सभी ट्रेनों का स्टॉप वापी भी रखा जाए। साथ ही उत्तर भारत, यूपी और बिहार की ओर चलने वाली ट्रेनों का स्टॉप वापी है, जिनका स्टॉपेज टाइम कम से कम पांच मिनट किया जाए। क्योंकि वह ट्रेनें ऐसे भी सप्ताह में एक या दो बार ही वापी रुकती हैं, जिसके चलते काफी भीड़ रहती है, जिसमें महिलाएं, बच्चे, बूढ़े, दिव्यांग लोग भी होते हैं और घर जाते वक्त सामान भी ज्यादा होता है। इन लोगों को बहुत परेशानी होती है। कभी-कभी तो ट्रेन स्टॉप के कम समय के चलते मुसाफ़िरो की ट्रेनें छूट भी जाती हैं, और धक्का मुक्की होने के कारण कई बार हादसे भी होते हैं। मैं यह भी मांग करता हूँ कि इस रूट की ट्रेनें बढ़ाई जाएं।

दक्षिण गुजरात के सेकंड हाइएस्ट रेवेन्यू कमाने वाले वापी रेलवे स्टेशन का समग्र विकास करना चाहिए जिसमें स्टेशन का रीडिवेलपमेंट किया जाए। साथ ही स्टेशन की सुविधाओं में भी सुधार किया जाए।

वापी रेलवे स्टेशन के प्लेटफॉर्म नंबर-1 पर एक लिफ्ट स्थापित होने के बावजूद, यह अधिकांश समय कार्यशील स्थिति में नहीं रहती है। इसलिए, मैं रेलवे मंत्रालय से अनुरोध करना चाहता हूँ कि रेलवे स्टेशन पर स्थापित लिफ्टें लगातार काम करती रहें। इस उद्देश्य के लिए, मैं आपसे आग्रह करता हूँ कि वापी रेलवे स्टेशन पर सुविधाओं के रखरखाव और देखभाल के लिए आवश्यक धन समय पर खर्च और उपयोग किया जाए।

मैं रेलवे मंत्रालय से आग्रह करूंगा कि वापी रेलवे स्टेशन के प्रत्येक प्लेटफॉर्म पर एस्केलेटर (दोनों प्रकार, यानी जो यात्रियों को ऊपर और नीचे ले जाती हैं) सुनिश्चित करें। वर्तमान में, वापी रेलवे स्टेशन के कुछ प्लेटफॉर्म पर नीचे जाने वाले एस्केलेटर की सुविधा नहीं है।

वर्तमान में, वापी रेलवे स्टेशन के प्लेटफॉर्म नंबर 3 के पूरे हिस्से में इलेक्ट्रॉनिक कोच डिस्प्ले उपलब्ध नहीं है। प्लेटफॉर्म नंबर 3 से निकलने वाली ट्रेनों के लिए कोच सूची भी इस प्लेटफॉर्म पर एक बोर्ड पर चिपकाई नहीं जाती है। इससे यात्रियों को असुविधा होती है। इसलिए, वापी रेलवे स्टेशन के प्लेटफॉर्म नंबर 3 पर इलेक्ट्रॉनिक कोच डिस्प्ले और कोच सूची की उपलब्धता सुनिश्चित की जानी चाहिए।

मैं सरकार का ध्यान दीव में रेल कनेक्टिविटी की ओर भी आकर्षित करना चाहता हूँ। वर्तमान में गुजरात का देलवाड़ा दीव का सबसे निकट स्थित रेलवे स्टेशन है। आप में से कई लोग शायद ये बात जानते भी होंगे कि दीव एक बहुत प्रसिद्ध पर्यटक स्थल है। हर साल देश-विदेश से लाखों पर्यटक दीव के प्राकृतिक सौंदर्य का आनंद उठाने यहाँ आते हैं। घोघला beach जिसे international blue flag certification प्राप्त है, वह भी दीव में ही स्थित है। पर्यटकों में दीव के लिए काफी रुचि है किंतु कनेक्टिविटी के अभाव के चलते पर्यटक प्रभावित हो रहे हैं। ऐसे भी एयर कनेक्टिविटी का भी बड़ा अभाव है, उसके मद्देनजर दीव को रेल कनेक्टिविटी से जोड़ना बेहद आवश्यक है। मैं सरकार से दीव के नज़दीक रेलवे स्टेशन को विकसित करने की मांग करता हूँ। गुजरात स्थित देलवाड़ा रेलवे स्टेशन को विकसित किया जाए, इस कदम से ना सिर्फ टूरिज्म में बढ़ोतरी होगी पर स्थानीय अर्थव्यवस्था को भी विकास के लिए नयी ऊर्जा मिलेगी।

सर, मैं दमन-दीव का एकमात्र सांसद हूँ। मेरे क्षेत्र के बारे में मेरे अलावा बोलने वाला कोई नहीं है। सर, अभी तो मैंने शुरुआत की है और आप खत्म करने के लिए घंटी बजा देते हैं। सर, मुझे अपनी बात पूरी करने के लिए दो-तीन मिनट का समय दीजिए। सर, हर बार मेरे साथ ऐसे ही होता है। लोग दस-दस मिनट बोलते हैं।

माननीय सभापति : ठीक है, आप कृपया बोलें। समय दो मिनट ही मिलेगा।

श्री उमेशभाई बाबूभाई पटेल: धन्यवाद सर, इसके साथ ही दमण के लिए उदवाड़ा रेलवे स्टेशन से कोलक से कड़ैया, कड़ैया से मोती दमण, मोती दमण से जाम्पोर, जाम्पोर से वापी रेलवे स्टेशन को जोड़ा जाए। दमण में जमीनों की कमी को देखते हुए यह प्रोजेक्ट sea लिंक के तर्ज पर कोलक नदी से समुद्र में और समुद्र से कालाई नदी होते हुए वापी रेलवे स्टेशन तक मोनो रेल चलाई जाये, ताकि टूरिज्म को भी बढ़ावा मिले और लोगों को रेलवे की सुविधा प्राप्त हो। मोनो रेल के माध्यम से दमन समेत आस-पास के पूरे इलाके को एक व्यवस्थित टूरिस्ट सर्किट के रूप में विकसित किया जा सकता है। इससे न सिर्फ दमन प्रशासन बल्कि गुजरात सरकार के वलसाड जिले के माध्यम से भी लाभ होगा। टूरिज्म इंडस्ट्री के अतिरिक्त अन्य इंडस्ट्रीज जैसे की हॉस्पिटैलिटी, ट्रांसपोर्टेशन, फूड एंड बेवरेजेज को भी काफी फायदा पहुंचेगा, जिससे स्थानीय रोजगार में भी वृद्धि आएगी।

महोदय, मैं सरकार का ध्यान एक महत्वपूर्ण मुद्दे की ओर आकर्षित करना चाहता हूँ, जो भारत में रेलवे क्षेत्र के कार्य करने की लंबे समय से विशेषता रही है। भारतीय रेलवे में औसत यात्री सवारी पिछले कुछ दशकों में काफी बढ़ी है, परन्तु कर्मचारियों की संख्या में वृद्धि समय के साथ नहीं बढ़ी है। लगभग 25 साल पहले, I.R.C.T.C. हर दिन लगभग 8,500 से 9,000 यात्री ट्रेनों का संचालन कर रहा था। आज, भारतीय रेलवे देश में हर दिन 13,000 से अधिक ट्रेनों का संचालन करता है। भारतीय रेल का कुल कार्यबल आज लगभग 1.2 मिलियन होने का अनुमान है। यह आंकड़ा 25 साल पहले लगभग 1.5 मिलियन था। हालांकि रेलवे ने लागत दक्षता प्राप्त करने के लिए पिछले कई वर्षों में कार्यबल को कम करने के लिए सुधार किए हैं।

माननीय सभापति : आप कृपया अपनी डिमांड बता दीजिए। माननीय मंत्री जी बैठे हुए हैं।

श्री उमेशभाई बाबूभाई पटेल: सर, मेरी डिमांड वही है, मैं वही तो बोल रहा हूँ कि संख्या बढ़ाने की जरूरत है। अभी पाकिस्तान में पूरी की पूरी ट्रेन हाईजैक हो गई है और हमारे यहां भी ऐसी वारदात न घटे, इसलिए सुरक्षा कर्मियों की संख्या बढ़ानी चाहिए। आप जानते ही हैं कि ट्रेनों के कितने अधिक एक्सीडेंट्स हो रहे हैं। उससे संबंधित महत्वपूर्ण बात मुझे मंत्री जी को बतानी है।

माननीय सभापति : ठीक है, अब आप खत्म कीजिए।

श्री उमेशभाई बाबूभाई पटेल: सर, केवल दो मिनट दीजिए, मैं अपनी बात खत्म कर रहा हूँ। जैसा कि आप में से कई लोग जानते होंगे कि बार-बार रेल दुर्घटनाएं हो रही हैं। इसके पीछे एक प्रमुख कारण यह है कि ट्रैक सुरक्षा के लिए जिम्मेदार योग्य व्यक्तियों की कमी है। पहले योग्य गैंगमेन ट्रैक को बनाए रखने और उसकी देखभाल करने के लिए जिम्मेदार थे।

माननीय सभापति : धन्यवाद, माननीय सदस्य।

श्री उमेशभाई बाबूभाई पटेल: सर, इन गैंगमैनों को योग्य तकनीकी विशेषज्ञों की निगरानी में एक निर्दिष्ट अवधि के लिए अनिवार्य प्रशिक्षण प्राप्त करना आवश्यक था। इस प्रकार का पेशेवर अनुभव और प्रशिक्षण गैंगमेन को ट्रैक सुरक्षा और रखरखाव के लिए जिम्मेदारियों को निभाने के लिए तैयार करता था

आपने मुझे बोलने का अवसर दिया, इसके लिए धन्यवाद।

***SHRI K. GOPINATH (KRISHNAGIRI):** Hon Chairman Sir, Vanakkam. Thank you for this opportunity for allowing me to talk on Demands for Grants pertaining to Railways for the year 2025-26. My Krishnagiri parliamentary constituency is just adjacent to the State of Karnataka. If you talk about railway line, since 1935, it can be only the Krishnagiri district of Tamil Nadu. 17 MPs have represented Krishnagiri constituency in the past in this Lok Sabha. We contest elections with an assurance of bringing Hosur to Jolarpettai railway line. Any candidate of any political party has

* English translation of the speech originally delivered in Tamil.

to invariably give this assurance to the voters of Krishnagiri constituency while contesting the General Elections. But till date this Hosur-Jolarpettai railway line has not seen the light of the day. This line which was originally conceived during the British period has been kept in abeyance. When I raised this issue in this House last time, it was assured by the Railway Officials that a DPR has been prepared and this route would be commissioned soon. But there is no mention about this Hosur-Jolarpettai Railway route in this Budget also. Hosur of Krishnagiri district is one of the fastest growing Cities of India. Hosur is fast developing with more than 200 industries situated in this City. But we do not have this Hosur –Jolarpettai railway line.

Hon Speaker Sir, my humble submission through you to the Railway Minister is to pursue this matter seriously. DPR has been completed already for Hosur-Jolarpettai Railway line. I urge that this project should take off very soon. There is another demand of my Constituency. There is an under-pass near Saambalpatti in Salem-Jolarpettai route. The condition of this underpass is yet to be monitored. Besides, Train No 16087/16088 passes between Arakkonam and Salem on Mondays, Tuesdays, Wednesdays, Thursdays and Fridays. This train does not run on Saturdays and Sundays. Due to Mahakumbh at Prayagraj, this train was diverted and its operations were stopped.

I urge upon the Hon Minister of Railways to resume the services of this train once again for the benefit of rail passengers of this area. There are about 2000 houses situated near Hosur railway station. Students and aged persons have to enter into Hosur railway station to go to the other side of the City. This is the pathetic

situation prevailing there. But all of a sudden a compound wall was erected by the railway authorities which has blocked the passage of these residents living nearby Hosur Railway station. Students were not able to go to their schools and their education was affected. I went and intervened in this matter. I discussed this issue with the senior Officials of Indian Railways of Hosur and Bengaluru and the Commissioner of Hosur Municipal Corporation to find a solution to this issue. They have given a relaxation to nearby residents after my intervention. I urge the Hon Minister of Railways to order for construction of a Railway Over-bridge in that area.

HON. CHAIRPERSON: Please conclude.

SHRI K. GOPINATH: I want to conclude. Give me a minute Sir. As many as 10000 vehicles ply through Thali road of Hosur. There is a railway track across this road. We have big industries like TVS, Ashok Leyland etc. situated on the other side of this railway gate. This Gate is closed for hours together resulting in heavy traffic congestion along this route. I urge that a four-lane over-bridge should be constructed in this area immediately. This proposal is already under your active consideration. I urge the Union Minister of Railways to fulfil this demand immediately. I believe that this demand will be fulfilled. I once again urge upon the Hon Minister for Railways to fulfil all my demands. Thank you for this opportunity. Jai Hind. Jai Tamil Nadu. Jai Telugu. Jai Tamil. Thank you. Vanakkam.

श्री प्रदीप पुरोहित (बारगढ़) : सभापति महोदय, मैं रेल मंत्रालय की अनुदानों की मांगों का पूरी तरह से समर्थन करने के लिए खड़ा हुआ हूँ और आपने मुझे बोलने के लिए समय दिया, उसके लिए भी मैं आपको धन्यवाद देना चाहता हूँ।

मैं देश के यशस्वी प्रधान मंत्री श्री नरेन्द्र मोदी जी एवं रेलवे विभाग के मंत्री श्री अश्विनी वैष्णव जी

को धन्यवाद देना चाहता हूँ, क्योंकि रेल मंत्री जी ओडिशा को रिप्रेजेंट करते हैं। वे बहुत अच्छी तरह से रेलवे विभाग को चलाते हैं। अभी जिस तरह की चर्चा चल रही है, प्रतिपक्ष के सदस्यों ने भी उनकी सराहना की है और उनको धन्यवाद भी दे रहे हैं। वे बहुत अच्छी तरह से रेलवे विभाग को चलाते हैं, इसलिए हम ओडिशा के लोगों को उन पर गर्व है।

सभापति महोदय, नरेन्द्र मोदी जी ने देश को विकसित भारत एवं दुनिया में सबसे शक्तिशाली राष्ट्र बनाने का संकल्प लिया है, चूँकि मैं जिस क्षेत्र से आता हूँ, वहां पर गंधमर्दन पहाड़ी क्षेत्र है। वहां पर गिरिजा बाबा नाम के संत रहते हैं। उन्होंने सही कहा था। एक दिन हमारी बातचीत चल रही थी तो उन्होंने हमें बताया कि आज देश के जो प्रधान मंत्री श्री नरेन्द्र मोदी जी हैं, नरेन्द्र मोदी जी का जो पूर्वजन्म था, उसमें वे ... *थे। उनका दूसरा जन्म नरेन्द्र मोदी जी के रूप में हुआ है। इसलिए वे इस राष्ट्र को एक विकसित राष्ट्र, दुनिया में सबसे शक्तिशाली राष्ट्र निर्माण करने की भावना से काम कर रहे हैं।

देश को आगे बढ़ाने के लिए मोदी जी जिस विजन से काम कर रहे हैं, जिस लक्ष्य से काम कर रहे हैं, उसके लिए मैं उनको धन्यवाद देता हूँ। माननीय मंत्री श्री अश्विनी वैष्णव जी को मैं सबसे पहले धन्यवाद इसलिए देना चाहता हूँ, क्योंकि वे जब एक बार काम करने का तय कर लेते हैं, जो संकल्प लेते हैं, चूँकि वर्ष 2022 में हमारे यहां पर एक उपचुनाव हो रहा था और मैं विधायक पद पर खड़ा हुआ था।

वहां बीजू जनता दल की सरकार थी। बीजू जनता दल की सरकार ने अश्विनी वैष्णव जी को चैलेंज किया था कि बारगढ़ से नुआपाड़ा रेलवे लाइन की जो डिमांड की जा रही है, क्या आप यह काम कर सकते हैं तो अश्विनी वैष्णव जी ने कहा था कि जिस दिन सरकार हमें जमीन दे देगी, हम दूसरे दिन ही रेलवे पटरी बिछा देंगे। जब ओडिशा में सरकार परिवर्तन हुआ, वहां भारतीय जनता पार्टी की सरकार बनी, मोहन माझी जी के नेतृत्व में सरकार बनी, तो उन्होंने जमीन दी और अश्विनी वैष्णव जी ने जो कहा था, वह काम करके दिखा दिया। उन्होंने 138 किलोमीटर रेलवे लाइन के लिए 2,926 करोड़ रुपए सैंक्शन किए। इसलिए मैं उन्हें तहे दिल से धन्यवाद देना चाहता हूँ।

* Expunged as ordered by the Chair

सभापति महोदय, हमने अपने क्षेत्र के काम के लिए अश्विनी वैष्णव जी से बात की है। मैं एक बार फिर उनको धन्यवाद देना चाहता हूँ। हमारे ओडिशा क्षेत्र में 59 रेलवे स्टेशन्स के काम चल रहे हैं। वहां 100 प्रतिशत इलेक्ट्रिफिकेशन किया जा चुका है। वहां काफी ज्यादा डबल ट्रैक्स बन चुके हैं। वर्ष 2014 में ओडिशा को 838 करोड़ रुपए मिले थे, लेकिन वर्ष 2025-26 के लिए 10,599 करोड़ रुपए सैंक्शन हुए हैं।

सभापति महोदय, मैं आपके माध्यम से दो-तीन बातें रेल मंत्री जी के ध्यान में लाना चाहता हूँ। आज झारसुगड़ा में रेलवे लाइन पर स्ट्राइक चल रही है। झारसुगड़ा के एक रेलवे लाइन ट्रैक को डिपार्टमेंट के लोगों ने प्लक कर दिया, जहां धरना चल रहा है। मैं मंत्री जी का ध्याना आकर्षित करना चाहता हूँ कि वहां लोगों की डिमांड है कि वहां के रास्ते को खोला जाए। सरकार बारगढ़, बलांगीर और सूर्यपुर तीन जिलों से ओडिशा की राजधानी भुवनेश्वर तक एक ट्रेन चलनी चाहिए। हम लोग इसके लिए डिमांड कर रहे हैं। सुबह एक ट्रेन बारगढ़ से भुवनेश्वर के लिए चलनी चाहिए।

ट्रेन्स ब्रजराजनगर, बारगढ़, अताबीरा एवं अन्य स्टेशनों पर रुकती थीं, लेकिन कोरोना काल के समय वे बंद हो गई हैं, एक बार फिर से वे ट्रेन्स उन स्टेशन्स पर रुकें, यह लोगों की डिमांड है। बेलपहाड़ रेलवे स्टेशन पर तीन साल पहले मोदी जी ने फ्लाई ओवर का शिलान्यास किया था, लेकिन अभी वह काम रुक गया है। आप उसे तुरंत शुरू करें।

ये सारे विषय हमारे ओडिशा के गर्व से संबंधित हैं। अश्विनी वैष्णव जी, आप इन कामों पर ध्यान देंगे, इनको आगे बढ़ाएंगे। धन्यवाद।

श्री विशालदादा प्रकाशबापू पाटील: सर, कृपया ...* का नाम निकाल दीजिए। महाराष्ट्र के लोग उनको भगवान मानते हैं।...(व्यवधान)

HON. CHAIRPERSON: I have got your point. I will check it.

....(Interruptions)

* Expunged as ordered by the Chair

रेल मंत्री; सूचना और प्रसारण मंत्री; तथा इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री (श्री अश्विनी वैष्णव) : ...* जी के बारे में अगर कोई भावना को ठेस पहुंचाने वाला विषय हुआ है, तो कृपया आप उसको जांच करके एक्सपेंच कर दें।

माननीय सभापति : इंकवायरी करके इसको एक्सपेंज कर देंगे।

SHRI G. M. HARISH BALAYOGI (AMALAPURAM): Thank you, Chairperson, Sir, for allowing me to speak on the Demand for Grants under the Ministry of Railways for 2025-26. Given the paucity of time, I would like to turn to my State of Andhra Pradesh.

First, I would like to thank the hon. Minister for allocating Rs.9,470 crore towards the development of railway in the State. Our party leader, Chief Minister Nara Chandrababu Naidu has always been a strong advocate for railway expansion. Since 2014, several new railway projects have been sanctioned and are making steady progress. However, some projects sanctioned over two decades ago continue to remain stalled with little or no progress. The most glaring example is the Kotipalli-Narasapuram railway line in my constituency, a 57 kilometre stretch which was sanctioned more than 20 years ago, making it the oldest pending railway project in the State.

One of the major reasons that such railway projects have been in pendency for decades has been primarily due to financial constraints arising from heavy reliance on Central Government grants and extra-budgetary resources. In both financial years 2024-25 and 2025-26, 95 per cent of capex funding has come from

budgetary support by the Central Government. This dependence arises because internal revenue surpluses are insufficient to finance the capital expenditures. This financial strain requires a reassessment of our revenue generation strategies, and I would like to propose some measures.

Firstly, the freight operations contribute about 62 per cent of the Railways' total revenue, yet we have witnessed a steep decline in modal share, from 36 per cent to 26 per cent over the past decade. We can improve efficiency by expanding our freight basket by tapping into finished metals, chemical parcels, and most importantly, agricultural produce through dedicated Kisan rails and by running double-stack container trains. Secondly, I would also propose fare revenue. Passenger fares are yet another critical revenue source. By reducing ticketless travel via implementation of ticket-checking systems to expand luxury train travel on new and unexplored tourism routes to attract high-value international travellers, the Government could increase its revenue. Additionally, there are non-fare revenue opportunities such as harnessing vacant railway land. More than 62,000 acres of land is available. We can also generate revenue through commercial leasing and development projects. Advertisements on train bodies offer an easy way to generate revenue while offsetting maintenance costs.

These were the few proposals that I wanted to share with the hon. Minister. We have a very less amount of time. So, I would like to conclude. Indian Railways is the lifeline of millions. For the common man, it is not just an option but a necessity, which is why any surplus revenue generated must be reinvested to complete long-pending projects, to enhance last-mile connectivity, and to ensure

that no city, town, or village is left behind. Therefore, I would urge the Government to take necessary actions to fulfil its promise of connectivity, affordability, and progress for all.

Thank you.

श्री उत्कर्ष वर्मा मधुर (खीरी) : माननीय सभापति जी, आपने मुझे वर्ष 2025-26 के लिए रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांगों पर चर्चा का मौका दिया, इसके लिए मैं आपका आभार प्रकट करता हूँ।

मैं सीधे अपने संसदीय क्षेत्र खीरी की प्रमुख मांगों के बारे में कहना चाहता हूँ। मेरा जनपद खीरी उत्तर प्रदेश का सबसे बड़ा जनपद है। आजादी के समय से यहां की जनता प्रमुख शहरों के लिए ट्रेनों के संचालन का बहुत लंबे समय से इंतजार कर रही है। अभी तक छोटी लाइनें थीं और अमान परिवर्तन होने के बाद बड़ी लाइनें बनीं। जब से बड़ी लाइनें बनी हैं, तब से लगातार मालगाड़ियों का संचालन बढ़ रहा है। छोटी लाइनों के समय जितनी गाड़ियां चलती थीं, उससे भी कम यात्री गाड़ियां चल रही हैं। उत्तर प्रदेश का यह सबसे बड़ा जनपद है। यहां एकमात्र दुधवा नेशनल पार्क है। यह जनपद बाढ़ से प्रभावित है। यहां से बड़े शहरों के लिए ट्रेन पकड़ने के लिए बहुत लंबी दूरी तय करनी पड़ती है। 200 किलोमीटर का सफर करने के बाद बड़े शहरों के लिए ट्रेनें मिलती हैं।

हमारे क्षेत्र के लोगों की प्रमुख मांग है कि कम से कम राजधानी दिल्ली और हरिद्वार के लिए लखीमपुर से ट्रेन का संचालन हो। उत्तर प्रदेश के खीरी जनपद को मिनी पंजाब के नाम से जाना जाता है। यहां ट्रेन संचालन न होने की वजह से सबसे ज्यादा प्राइवेट बसें चलती हैं। यहां की आबादी की बहुत बड़ी मांग है कि अमृतसर शहर के लिए ट्रेन का संचालन किया जाए। इसके अलावा और बहुत सी मांगें हैं। हमारे जनपद में पूर्वांचल की बहुत आबादी बसी है। छोटी लाइन मैलानी से बहराइच जाती है।

अगर उसका भी आमान परिवर्तन हो जाए, बड़ी लाइन हो जाए तो बहुत से लोगों को सुविधा मिलेगी। खीरी एक ऐतिहासिक कस्बा है, जो 50 हजार की आबादी का है। आजादी के समय से उसे स्टेशन का दर्जा प्राप्त था। जब बड़ी लाइन हुई तो उसको हॉल्ट बना दिया गया। खीरी कस्बे की जनता

की मांग है कि उसे पुनः स्टेशन बनाया जाए। मैं गोला अलीगंज क्रॉसिंग, देवकली क्रॉसिंग और कृष्णा टॉकिज रेलवे क्रॉसिंग पर रेलवे ओवरब्रिज बनाये जाने की मांग करता हूँ।

मैं तहसील गोला के पुनरगु ग्रंथ हाफिजपुर के लोगों को गोला शहर से जोड़ने के लिए गोला रेलवे स्टेशन पर पैदल ओवरब्रिज बनाये जाने की मांग करता हूँ। मैं पलिया तहसील के मटैहिया गांव में किसानों को खेतों में जाने के लिए बंद रेलवे क्रॉसिंग पर अंडरपास बनाये जाने की मांग करता हूँ। लखनऊ वाया लखीमपुर होते हुए, जो बड़ी रेल लाइन बनी है, मैं उसको डबल लाइन बनाने की मांग करता हूँ। एक रजागंज रेलवे क्रॉसिंग है, जिस पर मैं अंडरपास बनाये जाने की मांग करता हूँ, क्योंकि तमाम किसानों को खेतों में जाने की दिक्कत हो रही है। गोला-लखीमपुर-फरधान और हरगांव रेलवे क्रॉसिंग पर रेलवे ओवरब्रिज बन रहा है, जिसका काम कई दिनों से पूर्ण नहीं हुआ है तो उसका तत्काल कार्य पूर्ण कराये जाने की मांग करता हूँ। मेरा बहुत बड़ा जनपद है। मेरी एक मांग और रह गई है। गोला-सीतापुर मार्ग पर श्यामनाथ मंदिर के पास भी एक रेलवे ओवरब्रिज बन रहा है। अगर उसका भी कार्य जल्द पूर्ण हो जाए तो लोगों को सुविधा हो जाएगी। आपने मुझे बोलने का मौका दिया, उसके लिए मैं आपको धन्यवाद देता हूँ।

SHRI ARUP CHAKRABORTY (BANKURA): Shubharatri! I am from Bankura constituency in West Bengal. There are two projects that are going to be started by the South-Eastern Railway, namely at Bankura Railway Gate No. 3. यह काम शुरू करने के साथ-साथ दिखाया जाता है कि वहां 80 हाउसेज हैं, पब्लिक बिल्डिंग है और अंडरपास बनाने के चलते देखा जाता है कि घर गिर गए, इसलिए वह काम बंद हो गया। उसको शिफ्ट कराने के लिए एक मीटिंग बुलाई गई थी, under the leadership of District Magistrate, Bankura; Superintendent of Police; MPs; MLAs; and local municipality. My prayer is that you may kindly shift this project from near the railway property. There are so many railway properties. इसे शिफ्ट करने से लाइफ का लॉस भी नहीं होगा, कुछ डैमेज भी नहीं होगा और ठीक से काम भी चलेगा। यह मेरी डिमांड है।

मेरी दूसरी डिमांड है। In my constituency, Bankura and in Raghunathpur, Purulia also there is a railway site under Neturia block. नेटुरिया ब्लॉक में रेलवे साइडिंग बना रहा है, जहां एक हायर सैकेंडरी स्कूल है। 20 गांव हैं, हॉस्पिटल है। उस रास्ते से स्टूडेंट्स स्कूल जाते हैं, लोग गांव-गांव से मार्केट जाते हैं और हास्पिटल जाते हैं। वहां रेलवे की ढेर सारी जमीन पड़ी हुई है। अगर उसको थोड़ा शिफ्ट कर दिया जाए तो स्कूल भी बच जाएगा, रेल भी बच जाएगी और पब्लिक भी बच जाएगी। इस पर थोड़ा ध्यान देना बहुत जरूरी है। वहां एजिटेशन भी हो रहा है। अगर आप वहां साइडिंग बना देंगे तो पब्लिक को तकलीफ होगी।

There are two more demands of mine. It is known that previously the hon. Railway Minister, Ms. Mamata Banerjee was there. उनके टाइम पर बांकुरा डिस्ट्रिक्ट में जो एससी, एसटी के लोग हैं, उन सब एरियाज़ में पर्यटन को आगे बढ़ाने के लिए उन्होंने दो प्रोजेक्ट्स दिए थे।

एक प्रोजेक्ट का नाम है- छातना मुकुटमनीपुर न्यू रेलवे प्रोजेक्ट। उसके लिए 75 परसेंट जमीन एक्वायर हो गयी है। लेकिन अफसोस की बात है कि रेल बजट में उसके लिए पैसे नहीं दिये गए। इस प्रोजेक्ट से वहाँ जो अनडेवलप्ड एरिया है, जो शिड्यूल्ड ट्राइब एरिया है, जहाँ के बारे में कहा जाता था कि उसे माओवादियों ने डिस्टर्ब किया हुआ है, वहाँ से लोग अपना घर छोड़कर भाग जाते थे। अब उस एरिया में शांति हो गई है। आज वे सारे लोग सरकार के साथ हैं, स्टेट और सेन्टर के साथ हैं। अब वहाँ पर शांतिपूर्ण स्थिति है। अगर उन एरियाज में डेवलपमेंट होगा, तो सरकार की इज्जत भी रहेगी और पब्लिक को भी इसका फायदा मिलेगा। इसलिए इस ओर ध्यान देने के लिए मैं रिक्वेस्ट करता हूँ।

Another project is there. There is a railway line near Mejia Thermal Power Project which is in Bankura. The rail line started in district Bardhaman, i.e. Raniganj to Mejia. There is only 22 kms rail line. वहाँ पर सीधी रेललाइन बनने से आसनसोल से बांकुड़ा डायरेक्ट लिंक हो सकता है। दामोदर रिवर के ऊपर रेलवे ब्रिज बना हुआ है, मेजिया थर्मल प्रोजेक्ट के लिए रानीगंज कोल बेल्ट से रेलवे के द्वारा ट्रांसपोर्टेशन हो रहा है। अगर रेलवे लाइन को 22 किलोमीटर

तक आगे बढ़ा दिया जाए, तो बांकुड़ा जिले के साथ वर्धमान जिले का लिंक बन जाएगा। इससे इंडस्ट्रीयल डेवलपमेंट बढ़ेगा, जिससे एक नॉनइंडस्ट्रीयल एरिया में एक्टिविटीज बढ़ जाएगी। इसलिए मैं रेल मंत्री जी से रिक्वेस्ट करता हूँ कि if he can kindly look into this matter, these two projects which are stopped, इसको आगे बढ़ाने की कोशिश की जाए ताकि पब्लिक को सुविधा मिल सके।

जितने भी एमपीज हैं, हम सभी को धन्यवाद देते हैं कि वे चुनाव से होकर यहाँ सदन में आते हैं और पब्लिक के लिए रेल मंत्री जी से रिक्वेस्ट करते हैं, इसलिए हम सभी को धन्यवाद ज्ञापित करते हैं। धन्यवाद।

श्री राजकुमार रोट (बांसवाड़ा) : माननीय सभापति महोदय, आपने वर्ष 2025-26 के लिए रेल मंत्रालय के नियंत्रणाधीन अनुदानों की मांगों पर बोलने का मुझे अवसर दिया है, इसके लिए मैं आपको धन्यवाद देता हूँ।

मैं आपके माध्यम से दोनों मंत्री महोदय को धन्यवाद देना चाहूंगा, क्योंकि दोनों शांतिपूर्वक सभी मेम्बर्स की बातें सुन रहे हैं। उम्मीद है कि वे मेरे सुझाव भी सुनेंगे और उन पर अमल भी करेंगे।

मेरा संसदीय क्षेत्र बांसवाड़ा-डुंगरपुर ऐसा क्षेत्र है, शायद पूरे देश में कुछ गिने-चुने जिले ही होंगे, जहाँ पर आज तक ट्रेन नहीं पहुँची है, उसमें मेरे संसदीय क्षेत्र के तहत वही जिला आता है, जहाँ आज तक ट्रेन की पटरियाँ नहीं पहुँची हैं।

यह परियोजना वर्ष 2012 में स्वीकृत हुई थी। 13 वर्ष बीत गये हैं, लेकिन आज तक उसका कोई भविष्य नहीं दिख रहा है। जिस गति से इसका काम हो रहा है, उससे लगता है कि अभी 10 वर्ष और निकल जाएंगे। मुझे उम्मीद है कि इन 5 वर्षों में अतिशीघ्र काम को पूरा किया जाएगा।

मेरी विशेष रूप से मांग है कि जिन लोगों को विस्थापित किया गया है या जिन लोगों का विस्थापित होना बाकी है, जिनको मुआवजा नहीं मिला है, तो राज्य सरकार से विशेष अपील करके वर्ष 2012 के हिसाब से नहीं, बल्कि वर्तमान में जो डीएलसी रेट है, उसके अनुसार मुआवजा दिया जाए। इसके साथ ही, जो लोग विस्थापित हो रहे हैं, उनके लिए रेलवे में फ्री सेवा के पास का भी प्रावधान किया जाए।

महोदय, हमने रेलवे में दो चीजें देखी हैं, उनमें से एक है कि ऑफिस रेस्ट हाउस बनाया हुआ है और दूसरा यह है कि जो ऐसी निरीक्षण कार है, उसमें देखा गया है कि फिजूलखर्ची बहुत होती है। जब मैं उदयपुर से बैठता हूँ तो वह निरीक्षण कार महीने में एक-दो बार आती-जाती रहती है। यह देखा गया है कि उसमें अधिकारी वर्ग निरीक्षण का कार्य करने के लिए तो कम आते हैं, वे उसमें घूमने ज्यादा आते हैं। इससे लगता है कि जनता के पैसे का दुरुपयोग हो रहा है।

उदयपुर में 10 साल पहले 14 करोड़ रुपये की लागत से रेस्ट हाउस बना था, जिसको गिराकर नया रेस्ट हाउस बनाया जा रहा है। इस तरह से, उस पैसे का दुरुपयोग हुआ है, जिसकी जाँच करायी जाए।

महोदय, हमारा क्षेत्र राजस्थान और गुजरात का बॉर्डर इलाका है। असरवा से जयपुर के लिए जो ट्रेन चलती है, वह डूंगरपुर के बाद सीधे गुजरात में रुकती है।

हमारे बिच्छीवाड़ा ब्लॉक के रेलवे स्टेशन पर न रुकने की वजह से वहां के लोगों को गुजरात में जाकर रुकना पड़ता है और दोबारा वापस आना पड़ता है। इससे उन लोगों को कई परेशानियों का सामना करना पड़ता है। इसलिए, माननीय मंत्री महोदय से निवेदन है कि इस असरवा-जयपुर रेल को बिच्छीवाड़ा में रोका जाए।

इसके साथ ही बिच्छीवाड़ा-डूंगरपुर जो सड़क है, उस पर अंडरब्रिज बनाया जाए। इसकी लंबे समय से डिमांड चल रही है। डूंगरपुर रेलवे स्टेशन के बारे में पूर्व के सांसद महोदय और कई जनप्रतिनिधियों ने मांग की है कि उसका नामकरण भील राजा डूंगर बरंडा के नाम से किया जाए। मैंने उदयपुर-असरवा वंदे भारत ट्रेन को डूंगरपुर रेलवे स्टेशन पर रोकने की डिमांड की थी, जिसके लिए उन्होंने मुझे आश्चस्त किया है। मैं मंत्री महोदय को इसके लिए धन्यवाद देना चाहूंगा।

विशेषकर, हमारी कुछ डिमांड्स हैं। उस आदिवासी बाहुल्य क्षेत्र को रेल मार्ग से जोड़ने के लिए और वहां के लोगों को लाभ पहुंचाने के लिए कुछ ट्रेनें हैं, जो गुजरात के अहमदाबाद में रुकती हैं और उदयपुर में रुकती हैं। हम उनके लिए डिमांड कर रहे हैं कि उन ट्रेनों को डूंगरपुर तक लाया जाए।

लोक शक्ति एक्सप्रेस ट्रेन (ट्रेन नंबर 22927 और 22928) प्रतिदिन मुंबई और अहमदाबाद के

बीच में चलती है। सुबह चार बजकर बीस मिनट पर यह ट्रेन मुंबई से अहमदाबाद पहुंचती है, जिसके बाद यह ट्रेन रात्रि 8:45 पर मुंबई के लिए रवाना होती है। अहमदाबाद रेलवे स्टेशन पर यह ट्रेन 16 घंटे रुकती है। इस ट्रेन को उदयपुर तक लाया जाए।

नवजीवन एक्सप्रेस अहमदाबाद से चेन्नई के बीच की ट्रेन है। यह ट्रेन भी काफी लंबे समय तक अहमदाबाद में रुकती है। इस ट्रेन को भी उदयपुर तक लाया जाए।

गुजरात मेल एक्सप्रेस ट्रेन (ट्रेन नंबर 12901 और 12902) प्रतिदिन मुंबई-अहमदाबाद के बीच में चलती है। प्रातः 5.50 बजे यह ट्रेन मुंबई से अहमदाबाद पहुंचने के पश्चात् रात्रि 10:45 बजे मुंबई के लिए प्रस्थान करती है। मतलब, यह ट्रेन 17 घंटे अहमदाबाद रेलवे स्टेशन पर रुकती है। इसलिए, हम चाहेंगे कि इसको भी उदयपुर तक लाया जाए।

चेतक एक्सप्रेस ट्रेन (ट्रेन नंबर 20474 और 20473) रोजाना उदयपुर से दिल्ली के लिए चलती है। यह ट्रेन 12 घंटे उदयपुर रेलवे स्टेशन पर रुकती है। वहां से हमारे डूंगरपुर का एक-डेढ़ घंटे का सफर है। इसलिए, इस ट्रेन को भी डूंगरपुर तक चलाया जाए।

अजमेर-जम्मू तवी ट्रेन (ट्रेन नंबर 12413 और 12414) वर्तमान में अजमेर तक संचालित है। इस ट्रेन को उदयपुर तक लाया जाए, ताकि हमारा उदयपुर का कोई व्यक्ति यदि जम्मू-कश्मीर जाना चाहे, तो वह जा सकता है।

अजमेर-चंडीगढ़ गरीब रथ (ट्रेन नंबर 12983) वर्तमान में चंडीगढ़ से अजमेर तक संचालित है। वहां पर भी यह ट्रेन रुकती है, इसलिए इस ट्रेन को भी उदयपुर तक लाया जाए।

योग नगरी ऋषिकेश ट्रेन भी सप्ताह में तीन दिन चलती है। हम चाहेंगे कि इस ट्रेन को पूरे सप्ताह चलाया जाए।

इसके साथ ही डूंगरपुर से दिल्ली तक हमारा सीधा कनेक्शन नहीं है, इसलिए, या तो अहमदाबाद से यहां तक ट्रेन को चलाया जाए या डूंगरपुर से दिल्ली के लिए ट्रेन सुविधा दी जाए।

असरवा से जयपुर के लिए जो ट्रेन चल रही है, उस पर काफी यात्री भार है। इसलिए, हम चाहेंगे कि इस रूट पर अतिरिक्त ट्रेनों की सुविधा दी जाए।

माननीय सभापति महोदय, मैं विशेष रूप से अनुरोध करना चाहूंगा कि मेरी जो विशेष मांगें हैं, जो ट्रेन्स आसपास रुकी रहती हैं, उन्हीं ट्रेनों को हमारे डूंगरपुर और उदयपुर तक चलाया जाए। इससे आदिवासी बाहुल्य क्षेत्र की जनता को उसका लाभ पहुंचेगा और जो बड़े शहर हैं, उन बड़े शहरों तक लोगों को आसानी से पहुंचाया जा सकेगा।

धन्यवाद।

माननीय सभापति : माननीय सदस्यगण, हमारे पास माननीय सदस्यों की लंबी सूची है। अगर माननीय सदस्यों की अनुमति है, तो सभा की कार्यवाही 11 बजे तक के लिए बढ़ा दी जाए?

अनेक माननीय सदस्य : जी हां। ... (व्यवधान)

माननीय सभापति : सभी माननीय सदस्यों से मेरा अनुरोध है कि दो-तीन मिनट के अंदर आप सब अपने विषय, अपनी मांगें माननीय मंत्री जी के सामने रखें।

माननीय सदस्य श्री श्रेयस एम. पटेल जी।

... (व्यवधान)

SHRI SHREYAS M. PATEL (HASSAN): Hon. Chairperson, Sir, I rise to highlight the critical gaps in railway infrastructure funding for my Hassan Constituency.

21.59 hrs (Shri Krishna Prasad Tenneti *in the Chair*)

One of the most urgent and long-pending demands from my constituency is the Tiptur-Dudda broad gauge railway line. A survey was sanctioned long ago and updated in 2014-15, yet the project remains stalled. This will provide an alternative Bengaluru-Mangaluru route, cutting 21 kilometres and improving connectivity. Given its strategic importance, I urge the Railway Ministry to approve and expedite this project.

For additional trains and connectivity, I request the introduction of a daily morning DEMU train from Arsikere to Mysore via Holenarasipur, as the long gap

between trains causes hardship for commuters, students, and workers. A direct train from Hassan to Tirupati and Birur to Tirupati is also needed to meet public demand. It is most expected from the pilgrims who visit Lord Shri Venkateswara.

22.00 hrs

I request for best connectivity in the Shravanabelagola-Madikeri Railway Project without impact on environment. I also request for introduction of an Intercity Express Train between Hassan and Bengaluru. The departure should be 9:00 AM and 10:00 AM from Hassan. Holenarasipura Railway Station, with just two tracks, lacks the capacity to handle increasing traffic. It needs urgent infrastructure expansion for better passenger and freight movement. I request that adequate fund allocation should be made from the Centre for Belur-Hassan railway line.

Additionally, the doubling of the Arsikere-Sakleshpur railway line is vital to ease congestion and improve efficiency. Safety of women in Hassan railway station has to be ensured by having adequate railway police. Several stations of my Constituency like Holenarapura, Mavinakere, Hassan, Arsikere, Kadur, Birur, Ballur and Alur require urgent upgrades, including better station buildings, circulating areas, approach roads, and escalators. Staff quarters at Hassan station are also needed. I request that pure drinking water and first aid kit are provided. It is not available in our district. I request the hon. Minister to look into this. Kadur and Birur should be included under the Amrit Bharat Station Scheme.

I urge the Railway Ministry to prioritize these long-pending projects to ensure efficient, modern, and equitable railway infrastructure in Karnataka.

Thank you.

श्री ज्ञानेश्वर पाटील (खण्डवा) : महोदय, आपने मुझे रेलवे मंत्रालय की अनुपूरक माँगों - वर्ष 2025-26 पर बोलने का अवसर दिया, इसके लिए आपको धन्यवाद देता हूँ।

महोदय, मैं दो पंक्तियों के साथ अपनी बात को प्रारम्भ करूँगा।

बीज बोया था विश्वास का, बरगद हो रहा है।

जो भी किया था वादा, वह सब हो रहा है।

महोदय, हमारे आदरणीय प्रधानमंत्री नरेन्द्र मोदी जी की सरकार को सत्ता में आए हुए 10 साल हो गए हैं। पूरे जीवन में प्रधानमंत्री जी का संकल्प आम आदमी की तकलीफ को दूर करना है। वर्ष 2014 में प्रधानमंत्री बनते ही मोदी जी का फोकस आजादी के बाद से पिछली सरकारों द्वारा रेलवे के क्षेत्र में हुई दुर्गति को सुधारना रहा है।

महोदय, पिछले 10 वर्षों में भारत देश में रेलवे के क्षेत्र में नया रिकॉर्ड रिकॉर्म्स हुए हैं। इन रिकॉर्म्स ने पुरानी सरकारों के घाटे के रेल बजट की अवधारणा को बदल दिया है। आज का मोदी जी का भारत रेल यात्रियों को विश्वस्तरीय आधुनिक सुविधाओं और मॉडर्न तकनीक के साथ अपने कर्तव्य की ओर आगे बढ़ा रहा है।

महोदय, हमारे देश के यशस्वी प्रधानमंत्री श्री नरेन्द्र मोदी जी के दूरदर्शी नेतृत्व, मार्गदर्शन और हमारे कर्मठ माननीय रेल मंत्री अश्विनी वैष्णव जी के जबरदस्त कुशल मैनेजमेंट ने रेलवे की दशा और दिशा बदल दी है। भारतीय रेल के आधुनिकीकरण और विस्तार के प्रति उनकी प्रतिबद्धता अत्यंत सराहनीय रही है और मैं इस क्षेत्र में सरकार की उल्लेखनीय उपलब्धियों को साझा करने में गर्व महसूस कर रहा हूँ।

महोदय, स्टेशनों का पुनर्विकास एयरपोर्ट की तर्ज पर किया जा रहा है। आज मोदी जी की सरकार में रेलवे का रिकॉर्ड ट्रैक विद्युतीकरण किया जा रहा है। वर्ष 2024 तक भारतीय रेलवे के ब्रॉड गेज नेटवर्क का 85 प्रतिशत से अधिक विद्युतीकरण हो चुका है। भारतीय रेल जल्द ही 100 प्रतिशत ट्रैक विद्युतीकरण पूरा कर लेगी। मेरे मध्य प्रदेश राज्य में वर्ष 2014 से अब तक 2.808 किलोमीटर का विद्युतीकरण पूरा हो चुका है। वर्ष 2014 से अब तक लगभग 45 हजार रूट किलोमीटर के ट्रैक का

विद्युतीकरण किया गया है। वर्ष 2014 से पहले कांग्रेस की सरकार में यह केवल 45 प्रतिशत था। उनकी सरकार में 60 वर्षों में केवल 21 हजार रूट किलोमीटर का विद्युतीकरण हुआ था।

महोदय, इसके साथ ही हमारी सरकार का उद्देश्य वर्ष 2047 तक 7 हजार किलोमीटर हाई स्पीड रेल नेटवर्क का निर्माण करना है, जिसकी अधिकतम गति 250 किलोमीटर प्रति घंटा होगी। माननीय प्रधानमंत्री जी और रेल मंत्री जी के मार्गदर्शन में पुरानी रेलवे लाइनों के नवीनीकरण के साथ ही नई रेल लाइनों के विस्तार, दोहरीकरण, तीसरी और चौथी लाइनों के निर्माण को तेज गति से पूरा करने का काम शुरू कर दिया गया है।

महोदय, मेरे मध्य प्रदेश राज्य में भोपाल और खंडवा के बीच तीसरी और चौथी लाइन का कार्य किया जा रहा है। विगत दिनों माननीय प्रधान मंत्री और रेल मंत्री द्वारा मेरे संसदीय क्षेत्र के अंतर्गत आने वाली खंडवा भुसावल रेल मार्ग के बीच 131 किलोमीटर तीसरी और चौथी रेल लाइन बिछाने के लिए 3514 करोड़ रुपये का बजट प्रावधान रखकर क्षेत्रवासियों को सौगात दी है और इसका जमीनी स्तर पर कार्य प्रगति पर है।

यह एक ऐतिहासिक उपलब्धि है, जिसमें भारतीय रेल को दुनिया के सबसे बड़े हरित रेल नेटवर्क में शामिल कर लिया है। नई पटरी और दोहरीकरण के अंतर्गत 30 हजार किलोमीटर से अधिक नई रेल पटरियां बिछाई गई हैं और 15 हजार किलोमीटर से अधिक रेल मार्गों का दोहरीकरण और तिहरीकरण पूरा कर लिया गया है, जिससे भीड़-भाड़ कम हुई है और दक्षता में भी वृद्धि हुई है।

सभापति जी, मैं एक बात कहकर अपनी बात समाप्त करूंगा। मैं रेल मंत्री जी से आग्रह करना चाहता हूं कि मेरे खंडवा संसदीय क्षेत्र में एक लाल चौकी जो सनावत से खंडवा के लिए ट्रेन रूट है, उस रूट को यदि चार-साढ़े चार किलोमीटर चेंज कर दें, क्योंकि शहर दो हिस्सों में बंटा है, जिससे जब ट्रेन आती है, तो घंटों ट्रैफिक जाम हो जाता है। यदि इस रूट को चेंज करके मथिला तक जोड़ देंगे तो निश्चित रूप से शहरवासियों को काफी सुविधा मिलेगी।

धन्यवाद।

डॉ. शिव पाल सिंह पटेल (प्रतापगढ़) : सभापति जी, मैं आपको धन्यवाद देता हूँ कि आपने मुझे चर्चा में भाग लेने का अवसर दिया। रेलवे देश का सबसे महत्वपूर्ण प्रतिष्ठान है। ये यात्रियों के आवागमन के साथ-साथ लाखों लोगों को रोजगार भी प्रदान करता है लेकिन इस समय रेलवे के प्राइवेटाइजेशन के कारण लोगों की नौकरियाँ छीनी जा रही हैं। जो रिटायर हो गए हैं, उनकी जगह पर भर्तियाँ नहीं हो रही हैं और यदि भर्तियों के नाम पर एग्जाम होता है, तो पेपर आउट हो जाता है। सरकार ने सिर्फ रेलवे को पैसा कमाने का जरिया मात्र बनाकर रख दिया है और चंद पूंजीपतियों को लाभ पहुंचाने के उद्देश्य से आम जनता की ट्रेनों को बंद किया जा रहा है, पैसेंजर ट्रेनों को बंद भी किया जा रहा है और कम भी किया जा रहा है। इससे आम आदमी जो आस-पास के गांवों में ट्रेनों द्वारा जाकर शादी या अन्य कार्यक्रमों में जाते थे, अब वे बसों के माध्यम से ज्यादा पैसा खर्च करके जाते हैं। कई पैसेंजर ट्रेनें बंद हो गई हैं। इसके बदले फास्ट ट्रेनें, एक्सप्रेस ट्रेनें ही चलाई जा रही हैं।

माननीय सभापति : आप सरकार से अपनी मांग रखिए और अपने क्षेत्र के विषय में बोलिए।

डॉ. शिव पाल सिंह पटेल: सभापति जी, मेरा सरकार से अनुरोध है कि फिर से पैसेंजर ट्रेनों को शुरू करे। इसके अलावा महत्वपूर्ण ट्रेनों के ठहराव की मैं मांग करता हूँ। मैं सरकार के संज्ञान में लाना चाहता हूँ कि चिलबिला जंक्शन, प्रतापगढ़ उत्तर प्रदेश जो आस-पास के जिलों का केंद्र बिंदू है, यहां बड़ी संख्या में व्यापारी, विद्यार्थी और श्रमिक यात्रा करते हैं इसलिए इस स्टेशन पर इन ट्रेनों के ठहराव को सुनिश्चित किया जाए। सरयू एक्सप्रेस 14233-34 अप एंड डाउन, संगम मनोहर एक्सप्रेस 14231-32 अप एंड डाउन, लखनऊ-वाराणसी इंटरसिटी 14203-04 अप एंड डाउन, इंटर सिटी एक्सप्रेस 15107 अप एंड डाउन, रायबरेली-जौनपुर एक्सप्रेस इन सब ट्रेनों के ठहराव की व्यवस्था की जाए। चूंकि ये महत्वपूर्ण ट्रेनें हैं और आस-पास की जनता की सुविधा के लिए हैं और इससे लाखों लोगों को फायदा मिलेगा। व्यापारिक गतिविधियों में भी वृद्धि होगी। विद्यार्थियों और यात्रियों का आवागमन सुगम होगा।

माननीय सभापति : आप 30 सैंकेंड में अपनी बात समाप्त कीजिए।

डॉ. शिव पाल सिंह पटेल: सभापति जी, मेरी एक मांग है कि माँ बेल्हादेवी प्रतापगढ़ जंक्शन जनपद का मुख्य स्टेशन है और यात्रियों को मूलभूत सुविधाओं की यहां कमी है। स्टेशन का पानी अत्यंत खारा

है और पीने योग्य नहीं है इसलिए वहां आर.ओ. मशीन लगाई जाए ताकि शुद्ध पेयजल जनता और श्रद्धालुओं को उपलब्ध हो सके। प्रतापगढ़ जनपद के तीस हजार से अधिक लोग रोजगार और व्यवसाय के लिए मुम्बई में निवास करते हैं और आवागमन के लिए वहां की ट्रेनें बढ़ाई जाएं और प्लेटफार्म पर लिफ्ट और एक्सक्लेटर्स की व्यवस्था की जाए।

श्री धैर्यशील संभाजीराव माणे (हातकणंगले) : सभापति महोदय, आपने मुझे इस ऐतिहासिक रेल मंत्रालय की अनुदानों की मांगों पर बोलने का मौका दिया, इसके लिए आपको धन्यवाद देता हूं।

मैं आदरणीय मंत्री जी का इस देश की जनता की ओर से अभिनन्दन करना चाहूंगा कि रेल मंत्रालय को आज तक के इतिहास का सबसे बड़ा बजट देने का काम आपके माध्यम से हो रहा है। 2.65 लाख करोड़ रुपये के इतने बड़े बजट का आवंटन पहली बार रेल मंत्रालय को हो रहा है और देश प्रगति की नयी ऊँचाइयां छू रहा है। निश्चित रूप से, बस इसके डिब्बे अलग-अलग हैं। देश में 28 राज्य हैं और 8 केन्द्रशासित प्रदेश हैं। कुल मिलाकर, आज एक तरह से 36 राज्यों की एक रेलगाड़ी चल रही है, जिसके डबल इंजन हैं। एक का नाम नरेन्द्र मोदी है और दूसरा नाम वैष्णव साहब का है, जो इस देश की रेल को नयी पटरी पर लाने का काम कर रहे हैं और उसे एक योग्य दिशा दिखाने का काम कर रहे हैं।

सर, आज महाराष्ट्र में शिवाजी महाराज जी की जयन्ती मनाई जा रही है। तिथि के हिसाब से आज उनकी जयन्ती मनाई जा रही है। आपने इंटरवीन करते हुए एक बात कही। मेरे साथी सांसद कुछ कहना चाह रहे थे, लेकिन मैं उनकी बात को दोहराना नहीं चाहता हूं। लेकिन, मैं यह कहना चाहूंगा कि शिवाजी महाराज को अपना आदर्श मानते हुए नरेन्द्र मोदी साहब खुद को एक शिव भक्त मानते हैं और शिवाजी महाराज को अपना आइडॉल मानते हैं। इसलिए इस देश के हर विभाग का आदमी उनसे जुड़ने का मौका ढूँढ़ता रहता है। आज नरेन्द्र मोदी साहब यह जो विकास यात्रा ले जा रहे हैं, उस विकास यात्रा के साथ हम महाराष्ट्र के लोग भी जुड़ना चाहते हैं।

महोदय, चूंकि मेरे पास बोलने का समय बहुत कम है, इसलिए मैं अपने संसदीय क्षेत्र की कुछ मांगें आपके मद्देनज़र रखना चाहूंगा। मैं पिछली बार भी सांसद था। पिछले टर्म में आपने इचलकरंजी-

कोल्हापुर के बीच एक रेलवे रूट की स्वीकृति दी थी, लेकिन उसका काम अभी भी शुरू नहीं हुआ है। पिछले टर्म में मैंने उसकी मांग की थी और आपने उसके लिए 'ग्रीन सिग्नल' दिया। उसके लिए दो करोड़ रुपये की राशि का टोकन प्रोवीजन भी हो गया था, लेकिन उसका काम अभी भी शुरू नहीं हो पाया है। इसकी तरफ आपका ध्यान आकर्षित करना चाहूंगा।

कोल्हापुर-वैभववाड़ी को कोंकण से जोड़ने वाला एक रूट है, जिसकी हमें बहुत ज्यादा जरूरत है। कोंकण से व्यापार का हमारा बहुत बड़ा संबंध है। अगर यह बन जाएगा तो निश्चित रूप से हमें इसका फायदा होगा। कोल्हापुर से बेंगलुरु जाने वाली रानी चेन्नम्मा एक्सप्रेस को पूर्ववत कोल्हापुर स्टेशन से प्रारंभ किया जाए।

सह्याद्री एक्सप्रेस से अभी केवल कोल्हापुर और पुणे तक का कनेक्शन है जबकि पहले वह मुम्बई तक जाती थी। अगर आपके माध्यम से उस ट्रेन को मुम्बई तक वापस जोड़ने काम हो जाए तो बड़ी मेहरबानी होगी।

कोल्हापुर एक्सप्रेस, जो पुणे तक जाती है, उसे हातकणंगले स्टेशन पर रोकने की मांग है। गडकरी साहब और आपके सहयोग से कोल्हापुर में अगर एक वेयरहाउस बन जाएगा तो हमारे लिए अच्छा होगा, क्योंकि हमारे यहां टेक्सटाइल और कृषि से संबंधित उद्योग बड़े पैमाने पर हैं। इसका फायदा निश्चित रूप से हमारे यहां के लोगों को होगा।... (व्यवधान)

SHRI SAGAR ESHWAR KHANDRE (BIDAR): Thank you, hon. Chairperson, Sir, for allowing me to speak on the Demands for Grants of the Railways for the year 2025-26.

We all know that railways play a crucial role in developing a nation. But, nowadays, when we look at the railways, the first thing that comes to our mind is that rail accidents are happening. The NCRB data states that in the past 10 years, more than 2.6 lakh people have died. And this is categorised into different heads. There have been collisions of trains and derailments of rails; people have been

falling from running trains; and people being run over by trains. So, a majority of deaths are happening because people are being either run over by trains or are falling from trains. However, there is no report stating whether these are suicides or accidental deaths. So, I request the Government to conduct a detailed study, a detailed report, to ensure that these deaths due to accidents are reduced.

When it comes to collision and derailment of trains, more than 700 deaths and more than 2,000 injuries have happened in the past 10 years. So, I request the Central Government to also look into this matter.

Kavach is being brought in to ensure that these collisions and derailment do not happen. But, however, Kavach is being implemented at a very slow pace. Out of the 68,000-rail-kilometre line that is there in our country, only about 3,700 kilometre rail has been covered by Kavach. So, I hope that these issues of death due to accidents are sorted out by the Central Government quickly.

Along with this, not only Kavach, even the redevelopment of stations under Amrit Bharat is happening at a very slow pace. In the year 2024-25, more than 450 stations were supposed to be developed. However, only one station has been developed.

Along with that, the RUBs that are being constructed by the Government are of very poor quality. When the monsoon starts or when the rain starts, at that time there is a lot of flooding happening in the RUBs. Even the security protocols at Railway Stations are not at the level at which they are supposed to be.

So, I request the Government to increase the security to ensure safety and security of our passengers. When it comes to overcrowding of stations, we have all

seen recently in Delhi there was a stampede which has caused more than 18 deaths. So, I hope the Government looks into this and overcrowding will also be reduced.

When it comes to my Constituency, Bidar is being developed as an Amrit Bharat Station. So, I request that even Bhalki and Kamalnagar stations to be taken up in the next phase. Bidar is the farthest constituency away from the State Capital of Karnataka. The Capital of Karnataka is Bengaluru and it is farther away from Delhi also. So, the connectivity to both State Capital and the National Capital is necessary. The Bidar – Bengaluru train has been getting overcrowded since there are only 22 bogies. There is a provision to add two more bogies and make it 24 bogies. I request the Government to do it so that overcrowding reduces and the passengers are able to go better.

The Dakshin Express stops at Hyderabad. If this is extended to Bidar, then this will also enhance connectivity to Delhi. Along with that, one of the major demands of our Constituency is Vande Bharat train from Bidar to Bengaluru. As I have told you, it is the farthest Constituency away from our State capital. Currently, our rail lines are equipped to run trains at 100-110 kilometres per hour but to go at Vande Bharat pace, we need to equip our railwayline to run trains at 132 kilometres per hour. So, I request the Government to upgrade our rail lines. The electrification process towards Gulbarga is also underway. So, if these track lines are equipped, then definitely, Vande Bharat can start from Bidar.

Sir, along with that, another Taluka, Chincholi, is a very backward region. There is a final location survey for Tandur cement cluster in Zahirabad Railway line.

If it is re-routed via Taluka, Chincholi, this will help the development of this region. Khanapur pitline has been constructed but the passenger trains are not being run. This should also be developed as a junction to ease traffic at Bidar Junction.

Media is the fourth pillar of democracy. So, our media friends used to get 50 per cent concession before COVID. Now, the concession has been stopped. So, I request the Government to restart this concession.

माननीय सभापति : माननीय सदस्यगण, हमारे पास समय कम है, इसलिए हम सभी को तीन-तीन मिनट बोलने के लिए दे रहे हैं। जितना जल्दी हो सके, उतनी जल्दी आप अपने क्षेत्र के बारे में बोलना शुरू कीजिए।

विनोद कुमार बिंद (भदोही) : सभापति महोदय, आपने मुझे बोलने का मौका दिया, इसके लिए आपका धन्यवाद। मैं आपसे निवेदन करना चाहूंगा कि हम लोग सुबह से सदन में बैठे हुए हैं। अन्य लोगों को 10-10, 12-12 मिनट तक का समय बोलने के लिए मिला है। जिनके क्षेत्र की आबादी डेढ़ लाख है, वे छह-छह, सात-सात मिनट तक बोले हैं। हम लोग 20-20 लाख की आबादी वाली जगह से आए हैं। हम लोगों को यह समझ में नहीं आ रहा है कि तीन मिनट में कहां से शुरू करें और कहां से खत्म करें।

महोदय, मैं माननीय प्रधानमंत्री मोदी जी के कुशल नेतृत्व, देश की उन्नति, उनकी दूरदृष्टि और भारत को एक विकसित भारत बनाने के संकल्प और उनकी उपलब्धियों की भारत ही नहीं पूरी दुनिया में सराहना की जा रही है। उसके लिए मैं प्रधानमंत्री मोदी जी को बधाई देता हूँ।

महोदय, विपक्ष के साथी सुखदेव भगत जी ने एक शायरी के साथ प्रधानमंत्री जी की आलोचना की तो मैं उनको बताना चाहूंगा कि प्रधानमंत्री मोदी जी किसी एक व्यक्ति के लिए नहीं सोचते हैं, वे देश की 140 करोड़ जनता के लिए सोचते हैं।

उनकी सोच देश के प्रत्येक व्यक्ति के लिए होती है। मैं प्रधानमंत्री मोदी जी के लिए माननीय सदस्य को उन्हीं के कविता के माध्यम से जवाब देना चाहूंगा। उसमें उनकी सारी बातों का जवाब मिल जाएगा। हमारी कविता देश के यशस्वी प्रधानमंत्री मोदी जी पर बिलकुल सटीक बैठती है।

मुट्ठी में कुछ सपने लेकर, भरकर जेबों में आशाएं ।
 दिल में है अरमान यही, कुछ कर जाएं, कुछ कर जाएं ।
 सूरज-सा तेज़ नहीं मुझमें, दीपक-सा जलता देखोगे ।
 अपनी हद रौशन करने से,
 तुम मुझको कब तक रोकोगे ।
 मैं उस माटी का वृक्ष नहीं जिसको नदियों ने सींचा है,
 बंजर माटी में पलकर मृत्यु से जीवन खींचा है ।
 मैं पत्थर पर लिखी इबारत हूँ, तुम शीशे से कब तक तोड़ोगे,
 मिटने वाला मैं नाम नहीं,
 तुम मुझको कब तक रोकोगे ।
 इस जग में जितने जुल्म नहीं, उतने सहने की ताकत है,
 तानों के भी शोर में रहकर सच कहने की आदत है ।
 मैं सागर से भी गहरा हूँ, तुम कितने कंकड़ फेंकोगे ।
 चुन-चुन कर आगे बढ़ूंगा मैं,
 तुम मुझको कब तक रोकोगे ।
 झुक-झुककर सीधा खड़ा हुआ, अब फिर झुकने का शौक नहीं,
 अपने ही हाथों रचा स्वयं, तुमसे मिटने का खौफ़ नहीं ।
 तुम हालातों की भट्टी में, जब-जब भी मुझको झोंकोगे ।
 तब तपकर सोना बनूंगा मैं,
 तुम मुझको कब तक रोकोगे ।

सभापति महोदय, हमारे देश के यशस्वी प्रधानमंत्री जी जब वर्ष 2014 में इस देश के प्रधानमंत्री बने तो इस देश की स्थिति किसी से छिपी नहीं थी । यह देश पूरी चुनौतियों से घिरा हुआ था । हमारे देश के यशस्वी प्रधानमंत्री मोदी जी ने सिद्ध कर दिया कि जिसके पास संकल्प हो, सेवा का माध्यम हो तो

देश को पाताल से आसमान में पहुंचाया जा सकता है। उसके लिए हमारे यशस्वी प्रधानमंत्री जी ने प्रयास किया। आज वर्ष 2014 के भारत और वर्ष 2024 के भारत में बहुत अंतर हो गया

महोदय, मैं कहना चाहूंगा कि कोई भी देश तभी विकसित होता है, जब वहां पर मूलभूत सुविधाएं उपलब्ध हो। वहां पर स्पष्ट दृष्टिकोण हो और इंफ्रास्ट्रक्चर भी मजबूत हो। जैसे रेलवे हो गया, सड़क हो गया, बंदरगाह हो गया, हवाई मार्ग हो गया। ये सब विकास के कारण ही संभव हुआ है। इसमें सबसे महत्वपूर्ण भूमिका रेलवे की होती है। हमारी माननीय मंत्री जी यहां बैठे हुए हैं। उन्होंने बता दिया कि अगर संकल्प है और कुछ करने की चाहत है तो हम रेलवे को बहुत ऊंचाई तक ले जा सकते हैं। जब विपक्ष की सरकार थी तो इन लोगों ने रेलवे के साथ सौतेला व्यवहार किया। इन्होंने अपने साथियों को संतुष्ट करने में समय लगा दिया।

सभापति महोदय, मैं देश के यशस्वी प्रधानमंत्री को धन्यवाद दूंगा कि इन्होंने रेल बजट को सामान्य बजट के साथ मिलाकर देश के समग्र विकास के लिए शुरुआत किया। ... (व्यवधान)

महोदय, मैं अपने क्षेत्र की समस्या को रखकर अपनी बात खत्म कर दूंगा। मैं आपसे निवेदन करता हूँ।... (व्यवधान)

माननीय सभापति : मैंने दो बार घंटी बजाया, लेकिन आपने ध्यान नहीं दिया।

... (व्यवधान)

डॉ. विनोद कुमार बिंद: सभापति महोदय, मैं कालीन की नगरी भदोही से आता हूँ। मैं आग्रह करूंगा कि हमारा जिला छोटा है और चारों तरफ से रेलवे ट्रैक से घिरा हुआ है। हमने तो दूसरों को जाने का रास्ता दे दिया, लेकिन हमें जाने के लिए रास्ता नहीं है। मैं निवेदन करूंगा कि हमारे यहां अण्डरपास की जरूरत है। मैं आपके माध्यम से माननीय मंत्री जी से कहूंगा कि हमारे यहां प्रतापपुर में ठठा एवं रामपुर, उग्रसेनपुर में अण्डरपास की सुविधा दी जाए। विधान सभा हण्डियां, बरौत, सराय, कंसराय, हरदुआ, बेलवापट्टी, भोमवारा, मुख्यछिड़ी, लक्षागृह एवं सैदाबाद में अण्डरपास की जरूरत है। हमारे यहां रेलवे स्टेशन में ओवरब्रीज की जरूरत है।

***SHRI APPALANAIDU KALISSETTI (VIZIANAGARAM):** Hon. Chairperson Sir. Indian Railways is the backbone of our country's transportation system, which connects, all regions from every corner of our country. We can see revolutionary changes in Indian Railways under the leadership of our Prime Minister Sri Narendra Modi. Introduction of Vande Bharat trains and 100 per cent electrification has modernised our Railways. Railway Budget for the year 2025-26 has provided for Rs. 2.57 lakh crore outlay, which will strengthen railway infrastructure. I would also like to thank the Honorable Prime Minister and Minister for Railways for giving priority to the development of our state Andhra Pradesh. I thank the Union government for approving pending projects identified by our hon. Chief Minister Nara Chandrababu Naidu Garu.

Regarding my parliamentary constituency Vizianagaram, we have a long pending demand for quite some time. People of my constituency are waiting for railway connectivity to Rajam town. Cheepurupalli to Rajam, Rajam to Palakonda - Seetampet Agency - Addavanki - Parlakamidi and Palasa, railway line needs to be constructed to benefit the tribals and farmers living in this area. Similarly, there is a long pending demand for a railway line from Cheepurupalli to Rajam via Srikakulam in Vizianagaram district, I request the honorable minister to kindly consider this demand and sanction this railway line. Vizianagaram railway station is an important railway junction which connects Chhattisgarh, Odisha and Andhra Pradesh, but this railway station does not have proper facilities for the passengers,

* English translation of the speech originally delivered in Telgu.

it doesn't even have a parking facility. I request the honorable minister to modernise this railway station. There is an evergrowing demand for new trains from Vizianagaram to Hyderabad, Vijayawada, Bengaluru and Mumbai. Passengers demand overnight trains to these places. This connectivity is important for students, employees and businessmen. These intercity trains will not only connect distant places but will also contribute to improving the local economy. The level crossings between Komarada and Parvatipuram are contributing to heavy traffic jams. Within 4 kilometers there are three level crossings, due to which there are huge traffic jams. I request the hon. Minister to resolve these issues. People are wasting 2 to 3 hours of time in their journey. As Andhra Pradesh plays an important role in the Indian Railways network, I request the hon. Minister to modernise vizianagaram railway station. Once again, I thank the hon. Prime Minister and hon. Minister for Railways for extending their support and encouragement to our state, Andhra Pradesh. Thank you.

श्री चंदन चौहान (बिजनौर) : सभापति महोदय, आपने मुझे रेलवे की अनुदान मांगों पर बोलने का मौका दिया, इसके लिए मैं आपको धन्यवाद देता हूँ। मैं सबसे पहले आदरणीय रेल मंत्री जी को धन्यवाद देना चाहूंगा और उनका ध्यान भी आकर्षित करना चाहूंगा। आदरणीय अश्विनी वैष्णव जी, जिनके नाम का मतलब ही चमकता सितारा है, ऐसे ही हमारे मंत्री रवनीत जी बैठे हैं, जिनके नाम का मतलब ही है कि जिसकी नैतिकता सूर्य की तरह हो, ऐसे हमारे दोनों मंत्री यहां बैठे हैं। आदरणीय प्रधान मंत्री जी का विकसित भारत का जो संकल्प है, उसके माथे के तिलक के रूप में उस सितारे की चमक, आदरणीय दोनों मंत्री जी मेहनत के साथ काम कर रहे हैं। यह कहना गलत नहीं होगा कि अब तक के सबसे बड़े बजट में से एक, जो कि 2.65 लाख करोड़ रुपये का है, उसे लाकर भारत की रेलवे के साथ न्याय करने का काम अगर किसी ने किया है तो हमारे आदरणीय रेल मंत्री जी ने किया है।

मान्यवर, आदरणीय प्रधान मंत्री जी के विजन को बढ़ाते हुए, मुझे कहने में कोई गुरेज नहीं है कि बहुत से ऐसे देश हैं, जिनकी रेलवे ने ही उनकी पहचान बनाने का काम किया है। स्विटजरलैंड ऐसा ही देश है, जिसे स्विटजरलैंड बनाने का काम उनकी रेलवे ने किया। भारत में पिछले दस वर्षों में लगभग चार हजार किलोमीटर रेलवे लाइन प्रति वर्ष बिछाई गई। यात्रियों की सुरक्षा को देखते हुए बिना फाटक वाली सभी रेलवे क्रॉसिंग्स समाप्त कर दी गई हैं। ... (व्यवधान)

समय की बाध्यता को देखते हुए, लगभग साढ़े दस बज रहे हैं, सुबह से सभी बैठे हुए हैं, मैं संक्षेप में अपनी बात कहूंगा। मेरे लोक सभा क्षेत्र का कोई मुद्दा ऐसा नहीं है, जिसे अश्विनी वैष्णव जी न जानते हों। उन्हें पूरी जानकारी है कि बिजनौर के लोग उनकी तरफ निगाह लगाए बैठे हैं। मैं आपके माध्यम से आदरणीय मंत्री जी को अवगत कराना चाहूंगा कि दौराला से हस्तिनापुर, बिजनौर, विदुर कुटी को जोड़ने की रेल लाइन की हमारी पुरानी मांग है, जो मेरे स्वर्गीय पिता जी संजय चौहान जी के समय से जारी है।

उसके लिए भी वहां के लोग लगातार टकटकी लगाए बैठे हैं। विशेष तौर पर रोहणा कलान में दिल्ली-अम्बाला, साबरमती-ऋषिकेश और दिल्ली-हरिद्वार का ठहराव होना जरूरी है। जहां चानपुर नगीना रोड पर रेलवे क्रॉसिंग के साथ-साथ कुरवाई विधान सभा में बेहड़ी गांव के पास रेलवे क्रॉसिंग है, बिजनौर रेलवे पास की क्रॉसिंग है, उन पर कहीं न कहीं फ्लाईओवर या अंडपास की आवश्यकता है।

एक मांग के बारे में पूर्व में ही मैंने माननीय मंत्री जी को अवगत कराया था। बिजनौर के लिए एक न्यू एक्सप्रेस ट्रेन की आवश्यकता है। जो अभी ट्रेन है, उसकी टाइमिंग सही नहीं है, वह देर रात्रि में है। कोटद्वार से नजीमाबाद और किरतपुर-बिजनौर-हलदौर-चांदपुर होते हुए गजरौला जंक्शन से दिल्ली रेलवे लाइन की मांग हमारे क्षेत्र की बहुत पुरानी मांग है। हमें उम्मीद है कि आदरणीय मंत्री जी के समय में कोरोना काल में सहारनपुर से लखनऊ को जोड़ने वाली ट्रेनें चलती थीं, उनको जल्द से जल्द सुचारू रूप से चलाकर न्याय दिलाने का काम होगा।

दिव्यांग यात्रियों और वरिष्ठ नागरिकों के लिए जो प्रावधान किए गए हैं, मुझे पूरी उम्मीद है कि पूरे सदन की भावना माननीय मंत्री जी और अपने लोगों के साथ है। हमें आशा है कि इन सभी मांगों पर माननीय मंत्री जी संज्ञान लेने का काम करेंगे।

KUMARI SUDHA R. (MAYILADUTHURAI): Hon. Chairperson Sir, I represent a Punya Bhoomi in the Parliament, as Mayiladuthurai parliamentary constituency is home to more than 100 temples which are over 1,000 years old. There is no place on Earth which has so many millennial structures within such a short distance of each other. They are all living temples. In that, regular pujas are held daily without fail, and they are attracting lakhs and lakhs of domestic as well as foreign devotees and tourists every day. This agrarian and coastal constituency is home to the famous Navagraha Temples, which are a cluster of temples each referring to one planetary God. Besides being the abode of several well-known Saivite temples, my constituency has at least 17 of the 108 Divya Desam temples within 10 kilometres which are holy places for the Vaishnavite fraternity.

Vaitheeswarankoil, which is known for its famous Naadi Jyothidam, wherein the past, present and the future of a person is told and foretold with the help of ancient palm leaf manuscripts stacked in the holy town, attracts several lakh believers, devotees and tourists all over the world. In Mayiladuthurai constituency's vicinity, we have other equally famous worship places such as an ancient Dargah at Nagore and a heritage-value Church at Velankannai. These two places are also visited by lakhs of devotees of all faiths and tourists from all corners of the world.

Sir, Mayiladuthurai is also a part of the famous main line of the Indian Railways. Here, I would like to highlight the ... * that happened in the name of the Amrit Bharat scheme. I am calling it as ... * because when they are expected to

* Expunged as ordered by the Chair

build pillars, the contractors are making film sets with flimsy plaster of paris instead of real concrete. You come and see the quality of work going on. You would definitely agree with what I am saying. I hope, you will take action against the contractor. You can knock off these railway pillars with one punch. Is this 'Amrit Bharat' in your dictionary? Instead of using solid tiles or granite pieces on platforms to handle heavy footfalls and to avoid slippage and damage, what they are laying is just *papad*-like tiles.

Sir, I think of the South's Kumbh Mela is the Kumbakonam Mahamagam festival which happens once every 12 years. Though 50 lakh people from all corners of Tamil Nadu and the diaspora across the world are expected to congregate for Mahamagam, nothing much has been done to increase train services, improve passenger amenities, identify projects and fund them from out of the redevelopment projects.

HON. CHAIRPERSON : Please conclude.

Now, Shri Ramesh Awasthi ji.

... (*Interruptions*)

KUMARI SUDHA R. : Sir, I am concluding within one minute.

In order to cater to the demands of Mahakumbh Mela in Prayagraj, you withdrew our inter-city train running for five days a week. Now, you are saying that that would be restored but only for three days. ... (*Interruptions*)

HON. CHAIRPERSON: Now, Shri Ramesh Awasthi ji.

श्री रमेश अवस्थी (कानपुर) : सभापति महोदय, आपने मुझे रेल की अनुदान मांगों पर बोलने का अवसर दिया, इसके लिए आपका बहुत-बहुत धन्यवाद। प्रधानमंत्री माननीय मोदी जी, वित्त मंत्री श्रीमती

निर्मला सीतारमण जी और रेल मंत्री माननीय श्री अश्विनी वैष्णव जी के नेतृत्व में हम एक रेलवे क्रांति देख रहे हैं, जो भारत को प्रगति और समृद्धि को नई ऊंचाइयों तक ले जाएगी। ... (व्यवधान) इसी दृष्टिकोण और गर्व के साथ हम कह सकते हैं कि भारत की रेल विकसित भारत की रेल है।

महोदय, वर्ष 2025-26 का यह बजट केवल नीतिगत दस्तावेज नहीं है बल्कि एक संकल्प पत्र है। नये भारत के प्रति एक प्रतिबद्धता है और विकसित भारत का एक वादा है। प्रधानमंत्री श्री नरेंद्र मोदी जी के सशक्त और दूरदर्शी नेतृत्व में भारतीय रेलवे अब अतीत की उपेक्षित धरोहर नहीं रह गई है। यह राष्ट्रीय गौरव, आर्थिक पुनरुत्थान और बीस-सूत्री वृद्धि ढांचे का प्रतीक बन चुकी है। नीति-निर्णय में गतिरोध, सुस्ती और उपेक्षा के दिन अब खत्म हो चुके हैं। यह सरकार बहानों में नहीं बल्कि क्रियान्वयन में विश्वास रखती है।

महोदय, मोदी जी के नेतृत्व में हम केवल ट्रेन नहीं चला रहे हैं। हम भारत के रेलवे का स्वर्णिम इतिहास लिख रहे हैं। इस बजट में आवंटित रेलवे के लिए प्रत्येक रुपया समृद्धि, कनेक्टिविटी और राष्ट्रीय गौरव में निवेश है। हम केवल रेलवे स्टेशन नहीं बना रहे हैं बल्कि हम विकास केंद्र बना रहे हैं। हम केवल रेल लाइनें नहीं बना रहे हैं। हम 140 करोड़ भारतीयों के लिए नये अवसरों का विस्तार कर रहे हैं।

माननीय सभापति : क्या आप अपने क्षेत्र के बारे में कुछ बोलना चाहते हैं?

श्री रमेश अवस्थी: सभापति महोदय, मैं आज उन करोड़ों श्रद्धालुओं की तरफ से माननीय प्रधानमंत्री नरेंद्र मोदी जी को धन्यवाद देना चाहता हूँ, जिन्होंने रेल के माध्यम से महाकुंभ में जाकर गंगा में डुबकी लगाई। माननीय प्रधानमंत्री जी ने उन भारतीयों को महाकुंभ में आने का अवसर प्रदान किया। इस उद्देश्य के लिए भारतीय रेलवे ने 17,000 से अधिक स्पेशल ट्रेनें चलाईं। इसके लिए मैं माननीय रेल मंत्री अश्विनी वैष्णव जी को बहुत-बहुत धन्यवाद देना चाहता हूँ।

माननीय सभापति : आप अपने क्षेत्र के बारे में कुछ बोलना चाहते हैं?

श्री रमेश अवस्थी: सभापति महोदय, जब आस-पास के क्षेत्र में बाढ़ आई थी तो अयोध्या, चित्रकूट, डीडीओ, कानपुर, झांसी, जबलपुर में 15 करोड़ यात्रियों को सेवा प्रदान की गई।

महोदय, भारतीय रेल ने वर्ष 2014 से उत्तर प्रदेश में 5,209 किलोमीटर नई पटरियां बनाई हैं, जो स्विटजरलैंड के पूरे रेलवे नेटवर्क के बराबर है। उत्तर प्रदेश में 157 अमृत रेलवे स्टेशनों का निर्माण किया जा रहा है।

महोदय, मैं आपसे मांग करता हूं कि अनवरगंज रेलवे स्टेशन से मंगना तक रेलवे के एलिवेटेड ट्रैक का निर्माण जल्द शुरू किया जाए, ताकि कानपुर में जाम की समस्या दूर हो सके।

महोदय, मैं माननीय रेल मंत्री जी को धन्यवाद देना चाहता हूं कि उन्होंने उस रेलवे ट्रैक की स्वीकृति भी प्रदान कर दी है। मैं माननीय रेल मंत्री जी से अनुरोध करना चाहता हूं कि कासगंज से लेकर अलीगढ़ तक 52 किलोमीटर रेलवे लाइन बिछाई जाए, ताकि कानपुर से फर्रुखाबाद होते हुए दिल्ली जाने वाली ट्रेनों का लगभग 4 घंटे का समय कम हो सके।

महोदय, कानपुर से लेकर फर्रुखाबाद, कन्नौज तक केवल एक ट्रेन दिन में है और एक विकली है, जबकि जाने वाले यात्रियों की संख्या काफी है। अतः यात्रियों की सुविधा को देखते हुए कम से कम एक ट्रेन और बढ़ाई जाए तथा एक ट्रेन विकली भी बढ़ाई जाए।

महोदय, कानपुर से एक श्रमशक्ति ट्रेन रात में चलती है। लेकिन, यात्रियों की संख्या बहुत है, इसलिए एक और अतिरिक्त ट्रेन बढ़ाई जाए।

महोदय, मैं अंत में माननीय प्रधानमंत्री जी का, उनकी दूरदर्शी नेतृत्व और भारतीय रेलवे के विकास ... (व्यवधान)

श्री छोटेलाल (राबर्ट्सगंज) : धन्यवाद सभापति महोदय। आपने मुझे रेल के अनुदान मांगों पर बोलने का समय दिया, इसके लिए मैं आपका आभारी हूं। मेरे संसदीय क्षेत्र राबर्ट्सगंज, सोनभद्र में मुगलसराय, दीनदयाल नगर से चकिया-नवगढ़-सोनभद्र वाया भभुआ तक जल्द नई लाइन बिछाई जाए।

चुनार, लूसा, घोरावल (मध्य प्रदेश) तक नई रेलवे लाइन जल्द से जल्द बिछाई जाए। रांची राजधानी ट्रेन जो दिल्ली तक चलती है, उसे रांची से तीन बजे चलाया जाए, ताकि वह नौ या दस बजे तक दिल्ली आ जाए, तो अच्छा रहेगा। शिवगंगा एक्सप्रेस जो कछुआ, मिर्जापुर, नारायणपुर, तक चलती है तथा उसको बनारस स्टेशन पर रोकना चाहिए। इसी तरह से मिर्चाधुरी अंडरपास बनाया जाए।

हिन्दवारी व सोनभद्र रेलवे स्टेशन के बीच एक अंडरपास बनाया जाए। सैकड़ों गांवों के ग्रामीण बच्चे पढ़ाई-दवाई के लिए सदर जाते हैं। नई बाजार से चुर्क नगर पंचायत तक जाने के लिए एक अंडर पास बनाया जाए।

महोदय, मेरा एक निवेदन है। माननीय मंत्री जी, मैं पहले यह मांग रख चुका हूं। हमारे भूतपूर्व गृह मंत्री जी और वर्तमान रक्षा मंत्री जी का घर चकिया में है। अभी तक वहां रेल नहीं पहुंची है। नौगढ़ वाया भभुआ तक जल्द से जल्द रेल लाइन बनाई जाए। मेरा निवेदन है कि सोनभद्र स्टेशन का सुंदरीकरण और जल्द से जल्द एक ओवरब्रिज पास किया जाए। त्रिवेणी ट्रेन को लखनऊ से छः बजे चलाया जाए।

श्री इमरान मसूद (सहारनपुर) : मान्यवर, आपने मुझे बोलने का मौका दिया, उसके लिए आपको धन्यवाद। यह मेरा सौभाग्य है कि मैं जिस लोक सभा क्षेत्र से आता हूं, वहां के प्रभारी के तौर पर माननीय रेल मंत्री जी ने कुछ वायदे किए थे। मैं चाहता हूं कि माननीय मंत्री जी अपने उन तमाम वायदों को पूरा करने का काम करें। सहारनपुर के लोग आपके बड़े ऋणी होंगे।

माननीय सभापति जी, मैं माननीय रेल मंत्री जी से आग्रह करूंगा कि सहारनपुर से इलाहाबाद की दूरी 750 किलोमीटर है। इलाहाबाद में उच्च न्यायालय है। सहारनपुर से इलाहाबाद जाने के लिए कोई सीधी ट्रेन नहीं है। सहारनपुर से इलाहाबाद तक एक सीधी ट्रेन चलाने का काम करें। चूंकि मेरा जनपद प्रदेश के एक कोने में है। सहारनपुर से लखनऊ के लिए एक वंदे भारत ट्रेन चलाई जाए। इस ट्रेन को वाया अलीगढ़ चलाया जाए, ताकि अलीगढ़ विश्वविद्यालय में पढ़ने वाले छात्रों को भी इसका लाभ मिल सके।

माननीय सभापति जी, मैं आग्रह करना चाहता हूं कि देहरादून से हरिद्वार के बीच हाथियों के लिए एक कॉरिडोर बनाना है। आपने ईआईडीएस के तहत पूर्वोत्तर में तमाम पैसे लगाने का काम किया है, लेकिन देहरादून से हरिद्वार के बीच हाथियों के कारण लगातार दुर्घटनाएं होती रहती हैं। मैं चाहता हूं कि आप इस पर भी ध्यान दें। इस योजना को देहरादून-हरिद्वार ट्रैक पर भी लागू करने का काम करें।

माननीय सभापति जी, मैं केवल संक्षेप में बताना चाहता हूं। मैं आपके माध्यम से आग्रह करना

चाहता हूँ कि आपने मेरठ तक रैपिड रेल बनाई है। आपकी बड़ी मेहरबानी होगी, अगर आप इस रैपिड रेल को सहारनपुर तक चलाने का काम करें। सहारनपुर तक ट्रेन चलने से दिल्ली के ऊपर बहुत हद तक दबाव कम होगा।

माननीय सभापति जी, मैं आपके माध्यम से माननीय रेल मंत्री जी से कहना चाहता हूँ कि सुविधाओं के नाम पर जिस प्रकार से ठेका व्यवस्था पूरे रेलवे में लागू है, मैं उसकी एक वानगी बताना चाहता हूँ। मैं एक बार रतलाम से दिल्ली तक राजधानी एक्सप्रेस से सफर कर रहा था। माननीय रेल मंत्री जी, मैंने राजधानी ट्रेन के फर्स्ट क्लॉस का जो हाल देखा है, मैंने पिछले बीस साल में दूसरी बार यात्रा की है, जब आज से बीच साल पहले मैंने यात्रा की थी, तब उससे कहीं ज्यादा बेहतर व्यवस्था थी। जब से प्राइवेट हाथों में व्यवस्था चली गई है, वह व्यवस्था खराब हो गई है।

महोदय, मैं आपसे एक और आग्रह करना चाहूँगा। सहारनपुर एक बहुत ही ऐतिहासिक शहर है। वहाँ मां शाकुंभरी देवी जी का निवास है। सहारनपुर रेलवे स्टेशन का नामकरण मां शाकुंभरी देवी जी के नाम पर कर दिया जाए।...(व्यवधान) बस एक मिनट का समय और दे दीजिए।...(व्यवधान)

CAPTAIN BRIJESH CHOWTA (DAKSHINA KANNADA): Hon. Chairperson, Sir, thank you for giving me an opportunity to support the Demands for Grants under the control of the Ministry of Railways.

Acharya Chanakya said, 'The root of wealth is infrastructure. A nation that strengthens its roads, waterways, and trade routes will find prosperity knocking at its doors'. The idea of Viksit Bharat@2047, as crafted by our PM, Shri Narendra Modi, is the very manifestation of this vision of progress rooted in ancient Indian wisdom. ... (*Interruptions*)

Sir, I have really waited long and the demands of my constituency are also pretty long-pending demands.

So, I will straightway come to the demands because I understand the paucity

of time. ... (*Interruptions*)

At this moment, I would like to thank the hon. Railway Minister for recently approving the Kabaka-Puttur Express to Subramanya Road. It is the only passenger train. I thank the hon. Minister for sanctioning this train. ... (*Interruptions*)

I must also thank the Minister for giving a budgetary allocation of Rs. 7,559 crore for the State of Karnataka and I also must thank him for 96.5 per cent of the rail lines in Karnataka which have been electrified. I must thank the hon. Railway Minister for it. Since 2014, almost 1,652 kilometres of new railway tracks have been laid in Karnataka, which is almost the entire rail network of Sri Lanka.

Now, I come to the demands of my constituency. These are major leadership and strategic decisions which the Minister must take, and I must tell at this point of time that the only rail network which is towards the north of India, which goes from Mangalore is the Konkan Railway Corporation. So, I would demand from the Minister to consider the merger of Konkan Railway with Indian Railways. The Konkan Railway Corporation is the vital lifeline connecting India's western coastline, yet it remains financially constrained with a debt burden of Rs. 2,589 crore. I would demand from the Railway Minister to consider the merger of Konkan Railway with the Indian Railway.

Sir, the entire costal Karnataka's economic prosperity depends on this. ... (*Interruptions*) Please give me a minute. I have waited this long. Sir, it is very important for coastal Karnataka. ... (*Interruptions*)

HON. CHAIRPERSON: No, you have only 30 seconds. Please conclude.

... (*Interruptions*)

CAPTAIN BRIJESH CHOWTA: Yes, Sir. I will conclude.

There is another important demand, which is the Hassan-Mangaluru Rail Development Corporation (HMRDC). We are stuck with these two Rail Corporations. One is the Konkan Railway Corporation and the other is the HMRDC. I would also request the Minister's intervention in getting the HMRDC merged with the Indian Railways, which will provide rail connectivity.

Mangalore is the port city of Karnataka. We are celebrating the 50th year of the New Mangalore Port Authority. We do not have a good rail connectivity between Mangalore port and the mainland.

The last demand that I would like to place on record is the reorganization of the Mangalore Railway Administration.

माननीय सभापति : अब आप बैठिए । अब वह बोलने के लिए खड़े हो गए हैं । इनके बाद मैं आपको चांस दूंगा ।

... (व्यवधान)

माननीय सभापति : माननीय सदस्य, श्री श्यामकुमार दौलत बर्वे जी ।

... (व्यवधान)

श्री इमरान मसूद: मान्यवर, मुझे सिर्फ एक लाइन बोलने दीजिए । ... (व्यवधान)

माननीय सभापति : आपने बोल दिया है । उधर रेल मंत्री जी से जाकर आपने अपनी बात बोल दी है ।

... (व्यवधान)

श्री श्यामकुमार दौलत बर्वे (रामटेक) : मैं अपने संसदीय क्षेत्र की डिमांड के हिसाब से ही बात करूंगा, क्योंकि समय कम है । मेरे नागपुर जिले में उत्तर प्रदेश और मध्य प्रदेश के बहुत सारे लोग रहते हैं । माननीय मंत्री महोदय यहां बैठे हुए हैं । मैं इससे पहले भी मंत्री महोदय को मिल चुका हूं और उनको रिक्वेस्ट कर चुका हूं कि जो नागपुर-गोटेगांव मार्ग है, उसका पहले ही सर्वे हो चुका है । वर्ष 2011 में

उसका सर्वे किया गया था, लेकिन अभी तक उस सर्वे का कोई रिजल्ट नहीं आया है। उस मार्ग से 300 किलोमीटर का डिस्टेंस उत्तर भारत के लिए बच जाएगा। मैं आपके माध्यम से माननीय मंत्री जी से विनती करना चाहूंगा कि इस रामटेक-गोटेगांव रेल मार्ग के लिए जल्द से जल्द निधि उपलब्ध करवाई जाए। उसका सर्वे वर्ष 2012 में पूरा हो चुका है। आपकी दस सालों से सरकार है।

मैं आपके माध्यम से विनती करना चाहूंगा कि हम जिस राम के नाम पर वोट मांगकर चुनकर आए हैं, उस रामटेक का विकास करने की जवाबदेही आपकी है। मैं उस संसदीय क्षेत्र से आता हूं। मेरी लास्ट रिक्वेस्ट यह है कि कोविड के समय जो ट्रेन्स बंद की गई हैं, उन्हें दोबारा चलाया जाए। आप बड़ा-बड़ा बजट बताते हैं, लेकिन बंद ट्रेनों को आप चालू नहीं कर पा रहे हैं तो बजट की क्या वैल्यू रह जाएगी? कोरोना काल में रेलगाड़ियों के स्टॉपेज बंद किए गए थे। मैं विनती करता हूं कि गाड़ी नंबर 12792 दानापुर टू सिकंदराबाद को जल्द से जल्द चालू करें।

22.50 hrs

(Hon. Speaker in the Chair)

महोदय, मेरा लास्ट विषय है कि एससी/एसटी समुदाय के परीक्षार्थियों को पहले रेलवे द्वारा छूट दी जाती थी। मेरी मांग है कि उस छूट को फिर से शुरू किया जाए ताकि एससी-एसटी समुदाय के बच्चे अनेक जगह जाकर परीक्षा दे सकें।

आपके माध्यम से मेरी विनती है कि वरिष्ठ नागरिकों को मिलने वाली जो सेवा बंद की गयी है, वह सेवा फिर से शुरू की जाए।

संसदीय कार्य मंत्री; तथा अल्पसंख्यक कार्य मंत्री (श्री किरन रिजिजू) : अध्यक्ष जी, आज रेलवे की डिमांड्स फोर ग्रांट्स पर डिस्कशन और वोटिंग हो रही है। मैं पूरे सदन की ओर से आपको धन्यवाद देना चाहता हूं। आज कई मैम्बर्स को बोलने का मौका मिला। रेलवे बहुत महत्वपूर्ण विभाग है और सभी के रेलवे से संबंधित अपनी-अपनी कंस्टिट्यूएंसी से जुड़े हुए मुद्दे होते हैं। आपने आज देर रात तक सदन को चलाया है और बहुत सारे माननीय सदस्यों को बोलने का मौका भी आपने दिया है। इस चर्चा में अच्छे सुझाव आए हैं। हमारे रेल मंत्री और रेल राज्य मंत्री जी ने सारे सुझाव बैठकर के नोट किए हैं। मेरा आपसे निवेदन है कि काफी रात हो गयी है, लेकिन अभी भी काफी मैम्बर्स बोलना चाहते हैं। कांग्रेस

पार्टी और समाजवादी पार्टी से भी रिव्रैस्ट आया है। मेरा निवेदन है कि जो माननीय सदस्य अभी रह गए हैं, उनको कल एक घंटे के लिए बोलने का मौका प्रदान करें।

माननीय अध्यक्ष : लेकिन तीन और पांच मिनट से ज्यादा किसी को समय नहीं मिलेगा।

SHRI KODIKUNNIL SURESH (MAVELIKKARA): Sir, I also agree with the hon. Minister.

माननीय अध्यक्ष : आपके एग्री नहीं होने से भी क्या होगा?

डॉ. राजेश मिश्रा (सीधी) : धन्यवाद अध्यक्ष महोदय, आपने मुझे बोलने का अवसर दिया।

बोलना बहुत था- माननीय अश्विनी और मोदी जी की तारीफ में, लेकिन आपने समय बहुत कम दिया- मेरे नसीब में।

माननीय अध्यक्ष महोदय, सबसे पहले मैं रेल मंत्री जी को इसके लिए धन्यवाद देता हूँ कि जो परियोजना हमारे सीधी जिले में 28 साल से पेंडिंग थी, ललितपुर-सिंगरौली रेल लाईन के भाग रीवा से सिंगरौली तक में पहली बार मेरे जिले सीधी में 11 मार्च 2025 को ट्रायल रन बघवार रेलवे स्टेशन का पूरा हुआ है। इसके लिए हमारे रेल मंत्री अश्विनी वैष्णव जी को धन्यवाद और उसी के साथ-साथ हमारे डब्ल्यूसीआर के सभी अधिकारियों और कर्मचारियों को और माननीय मोदी जी के नेतृत्व में यह कार्य हुआ है, इसके लिए भी मैं बहुत-बहुत धन्यवाद देता हूँ।

महोदय, मैं सीधे अपने क्षेत्र की मांग पर आता हूँ। मेरा आग्रह है कि ललितपुर-सिंगरौली रेल परियोजना के भाग रीवा से सीधी तक का निर्माण दिसंबर 2025 के पहले पूर्ण कर जनता को समर्पित किया जाय। मेरे संसदीय क्षेत्र सीधी में कटनी से सिंगरौली रेलमार्ग जो संसदीय क्षेत्र की एकमात्र जीवन रेखा है, इसमें ब्यौहारी से जोबा 42.57 किलोमीटर (चैनेज- 1194.400 से 1236.970) का कार्य तत्काल पूर्ण कर दिया जाए। मेरे क्षेत्र में ललितपुर-सिंगरौली रेल परियोजना के अंतर्गत जिनकी भूमि अधिग्रहित की गई थी उनमें अधिकांशतः युवाओं को नौकरी दे दी गई थी, लेकिन इसमें बहुत सारे लोग रह गए थे, उनकी मांग पर विचार किया जाए। हमारे यहां के बहुत से पात्र लोगों को चिन्हित कर मुआवजा दिया जाए। सिंगरौली से भोपाल हेतु नई वन्देभारत ट्रेन चलाई जाय। सिंगरौली से दिल्ली मुझे भी

आना पड़ता है, अगर ट्रेन प्रतिदिन हो जाए तो बहुत कृपा होगी। भदौरा रेलवे स्टेशन को हॉल्ट स्टेशन से नियमित स्टेशन के रूप में उन्नयन किया जाय। टिकरी से सरई, रजमिलान मुख्य मार्ग पर नगर पंचायत सरई में सरई से रजमिलान की ओर बाज़ार से आगे रेलवे क्रॉसिंग पर रेलवे ओवर ब्रिज का निर्माण कराना अति आवश्यक है। गजरा- बहरा में रेलवे क्रॉसिंग पर ROB का निर्माण कराया जाना नितांत आवश्यक है।

महोदय, मैं कहना चाहता हूँ – “मंजिलें क्या हैं, रास्ता क्या है, हौसला हो तो फासला क्या है?” माननीय रेल मंत्री जी को बहुत-बहुत साधुवाद देता हूँ कि मेरे सीधी में रेल का ट्रायल रन करवा दिया है, दिसंबर तक हमारी रेल पहुंचा दें। धन्यवाद।

श्री शेर सिंह घुबाया (फिरोज़पुर) : धन्यवाद स्पीकर साहब, आपने मुझे रेलवे की डिमांड्स फॉर ग्रांट्स पर बोलने का मौका दिया। मैं एक मिनट लेना चाहता हूँ। बॉर्डर से 200 किलो मीटर दूर, हमारा पाकिस्तान के साथ बॉर्डर लगता है। फिरोज़पुर, जो मेरा संसदीय क्षेत्र है, उसकी कनेक्टिविटी न तो राजधानी दिल्ली के साथ है और न ही फाजिल्का से चंडीगढ़ राजधानी के साथ है। ये दो ट्रेनें चलनी बहुत जरूरी हैं। मुझे लग रहा है कि कुछ नामदार लोग, जिनकी प्राइवेट ट्रांसपोर्ट चलती है, उनकी वजह से ये ट्रेनें हमें लंबे समय से नहीं मिल रही हैं। वहां की प्राइवेट बसेज 1500 रुपये दिल्ली का और 1200 रुपये चंडीगढ़ का किराया लेती हैं, लेकिन ट्रेन में केवल डेढ़ सौ रुपये चंडीगढ़ के और 200 रुपये दिल्ली के लिए लगते हैं। बहुत लूट हो रही है। एक तो हम बॉर्डर पर गोलियां खाते हैं, बॉर्डर की रखवाली करते हैं, फिर भी हमारे साथ बहुत अन्याय है।

सर, ये दो ट्रेनें चलनी बहुत जरूरी हैं। मैं नई ट्रेन्स चलाने के लिए नहीं कहता, लेकिन दो-तीन ट्रेनें जैसे गंगानगर टू कोच्चिवेली साउथ केरला ट्रेन 13 घंटे वहां खड़ी रहती है। यदि उसे फिरोज़पुर के लिए एक्सटेंड कर दिया जाए, तो कोई फर्क नहीं पड़ता। रेल मंत्री जी यहां बैठे हुए हैं, मैंने उनसे अनुरोध भी किया है। दूसरी ट्रेन हिसार-हैदराबाद नांदेड़ साहिब को जाती है। वह 17 घंटे हिसार में खड़ी रहती है। अगर फाजिल्का, फिरोजपुर, मुक्तसर साहिब, जो 40 मुक्तों की पवित्र धरती है, वहां से होकर नांदेड़ साहिब को जाएगी, तो पूरा पंजाब खुशी मनाएगा।

तीसरी, अरावली एक्सप्रेस, जो बांद्रा टर्मिनल से चलती है, वह भी 17 घंटे गंगानगर में खड़ी रहती है। यदि उसे फाजिल्का, फिरोज़पुर तक एक्सटेंड कर दें, तो उसमें सरकार का कुछ नहीं लगता है, लेकिन हमारी ट्रेनें उधर चल सकती हैं। मुक्तसर में जो मालगाड़ी है, वह शहर के स्टेशन में खड़ी रहती है। स्कूल के बच्चे कई बार उस ट्रेन के नीचे आ गए। उसे यदि हमारे यहां बाहर, जो एक बड़ा स्टेशन है, वहां कर दिया जाए, तो कोई फर्क नहीं पड़ेगा।

चौथा, फाजिल्का में एक वाशिंग स्टेशन था, लेकिन पता नहीं क्यों उसे डैमेज करके बंद कर दिया गया? यदि वह बना दिया जाए, तो वहां से ट्रेनें अलग-अलग राज्यों में चलनी शुरू हो जाएंगी।

माननीय अध्यक्ष : दो मिनट कौन बोलना चाहता है?

... (व्यवधान)

श्री शेर सिंह घुबाया: सर, अमृत भारत स्कीम को कोटकपूरा से फाजिल्का तक चला दिया जाए, तो सरकार का कुछ नहीं लगेगा। फाजिल्का वाया कोटकपूरा एक्सप्रेस दिल्ली तक चला दी जाए, तो बहुत मेहरबानी होगी। धन्यवाद।

माननीय अध्यक्ष : भदौरिया जी ने आपको दो मिनट बोलने के लिए कहा है।

श्री सनातन पांडेय (बलिया) : धन्यवाद अध्यक्ष महोदय। मैं उस जनपद से आता हूं, जिसका नाम बलिया है। चाहे पक्ष के सदस्य हों, चाहे विपक्ष के सदस्य हों, अगर हम आप बैठे हुए हैं, तो उसी महापुरुष की बदौलत बैठे हुए हैं। जब देश में अंधकार छाया हुआ था, किसी भी जात, धर्म का कोई भी नौजवान अंग्रेजों के खिलाफ बोलने को तैयार नहीं था, उस समय उत्तर प्रदेश के बलिया जनपद के मंगल पांडे इस देश के प्रथम शहीद बने। मैं आपके माध्यम से माननीय रेल मंत्री जी से मांग करता हूं कि एक ही चीज हमारे स्वतंत्रता संग्राम सेनानी चाहते हैं। सत्ता में चाहे जो लोग रहे हों, चाहे ये रहे हों या आप रहे हों, पंडित मंगल पांडे जी के नाम पर उस ट्रेन का नामकरण करा दें, यह मैं आपसे अनुरोध करता हूं।

दूसरी तरफ, अध्यक्ष जी, आपने कहा है कि मैं ट्रेन से यात्रा करता हूं। मैं भी ट्रेन से यात्रा करता हूं। अभी कल ही मैं ट्रेन से आया हूं। दिल्ली से बाहर जब हम मथुरा से होकर चल रहे थे, तो इस दिल्ली शहर में ही चार-पांच बस्तियां ऐसी दिखाई दीं, जो रेलवे लाइन पर बसी हुई हैं। अगर सरकार का बजट

कम है, तो गरीबों की आत्मरक्षा से बढ़कर कोई बजट नहीं हो सकता है। आप बजट और बढ़ा दीजिए, उसका मैं स्वागत करता हूँ। रेलवे लाइन के किनारे दो मीटर पर जो लोग बसे हुए हैं, उनको आवास देकर विस्थापित किया जाए, यह मैं आपके माध्यम से माननीय मंत्री जी से मांग करता हूँ।

23.00 hrs

मेरी तीसरी मांग यह है कि रेलवे में जो कैटरिंग की व्यवस्था है, रेलवे में जो साफ-सफाई की व्यवस्था है, उस काम को पहले आईआरसीटीसी देखती थी, उस काम को अब थर्ड आदमी को दे दिया गया है। आज हमारी वेजेस क्या है? अनस्किल्ड की वेजेस क्या है? वह 20 हजार रुपये से ऊपर की है, लेकिन माननीय मंत्री जी आप पता कर लीजिएगा और अध्यक्ष जी तो जानते ही हैं कि जो यहां पर काम कर रहे हैं, उनको क्या दिया जा रहा है? वे आठ हजार रुपये महीने पर काम कर रहे हैं। मैं आपको उसका सबूत भी दे सकता हूँ। क्या यह अन्याय नहीं है? मैं आपसे प्रार्थना करता हूँ कि आपने जिसको कॉन्ट्रैक्ट दिया है, उसमें यह भी ध्यान रखा जाए कि जो सफाई करने वाले कर्मचारी हैं, उनको भी हम सम्मान के साथ जीने का मानदेय दे सकें। मैं यह आपके माध्यम से मांग करता हूँ।

अध्यक्ष महोदय, बलिया में फेफना जंक्शन है, काजीपुरा रेलवे क्रॉसिंग है। वहां पर रेलवे ओवरब्रिज न होने के कारण घंटों तक यातायात बाधित रहता है। माननीय अध्यक्ष जी, मैं आपके माध्यम से इन सबके लिए माननीय मंत्री जी से मांग करता हूँ और आपने मुझे बोलने का मौका दिया, उसके लिए मैं आपको बहुत-बहुत धन्यवाद देता हूँ।

***SHRI PUTTA MAHESH KUMAR (ELURU):** I would like to express my views on the important matter of Demand for Grants on Railways 2025/26. On behalf of my party leader and Chief Minister of Andhra Pradesh Sri Nara Chandrababu Naidu Garu and the people of my state I would like to thank Hon'ble Prime Minister Sri Narendra Modiji, Hon'ble Finance Minister Smt. Nirmala Sitharamanji and Minister

* Speech was laid on the Table.

of Railways Sri Ashwini Vaishnaw for giving us a strong budget and allocating AP the necessary funds for its revival after five years of utter misgovernance under the previous state government.

The railway network serves as the backbone of India's economy, facilitating the movement of goods and passengers across the length and breadth of the country. Recognizing its pivotal role, the government has undertaken extensive measures to upgrade, expand, and future-proof this vital sector.

The Union Budget for the financial year 2025-26 has allocated a historic sum of ₹2,55,445 crore for the Indian Railways. This substantial investment underscores the government's commitment to making the railway system efficient, modern, and sustainable. In alignment with the National Rail Plan, which envisions a 'future-ready' railway system by 2030, these reforms will not only improve connectivity but also catalyze economic growth and industrial development across regions.

Coming to my home state of Andhra Pradesh, one of the most significant developments in this regard is the creation of the South Coast Railway Zone. This strategic initiative is set to boost economic activity in Andhra Pradesh, particularly benefiting its industrial and agricultural sectors. Additionally, the decision to retain a portion of the Waltair division within this new zone will ensure continued growth and efficiency in freight and passenger transportation. After 10 years of eagerly waiting for this dream, the people of Andhra Pradesh can finally breathe a sigh of relief and achievement. This move will strengthen the state's infrastructure and create employment opportunities, directly contributing to its socio-economic progress.

Another landmark decision is the approval of the Amaravati railway line, a critical project aimed at improving connectivity between our State Capital, Amaravati and major metropolitan cities across India as well as key ports on our coastline. I firmly believe that the increased accessibility to economic hubs will attract investments, promote tourism, and improve mobility for residents, thereby playing a crucial role in the overall development of Andhra Pradesh.

Under the Amrit Bharat Train Station Project, 73 stations across Andhra Pradesh have been selected for development and upgradation. I urge the Hon'ble Government to complete the same at the earliest.

Coming to my constituency of Eluru, the railways play a significant role in its overall growth and development. As a prominent agricultural center, Eluru stands to accrue significant benefits from improved logistical capabilities. The efficient transportation of agricultural produce to markets across the nation would minimize wastage and ensure equitable remuneration for agricultural producers. Furthermore, Eluru's strategic geographical positioning renders it a potential logistics hub. Railway expansion could facilitate the establishment of warehousing and distribution centers, attracting investments and generating employment opportunities within the logistics sector.

In light of the above, I would like to request the Hon'ble Minister to consider certain pertinent concerns as flagged by my constituents to bring to the attention of the Government.

The sanction of funds for the Bhadrachalam - Kovvuru Broad gauge line via Sattupalli;
The sanction of a new Railway Line between Guduwada Junction, Nuzvid, Madhira via Nuzvid

town and Vissanapeta; The release of funds for upgrading works at Nuzvid Railway station, especially regarding passenger waiting rooms, passenger sheds, toilets, installation of lifts, provision of sitting benches and a 24 hour ticketing counter; Need for ROB construction for NH-16 passing through Eluru since existing mechanism of gates is causing a lot of disturbance for travellers; Increase halts of trains to pre-COVID levels, especially for certain stops in my constituency such as Pallevada halt, Nuzivudu Railway Station; I urge the Hon'ble Minister to look into these issues at the earliest and resolve them for the benefit of my constituents and the people of Andhra Pradesh.

The Indian Railways will always be the lifeline of our nation, with a critical role to play in our country's journey towards a prosperous and inclusive future, a Vikasit Bharath. By embracing innovation, prioritizing passenger needs, and optimizing resource utilization, our NDA government aims to transform our railway system into a world-class network that serves as a catalyst for economic growth and social development. I urge everyone to come together and work with the government to achieve this goal. Thank you, Jai Bharath and Jai Andhra

माननीय अध्यक्ष : सभा की कार्यवाही मंगलवार, दिनांक 18 मार्च, 2025 को प्रातः 11 बजे तक के लिए स्थगित की जाती है।

23.01 hrs

*The Lok Sabha then adjourned till Eleven of the Clock
on Tuesday, March 18, 2025/Phalgun 27, 1946 (Saka).*

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